



HILLINGDON
LONDON



Major Applications Planning Committee

Date: TUESDAY 12 SEPTEMBER
2017

Time: 6.00 PM

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

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

To Councillors on the Committee

Councillor Edward Lavery (Chairman)
Councillor Ian Edwards (Vice-Chairman)
Councillor Jazz Dhillon
Councillor Janet Duncan
Councillor Henry Higgins
Councillor John Morgan
Councillor John Oswell
Councillor Brian Stead
Councillor David Yarrow

Published: Monday 4 September 2017

Contact: Anisha Teji
Tel: 01895 277655
Email: ateji@hillington.gov.uk

This Agenda is available online at:
www.hillingdon.gov.uk

Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
Phase II, Civic Centre, High Street, Uxbridge, UB8 1UW
www.hillingdon.gov.uk

Useful information for residents and visitors

Watching & recording this meeting

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

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

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



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

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

Travel and parking

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

Accessibility

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

Emergency procedures

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



A useful guide for those attending Planning Committee meetings

Security and Safety information

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

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

Petitions and Councillors

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

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

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

How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

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

About the Committee's decision

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

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

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

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

Agenda

CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meeting 1 - 6
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

PART I - Members, Public and Press

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

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
6	Northwood College - 082/APP/2017/2086	Northwood	Continued use of temporary classroom accommodation, comprising a two storey building of 1,600sq.m, for a further temporary period of 3 years (as previously approved in planning permission ref: 2082/APP/2014/600 dated 08-05-2014). Recommendation: Approval	7- 28 146 - 150
7	Units 2 & 3, 1-3 Uxbridge Road - 1911/APP/2017/2292	Townfield	Installation of mezzanine floor Recommendation: Approval	29 - 40 151 - 155

8	West Drayton Police Station and Former British Legion Site, Station Road, West Drayton	West Drayton	Variation of s106 agreements Recommendation: s106 agreements be varied	41 - 144 156
---	--	--------------	--	---------------------

PART I - Plans for Major Applications Planning Committee 145 - 156

This page is intentionally left blank

Agenda Item 3

Minutes



HILLINGDON
LONDON

MAJOR Applications Planning Committee

23 August 2017

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

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Jazz Dhillon, Janet Duncan, Henry Higgins, John Morgan, John Oswell, Brian Stead and David Yarrow</p> <p>LBH Officers Present: Nicole Cameron (Legal Advisor), Edward Oteng (Strategic and Major Applications Manager), Manmohan Ranger (Transport Consultant), James Rodger (Head of Planning and Enforcement), Liz Penny (Democratic Services Officer),</p>
39.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>There were no apologies for absence.</p>
40.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest.</p>
41.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>The minutes of the meeting on 2 August 2017 were agreed.</p>
42.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
43.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items were Part 1 and would be heard in public.</p>
44.	<p>SIPSON QUARRY - 45408/APP/2017/2075 (<i>Agenda Item 6</i>)</p> <p>Officers introduced the application and noted the addendum. The application was requesting an extension to the deadline for completion of permitted operations at Sipson Farm from 5 August 2017 to 30 September 2019. The addendum sought to revise condition 33 to allow additional vehicular movements of no more than 2,200 two-way heavy goods vehicles per week to enable the site to be restored within the extended time limit. Officers also drew attention to condition 32 which referred to a</p>

construction management plan previously submitted and approved in 2010. Said plan detailed traffic management arrangements and outlined the fact that there would be no additional impact at peak hours.

A petitioner spoke in objection to the application stating that she lived on the boundary of the site and had been living with disruption, including both noise and air pollution, since the works commenced in 2009. The petitioner pointed out that it had originally been stated that the works would be completed in 5 years but an extension was requested in 2014. On visiting the site it appeared that very little was happening on the site at present. The petitioner was concerned that increased truck movement was being requested and stated that HGVs cut across Sipson Lane which was a main route for local people to use. There were no traffic lights in place so a man was employed to check this traffic flow. The petitioner also pointed out that people living in Raywood Close paid an enhanced Council tax as they had a field behind their houses and felt this was unfair since works were continually underway in the field which was now a quarry. The petitioner felt that residents would feel happier if it could be guaranteed that the works would be completed within the revised deadline and believed that they should be compensated if this did not prove to be the case.

The agent spoke in support of the application and explained that the company undertaking the works was Harleyford Aggregates who had taken over the operation of the quarry from Streeters. This in part accounted for the delay in completing the works. The agent stated that they had applied for the maximum amount of time required to complete the works with two months flexibility at the end of September if required. Pre-application advice had been sought from officers throughout the application process and, other than the extension of time, no other changes were proposed. The agent advised that inert waste only would be put into the site and, with regards to the highways issue, confirmed that both the original permission and subsequent extension had no limits at all on HGV movements whereas, under the new submission, a limit would be in place. The agent also confirmed that all other controls remained in place regarding noise, air quality and monitoring and environmental officers who had visited the site were satisfied and had no issues with it.

Members queried why such a dramatic increase in the maximum numbers of HGVs was proposed; from 1,500 to 2,200 per week and pointed out that this was an increase of nearly 50%. Members sought confirmation as to whether this increase was being requested because the original assessments were incorrect and expressed concerns about pollution and air quality. The agent explained that there were no limits at present and this was a new condition proposed. The figures had been suggested by the Highways Officer and this number of HGVs would be required to enable the site to be restored within the two year timeframe. The agent further explained that this figure would be the absolute peak and numbers of HGVs would be much lower during quieter periods, for example during the summer months. Members also requested clarification regarding the raising in height of the ground to form a mound which was intended to improve drainage and asked what effect this would have on residential areas. The agent confirmed that this had been agreed at the time of the original application and no changes to the approved scheme were proposed. The Committee questioned why traffic movements were being controlled by an individual and the agent explained that this was an addition that the operator had put in place for safety reasons. Councillors then asked for confirmation that the work would definitely lead to a conclusion by 2019 and the agent confirmed that this was the case.

The Head of Planning and Enforcement referred to a previous application on Green Belt Land whereby an extension was requested to complete works and explained that

	<p>an informative had been added delegated to the Head of Planning and the legal department explaining why the Council would not support further extensions of time. It was suggested that a similar informative could be put in place for the application in question. Members agreed that this would be a good idea and very helpful.</p> <p>Members further sought clarification regarding the issue of HGVs using Sipson Lane as mentioned by the petitioner. It was understood that this should not be happening. Officers explained that there were conditions in place covering this so, if these conditions were not being observed by the operator, this would be an enforcement matter and should be reported to the Council.</p> <p>The officer's recommendation, subject to the addition of the agreed informative was moved, seconded and unanimously agreed at a vote.</p> <p>RESOLVED: That the application was approved subject to the conditions outlined and the additional informative.</p>
45.	<p>HILLINGDON CYCLE CIRCUIT, MINET COUNTRY PARK - 49962/APP/2017/1802 (Agenda Item 7)</p> <p>Officers introduced the application which sought to construct a velodrome-style cycle circuit on an existing playing field. It was explained that there was sufficient parking as users could park either in the car park at the nearby Goals centre or at Minet Country Park. The track would predominantly be in use on Saturday mornings whereas Goals was used mainly in the evenings.</p> <p>Members sought clarification regarding access for emergency vehicles and it was agreed that condition 4 should be amended to include reference to this. Councillors also questioned whether the protection of flora and fauna in condition 9 would cover everything. Officers agreed to amend the wording of the condition to refer to land under the applicant's ownership rather than to the development site only.</p> <p>The Committee moved, seconded and unanimously agreed the officer's recommendation subject to the agreed amendments.</p> <p>RESOLVED: That the application be approved subject to the addition of an element to the landscaping condition 4 covering 'other vehicle and pedestrian access and circulation areas' to include reference to access for emergency vehicles and subject to agreed revised wording of condition 9.</p>
46.	<p>ONSLOW MILLS - 1724/APP/2016/3513 (Agenda Item 8)</p> <p>Officers introduced the report and highlighted the addendum. The application sought to erect a four storey building with semi basement parking comprising 24 residential flats, involving the demolition of the existing industrial buildings. Officers explained that the site was immediately adjacent to West Drayton town centre boundary and adequate parking would be provided for the flats on a 1:1 basis.</p> <p>Members made reference to the issue of pedestrian safety due to the width of the site access as mentioned by the Highways Officer in the report and queried how this had been addressed in the scheme. The Transport Consultant confirmed that a central island had been considered and rejected as this would necessitate an even wider site entrance. The Committee asked whether the alternative option of a path for pedestrians flush to the footway had been considered. The Transport Consultant</p>

	<p>confirmed that this had been considered and corrected the Highway Officer comments. It was confirmed that treatment of this access was within the Highways work schedule.</p> <p>Councillors sought clarification regarding other possible approved developments surrounding the proposed one and asked if they were indicated on the plans. Officers confirmed that proposed developments were already clearly indicated on the plans. Members also queried whether the distances between buildings were adequate. The Head of Planning and Enforcement confirmed that the 21m distance requirement and window to window distances required had been met to the south. Regarding the front of the development, officers advised that a 15m distance to Claxton House had been previously approved. There was also a 15m distance between the new development and the properties on Trout Road but this was deemed to be acceptable in this case as nobody had objected, it looked onto a public highway and, if it were further back, it would be out of sync with the building line. Members enquired about the blocks to the north which were currently industrial but could be re-developed. Officers confirmed that these were light industrial and, if they were to be re-developed, the 21m rule would have to be adhered to.</p> <p>The Committee also enquired regarding the possibility of parking being 'priced out' or charged for by the developer. It was agreed that officers could not control what a developer chose to charge for a parking space and the Legal Advisor confirmed that the condition stated that spaces were allocated solely for the use of the units therefore 'pricing out' would be unlikely. Members asked whether the wording of the condition could be amended to state that parking was allocated for the use of each unit. Members felt the condition should be strengthened to indicate that parking was for the use of each of the units so that one individual would not be able to buy multiple parking spaces. It was agreed that the Head of Planning would agree the wording of the condition with the assistance of the Legal Services department for the approval of the Chairman and the Labour Lead.</p> <p>Members voted unanimously to approve the application subject to the re-wording of the condition regarding parking allocation.</p> <p>RESOLVED: That the application be approved subject to the re-wording of the condition regarding parking allocation.</p>
47.	<p>236 SWAKELEYS ROAD - 72634/APP/2017/769 (<i>Agenda Item 9</i>)</p> <p>Officers introduced the report and highlighted the addendum. It was explained that the proposal was to convert a group home to five one-bed self-contained flats. There would be three additional designated car parking spaces on the road but these would not be allocated specifically for the proposed flats.</p> <p>Members moved, seconded and voted to approve the application with 7 members voting in favour and 1 abstention.</p> <p>RESOLVED: That the application was approved.</p>
48.	<p>BRIDGE HOUSE, RIVERVIEW HOUSE & WATERSIDE HOUSE, OXFORD ROAD, UXBRIDGE - 40050/APP/2017/2438 (<i>Agenda Item 10</i>)</p> <p>It was highlighted that this was a prior approval application therefore the Committee's powers were considerably restricted and only limited matters could be considered namely transport and highway impacts; contamination risks on site; flooding risks;</p>

impact of noise. The Head of Planning introduced the report and highlighted the addendum stating that it applied to three office buildings - Bridge House which Members had dealt with previously; together with Riverview House and Waterside House to the rear. The proposal was to convert the 3 buildings to 239 units and to provide 359 parking spaces. The Head of Planning and Enforcement explained that there were no risks regarding flooding, noise or contamination therefore transport and highway issues were the key matters for consideration. It was explained that a comprehensive Section 106 agreement was proposed which included a contribution of up to £500,000 which related to works identified through a transport appraisal and modelling together with a public realm contribution of £825,000 which would sweep up pedestrian and cycle issues. The Highways Officer had explained that he believed these contributions would address all highways matters. It was also explained that the Council were looking to bring in an Article 4 direction and until that came into play the Committee could not bring into account any matters related to the Council's position in terms of wishing to protect employment land. Attention was also drawn to the addendum and an additional head of term A 3 was highlighted regarding parking spaces.

Members queried the wording which stated that prior approval was ***not required***. Councillors also requested clarification regarding the issues of transport and noise as there were concerns about both so controls were in place and yet prior approval was not required. Members wished to understand why they were being asked to approve something for which prior approval was not required. The Head of Planning and Enforcement explained that, with prior approval, conditions and legal agreements could be added in some cases if required. The Legal Advisor confirmed that the wording of the recommendation should be amended to reflect the fact that prior approval would be granted subject to the conditions and the section 106 agreement. The Legal Advisor highlighted that whether prior approval is required is dependent on the Class of the General Permitted Development Order 2015. Class O of the General Permitted Development Order 2015 requires a two stage process. It was therefore agreed that authority be delegated to the Head of Planning and the Legal Advisor to agree the wording.

Members requested confirmation of the existence of charging points for electric vehicles but officers advised that we cannot request this. Councillors also asked for clarification regarding the 200 additional parking spaces and whether this land could be built on in the future. Officers confirmed that any work on this land would have to go through the normal planning application procedure and be dealt with accordingly.

Members moved, seconded and approved the application subject to delegated authority to the Head of Planning and the Legal Advisor to revise the wording. Seven Members voted in favour with one absention.

RESOLVED: That the application was approved subject to delegated authority being passed to the Head of Planning and the Legal Advisor to agree the final recommendation wording.

The meeting, which commenced at 6.00 pm, closed at 7.10 pm.

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

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

Report of the Head of Planning, Sport and Green Spaces

Address NORTHWOOD COLLEGE EDUCATIONAL FOUNDATION MAXWELL ROAD
NORTHWOOD

Development: Continued use of temporary classroom accommodation, comprising a two storey building of 1,600sq.m, for a further temporary period of 3 years (as previously approved in planning permission ref: 2082/APP/2014/600 dated 08-05-2014).

LBH Ref Nos: 2082/APP/2017/2086

Drawing Nos: 246 13 02 Rev.S-7 (First Floor Plan)
246 13 01 Rev.S-8 (Ground Floor Plan)
Energy Statement, prepared by SiBCAS dated 16/02/14
10 Rev.D (Site Plan - Proposed)
Transport Statement, prepared by Vectos dated June 2017
Letter from Northwood College dated 24/08/17
Letter from Nexus Planning dated 24/08/17

Date Plans Received: 07/06/2017

Date(s) of Amendment(s):

Date Application Valid: 21/06/2017

1. SUMMARY

This application seeks planning permission for the continued use of temporary classroom accommodation, comprising a two storey building of 1,600sq.m, at Northwood College for a further temporary period of 3 years. The classrooms provide accommodation for science lessons.

Northwood College is an independent day school for girls aged between 3 and 18 years. It was acquired by the Girls' Day School Trust (GDST) in September 2013 and it merged with Heathfield School (formerly located in Pinner within the London Borough of Harrow) in September 2014. In order to enable the school to continue to offer the same level of high quality educational facilities additional accommodation was sought and planning permission (ref: 2082/APP/2014/600) was originally granted for the temporary buildings on 08/05/14.

Condition 1 of that consent requires that the buildings are removed and the land restored to its former condition on or before 4th September 2017.

The submitted Planning Statement advises that:

"The Proposed Development is required to ensure that teaching accommodation remains in place whilst wider rationalisation proposals for the School emerge. These longer-term proposals will seek to increase and enhance the permanent accommodation, ultimately allowing for the demolition of the Proposed Development. This Application seeks to ensure that sufficient accommodation is provided in the interim to allow teaching to continue uninterrupted."

At the time of the previous application, it was understood that the long-term aspiration was to permanently expand the Northwood College site to enable the school to continue to

offer the same range of facilities. Indeed the Trust has recently sought pre-application advice from officers relating its long-term proposals and discussions regarding these are ongoing. It is understood that operational changes at the Trust, following the merger of the schools, slowed initial progress on advancing these proposals but that the Trust is fully committed to providing a permanent solution to its accommodation needs on the site by 2020.

No objections are raised to the principle of the development in this location and, notably, due to the temporary nature of the proposed building Sport England have confirmed that no objections are raised to the small encroachment which would occur onto the playing fields, subject to conditions.

At the time of the original application the applicant advised that the merger of the two schools was not dependent on planning permission being granted for the proposed science classrooms as, although undesirable, through internal reconfiguration and refurbishment works not requiring planning permission, the additional pupils could be accommodated within the school's existing accommodation if absolutely necessary. On this basis, in approving planning permission for the temporary accommodation, it was accepted that the resulting impact on the local highway network could not reasonably be considered as part of that application. This current application would not result in any additional increase in pupil numbers and, accordingly, no objections are raised on highway grounds.

Given the temporary nature of the proposed building, it is not considered that it would have a significant detrimental impact on the character or appearance of the school site or the Northwood Town Centre Green Lane Conservation Area. Furthermore, it is not considered that it would result in such a significant loss of amenity to the occupants of the nearest residential properties that refusal could be justified.

The proposal is considered to comply with relevant Local Plan, London Plan and national policies and, accordingly, approval is recommended.

2. RECOMMENDATION

APPROVAL subject to the following:

1 T4 Temporary Building - Removal and Reinstatement

At the expiration of three years from the date of this permission, the temporary units hereby permitted shall be removed and the tennis courts and playing field should be reinstated to at least the equivalent quality as before the temporary loss and in accordance with Sport England guidance "Natural Turf for Sport" (2011) and National Governing Body Performance Quality Standard.

REASON

To ensure the site is restored to a condition fit for purpose and because the building, by reason of its siting on the school playing fields and its design is not considered suitable for permanent retention in compliance with Policies R4, BE4 and BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 3.19 of the London Plan (July 2016).

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 10 Rev.D, 246 13 01 Rev.S-8 & 246 13 02 Rev.S-7, as approved by planning permission ref: 2082/APP/2014/600, and shall thereafter be retained/maintained for as long as the

development remains in existence.

REASON

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

3 COM5 General compliance with supporting documentation

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

Energy Statement prepared by SiBCAS dated 16/02/14
Transport Statement prepared by Vectos dated June 2017

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

REASON

To ensure that the development complies with the objectives of Policies . Specify Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

4 NONSC SUDS1

No development approved by this permission shall be carried out otherwise than in accordance with those sustainable urban drainage measures agreed via planning permission ref: 2082/APP/2014/1959 dated 18/08/14.

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (2016) and Planning Policy Statement 25. To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (2016), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (2016).

5 NONSC SUDS2

No development approved by this permission shall be carried out otherwise than in accordance with those measures pertaining to the ongoing management and maintenance of the adjoining drainage ditch agreed via planning permission ref: 2082/APP/2014/1959 dated 18/08/14.

REASON

To ensure that the drainage ditch has sufficient capacity to accommodate the run-off from the proposed building and to ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (2016) and Planning Policy Statement 25. To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (2016), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (2016).

6 NONSC Non Standard Condition

Within 6 months of the date of this permission, a community use agreement prepared in consultation with Sport England shall be submitted to and approved in writing by the Local

Planning Authority. The agreement shall apply to sports facilities at the school and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.

REASON

To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport and to accord with policy R5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), policy 3.19 of the London Plan (2016) and paragraph 74 of the NPPF.

7 RES25 No floodlighting

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

REASON

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

INFORMATIVES

1 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

2 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).

3 I53 Compulsory Informative (2)

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

BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
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.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
R4	Proposals that would involve the loss of recreational open space
R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
R10	Proposals for new meeting halls and buildings for education, social, community and health services
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LPP 3.18	(2016) Education Facilities
LPP 3.19	(2016) Sports Facilities
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
NPPF	National Planning Policy Framework

4

The school is advised that the management and maintenance of the adjoining drainage ditch should be something that they are doing regularly to ensure they fulfill their 'riparian responsibilities' as landowner.

5

The Travel Plan measures which have been implemented by the School are supported. The GDST are encouraged to liaise with the Council's Travel Plan Officer, Sophie Wilmot, at SWilmot@hillingdon.gov.uk or via the Council's Contact Centre on 01895 250230, to ensure its Travel Plan measures can be further developed and adapted to suit any local issued identified.

6

Residents have raised concerns over light and noise pollution from the building, particularly out of hours and from the school alarm. The GDST is encouraged to review its management of the building in order to see how these issues can be resolved.

7

With regard to condition 1 Sport England have advised as follows:

It is recommended that a restoration scheme for playing field land is undertaken by a specialist turf consultant. The applicant should be aiming to ensure that any new or replacement playing field is fit for its intended purpose and should have regard to Sport England's technical Design Guidance Note entitled "Natural Turf for Sport" (2011) and relevant design guidance of the National Governing Bodies for Sport e.g. performance quality standards produced by the relevant pitch sport National Governing Bodies, for example the Football Association.

8

With regard to condition 6 Sport England have advised as follows:

Guidance on preparing Community Use Agreements is available from Sport England. <http://www.sportengland.org/planningapplications/> For artificial grass pitches it is recommended that you seek guidance from the Football Association/England Hockey/Rugby Football Union on pitch construction when determining the community use hours the artificial pitch can accommodate.

There is a free online resource from Sport England (Use Our School) that offers further guidance and information for local authorities and other education providers on how to make the best use of school facilities for the benefit of the local community. It is especially useful for those who have responsibility within a school for establishing, sustaining and growing community activity on school sites. 'Use Our School' can be accessed here; www.sportengland.org/useourschool.

9

You are advised that any further applications for the retention of the buildings, following the expiry of this consent in 2020, could not be entertained.

3. CONSIDERATIONS

3.1 Site and Locality

Northwood College occupies an approximately 3.3 hectare irregularly shaped plot located on the north west side of Maxwell Road in Northwood. It is an independent day school catering for girls aged between 3 and 18.

The site accommodates a number of buildings, which make up the lower and upper schools and the sixth form, in addition to tennis courts, playing fields, a Multi-Use Games Area (MUGA), a playground, hard play space, car parking and ancillary facilities.

Despite its close proximity to Northwood Town Centre, it falls within a predominantly residential area and is bounded by residential properties to the north east and south west. To the north west it is bounded by residential properties and garages and to the south east

residential properties lie on the opposite side of Maxwell Road.

The temporary accommodation the subject of this application occupies an area of approximately 0.87 hectares located towards the north east side of the site. It formerly accommodated a part of the school's playing fields, tennis courts and small storage buildings.

The entire school site falls within the Northwood Town Centre Green Lane Conservation Area as designated in the Hillingdon Local Plan. The buildings at the front (south east) of the site, including the Old School, Sixth Form and Library, Wray Lodge and Vincent House, are locally listed. Trees towards the south eastern edge of the playing field, fronting Maxwell Road, and on adjoining sites to the north east and north west are protected by Tree Preservation Orders.

3.2 Proposed Scheme

Planning permission (ref: 2082/APP/2014/600) was granted on 08/05/14 for the demolition of existing storage sheds and construction of a two storey building comprising 1,600 sqm of temporary classroom accommodation, for a period of 3 years from 4 September 2014 (excluding construction/deconstruction period).

Condition 1 of that consent states:

"The building hereby permitted shall be removed and the land restored to its former condition on or before 4th September 2017.

Reason:

The building, by reason of its siting on the school playing fields and its design is not considered suitable for permanent retention in compliance with Policies R4, BE4 and BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 3.19 of the London Plan (July 2011)."

This application seeks planning permission for the retention of the buildings for a further temporary period of three years. The applicant's Planning Statement confirms:

"At the time of the original planning application it was not envisaged that the temporary planning permission would need to be extended for a further 3 year period. Although, the wider rationalisation proposals have taken longer to emerge than originally envisaged, GDST are committed to bringing this forward..."

3.3 Relevant Planning History

2082/APP/2014/600	Northwood College Educational Foundation	Maxwell Road Northwood
	Demolition of existing storage sheds and construction of two storey building comprising 1,600 sqm of temporary classroom accommodation, for a period of 3 years from 4 September 2014 (excluding construction/deconstruction period).	

Decision: 07-05-2014 Approved

Comment on Relevant Planning History

The site has an extensive planning history. That most relevant to this application is summarised above.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)
London Plan (July 2011)
National Planning Policy Framework
Hillingdon Supplementary Planning Document: Accessible Hillingdon
Hillingdon Supplementary Planning Document: Residential Layouts
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Noise
Hillingdon Supplementary Planning Document - Air Quality

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment
PT1.EM1 (2012) Climate Change Adaptation and Mitigation
PT1.EM5 (2012) Sport and Leisure
PT1.HE1 (2012) Heritage

Part 2 Policies:

BE4 New development within or on the fringes of conservation areas
BE10 Proposals detrimental to the setting of a listed building
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.

BE24 Requires new development to ensure adequate levels of privacy to neighbours.
BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1 Protection of the character and amenities of surrounding properties and the local area
R4 Proposals that would involve the loss of recreational open space
R5 Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
R10 Proposals for new meeting halls and buildings for education, social, community and health services
AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7 Consideration of traffic generated by proposed developments.
AM13 AM13 Increasing the ease of movement for frail and elderly people and people with

disabilities in development schemes through (where appropriate): -
(i) Dial-a-ride and mobility bus services
(ii) Shopmobility schemes
(iii) Convenient parking spaces
(iv) Design of road, footway, parking and pedestrian and street furniture schemes

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LPP 3.18	(2016) Education Facilities
LPP 3.19	(2016) Sports Facilities
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

- 5.1** Advertisement Expiry Date:- **2nd August 2017**
- 5.2** Site Notice Expiry Date:- Not applicable

26th July 2017

6. Consultations

External Consultees

Consultation letters were sent to 56 local owner/occupiers and Northwood Residents' Association. Press and site notices were also posted. Three letters of objection have been received, which raise the following concerns:

- i) After three years the need to further extend the consent is disappointing, particularly as no application for a permanent solution has come forward.
- ii) The buildings do not site well in the Conservation Area or their surroundings.
- iii) A shorter consent of 18 months or 2 years should be given with the proviso that an application to build replacements is submitted well before the next expiry date.
- iv) If allowed this will have been on site for 6 years, which is not temporary.
- v) It is an eyesore.
- vi) Loss of view.
- vii) Light pollution, particularly during winter months.
- viii) Proximity to residential properties in Wilford Close.
- ix) Loss of light to residents.
- x) The alarm goes off frequently.
- xi) The school is supposed to keep their trees along the boundary in good order and reduce their height so residents get more light but this has not been done for 3-5 years.
- xii) Impact on property values.

SPORT ENGLAND

Sport England - Statutory Role and Policy:

As set out previously, the consultation with Sport England is a statutory requirement and Sport England considers all applications in light of NPPF and Sport England's Playing Fields Policy.

Assessment against Sport England Policy/NPPF:

Initially Sport England was concerned that the temporary tennis court and partial playing field loss, originally approved in 2014 for three years, would be extended by another three years to result in an overall six year loss. As previously noted, Sport England did not consider that the application met its policies but took a pragmatic view given the temporary nature of the application.

Since the 2014 application the school, in order to mitigate the temporary loss as well as generally improving the school, have, and still are, improving the school's sports facilities as follows:

Installation of a new drainage system for the playing pitch;
Refurbishment and upgrade of changing rooms;
Installation of a climbing wall;
Installation of a bouldering wall; and
Improvements of the remaining tennis courts.

These improvements to the school's sports facilities offset, to an extent, the partial loss of playing field and tennis courts for six years but to ensure that there is a real benefit for the community, and thereby meeting the spirit of Sport England's Playing Field Policy, the community use of the facilities should be secured, by way of a Community Use Agreement, and the facilities that have been lost must be reinstated to the equivalent quality (at least) as they were before they were lost.

Conclusion:

Given the above assessment, Sport England now does not wish to raise an objection to this application as it is considered to broadly meet its policy. The absence of an objection is subject to the following conditions being attached to the decision notice should the local planning authority be minded to approve the application:

1. At the expiration of three years from the date of this permission, the temporary units hereby permitted shall be removed and the tennis courts and playing field should be reinstated to at least the equivalent quality as before the temporary loss and in accordance with Sport England guidance "Natural Turf for Sport" (2011) and National Governing Body Performance Quality Standard.

Reason: To ensure the site is restored to a condition fit for purpose and to accord with Development Plan Policy.

Informative: It is recommended that a restoration scheme for playing field land is undertaken by a specialist turf consultant. The applicant should be aiming to ensure that any new or replacement playing field is fit for its intended purpose and should have regard to Sport England's technical Design Guidance Note entitled "Natural Turf for Sport" (2011) and relevant design guidance of the National Governing Bodies for Sport e.g. performance quality standards produced by the relevant pitch sport National Governing Bodies, for example the Football Association.

2. Within 6 months of the date of this permission, a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to sports facilities at the school and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy.

Informative: Guidance on preparing Community Use Agreements is available from Sport England. <http://www.sportengland.org/planningapplications/> For artificial grass pitches it is recommended that you seek guidance from the Football Association/England Hockey/Rugby Football Union on pitch construction when determining the community use hours the artificial pitch can accommodate.

There is a free online resource from Sport England (Use Our School) that offers further guidance and information for local authorities and other education providers on how to make the best use of school facilities for the benefit of the local community. It is especially useful for those who have responsibility within a school for establishing, sustaining and growing community activity on school sites. 'Use Our School' can be accessed here; www.sportengland.org/useourschool.

Internal Consultees

CONSERVATION & URBAN DESIGN OFFICER

There are no objections to the continued use of the temporary classrooms for a further period of 3 years.

HIGHWAY ENGINEER

This is an application to extend the use of temporary classrooms for another 3 years at Northwood College in Maxwell Road Northwood.

The previous temporary permission was given for the use of the classroom block in 2014 for 3 years and the applicant has requested a further 3 year extension while permanent alterations to the site are planned and completed.

The applicant has submitted a Transport Statement by Vectos (June 2017) in support of the

application.

The TS notes that the 2014 TS indicated a school with 182 staff and 1089 pupils whereas there are currently 822 pupils enrolled which is significantly less than 2014 so traffic levels should be less. That trend of reduced pupil enrolment is projected through 2017/18 with 797 pupils.

According to the TS the School Travel Plan is active and there have been a number of measures implemented to reduce private car trips to the site.

Given that the facility has been in existence for 3 years and there is an operational School Travel Plan and reducing pupil numbers I have no significant highway concerns over the proposed extension.

ENVIRONMENTAL PROTECTION UNIT

No objection subject to the standard informative regarding control of environmental nuisance from construction work.

Officer comment: No construction work is proposed as part of this application and, accordingly, the informative is not relevant in this instance.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy R10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to encourage the provision of enhanced educational facilities across the borough, stating:

"The Local Planning Authority will regard proposals for new meeting halls, buildings for education, social, community and health services, including libraries, nursery, primary and secondary school buildings, as acceptable in principle subject to other policies of this plan."

This is reiterated in the London Plan Policy 3.18 which states:

"Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing facilities or change of use to educational purposes. Those which address the current projected shortage of primary school places will be particularly encouraged."

Whilst at national level the DCLG Policy Statement on Planning for Schools Development and the NPPF focus predominantly on provision of state funded education, the Local Planning Authority acknowledges that there may also be a demand for private provision and that this can also, to some degree, help to meet the increasing need for additional school places. Paragraph 72 of the NPPF confirms that great importance should be attached to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities and that great weight should be given to the need to create, expand or alter schools.

Notwithstanding the above, and whilst it is acknowledged that alternative tennis courts are available and that the existing hockey pitch would be retained, the proposal would result in the continued loss of sports facilities, including part of the playing field, albeit on a temporary basis.

Policy R4 of the Hillingdon Local Plan: Part 2 states:

"The Local Planning Authority will not normally grant planning permission for proposals which involve the loss of land used (or where the last authorised use was) for recreational open space (including publicly accessible open space and playing fields, private or school

playing fields, private or public allotments), particularly if there is (or would be) a local deficiency in accessible open space."

London Plan policy 3.19 and Paragraph 74 of the National Planning Policy Framework reiterate that proposals which involve the net loss of sport and recreation facilities, including playing fields, should be resisted.

Sport England initially objected to the proposals as they did not consider the continued loss of playing field, for a further three year period would be unacceptable. The applicant has sought pre-application advice from the Council regarding permanent works and discussions regarding these are ongoing. In response to Sport England's initial objection the applicant met with them and shared these proposals. They also provided further information in support of this application regarding their existing sports provision. The school advised:

"Since the erection of the temporary teaching building on site in 2014 which resulted in the temporary loss of tennis courts, the School has actively sought to enhance sporting provision both to mitigate this loss and generally improve the level of facilities available. Such improvements have included:

- Installation of a new drainage system for the existing sports pitch which enables its use all year round. previously the field could only be used in the summer but now the School can offer touch rugby and hockey (works completed summer 2016).
- Significant refurbishment and upgrading of the existing dry changing rooms (ongoing works and to be completed this year).
- A new climbing wall and bouldering wall in the Sports Centre (installed autumn 2015),
- The refurbishment of other tennis courts within the centre of the site (completed summer 2016).

The School also provide the wider community the use of some of its facilities as follows:

- Push and Glide Swimming Club for younger children offered 7-days a week;
- Cricket club offered to junior school aged children (from September);
- Super Camps provided in the school summer holidays and
- A Netball club for parents of pupils.
- Provision of netball training facilities for West Herts Netball"

In light of this additional information, Sport England have withdrawn their objection subject to conditions to ensure the reinstatement of the sports facilities in three years time and requiring the submission of a community use agreement.

Given the strong policy support for new and/or improved educational facilities and that there would only be a short term loss of playing field, no objections are raised to the principle of the development in this instance, subject to the proposals meeting site specific criteria.

7.02 Density of the proposed development

Not applicable to this type of development.

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

The site falls within the Northwood Town Centre Green Lane Conservation Area. Furthermore, several of the school buildings fronting Maxwell Road are locally listed. However, the temporary accommodation is located towards the rear of the playing fields, set some distance back from the front of the site and road. Whilst some views are available, tree screening around the site boundaries limits these. Given the distance of the proposed building from Maxwell Road and the locally listed buildings at the front of the school site together with existing tree screening around the school's boundaries, it is not

considered that the accommodation has such a significant detrimental impact on the character or appearance of the Conservation Area or on the setting of the locally listed buildings that refusal could be justified. Notably, the Council's Conservation and Urban Design Officer has raised no objections to the application.

Notwithstanding the above, it should be noted that the building, by reason of its temporary design, would not be suitable for permanent retention in this location.

7.04 Airport safeguarding

Not applicable. There is no requirement to consult the aerodrome safeguarding authorities on this application.

7.05 Impact on the green belt

Not applicable. There is no Green Belt land in the vicinity of the site.

7.07 Impact on the character & appearance of the area

Policies BE13 and BE19 seek to ensure that new development complements or improves the character and amenity of the area. The scale, bulk and siting of buildings are key determinants in ensuring that the amenity and character of an area is not compromised by new development.

This issue has been largely addressed in part 7.03 of the report. No physical alterations are proposed to the development. Whilst the buildings are somewhat functional and utilitarian in their design, and would not be suitable for permanent retention in this location, given their set back from Maxwell Road and tree screening around the site boundaries, it is not considered that they have such a significant detrimental impact on the character or appearance of the surrounding area, including the Maxwell Road street scene, that temporary planning permission could be refused.

7.08 Impact on neighbours

Local Plan: Part 2 policies BE19, BE20, BE21 and BE24, in addition to the Council's Supplementary Planning Document on Residential Layouts, seek to safeguard residential amenity.

Matters relating to residential amenity were considered at the time planning permission was originally granted and it was determined that the building would not have such a significant impact on residential amenity that refusal could be justified. Notwithstanding this, in light of the concerns raised by residents, these matters are discussed in more detail below.

The nearest residential properties in Anthus Mews, to the north east, are located approximately 15m away from the nearest part of the building. However, there are no windows in its north east elevation and so no overlooking can occur from here. Furthermore, this distance complies with guidance within the Council's Supplementary Planning Document on Residential Layouts, which requires a minimum distance of 15m between buildings where a two or more storey building abuts another property or its garden, to avoid possible over domination. The orientation of the building in relation that of the nearest property in Anthus Mews also assists in minimising any impacts. Accordingly, it is not considered that the retention of the building for a further temporary period would result in any significant ongoing issues relating to loss of light, outlook or privacy to those properties such that refusal could be justified.

The nearest property in Wilford Close, to the north west, would be located approximately 18m away from the northern most corner of the building. All other properties would be located over 21m away due to the orientation of the building. Notwithstanding this, obscure

glazing is provided to the rear elevation of the building as this serves a corridor rather than classrooms. Furthermore, tree screening along the school's north west boundary also significantly obscures views of the building from here, particularly during summer months. Given the distance between the proposed building and those properties, which complies with guidance in the Council's Supplementary Planning Document on Residential Layouts, the provision of obscure glazing in this elevation and the presence of tree screening along the site boundary, it is not considered that the proposal would result in any significant ongoing issues of overshadowing, loss of privacy or loss of outlook, which would be of such detriment to residential amenity that refusal could be justified.

7.09 Living conditions for future occupiers

Not applicable to this type of development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Local Plan: Part 2 policies AM2 and AM7 seek to safeguard highway and pedestrian safety and ensure that developments do not have an adverse impact on the surrounding highway network. Policies AM14 and AM15 seek to ensure appropriate levels of car parking are provided.

In assessing the transport impacts of the development at the time of the original planning permission the officer's report stated:

"The applicant has advised that, although currently there are only 745 pupils on roll, the school's existing buildings could easily accommodate up to 850 pupils and, although it would be contrary to the school's current policy for smaller class sizes and therefore highly undesirable, it has been demonstrated that if all classrooms were used to maximum capacity it could in fact accommodate up to 1,146 pupils without the need for any internal modifications.

Notwithstanding the above, the applicant has advised that if planning permission for the temporary classrooms was refused internal refurbishment and remodelling works, not requiring planning permission, would be carried out within the existing buildings to accommodate the additional pupils. Plans to demonstrate how this would work have been provided and the applicant has confirmed that through these works, if filled to maximum capacity, the school could accommodate up to 1,353 pupils. The applicant has however emphasised that the GDST do not in reality operate to these maximum numbers as it would be against their policies for smaller class sizes.

Given that it has been demonstrated that the school could easily accommodate the increase in pupil numbers within its existing accommodation either with or without internal refurbishment works and that the merger is not dependent on the proposed temporary classrooms, it is not considered that it would be reasonable to consider the impact of the increased pupil numbers on the local highway network as part of this application and refusal could not be justified on these grounds.

Notwithstanding this, the Transport Statement details a number of mitigation measures which will be implemented by the school and are aimed at helping to reduce the parking and congestion issues. These are also outlined in the submitted Travel Plan. Some of the measures proposed, include:-

- Updating the school Travel Plan to encourage use of more sustainable modes of transport to/from school, especially among senior pupils who are likely to be more independent.
- Continuation of a walking bus five days a week from the Green Lane Car Park, which is currently used by parents to drop-off and pick-up pupils.

- Provision of a free coach service from Heathfield School to Northwood College for 1 year, after which a coach service will be provided to meet demand.
- Increased dispersal of information aimed at promoting car sharing to parents and staff.
- Presence of school traffic marshals at peak pick-up and drop-off times to observe traffic associated with the school, encourage pupils to move along quickly and to challenge those who park and/or drive inappropriately or unsafely.
- Introduction of a Code of Conduct that parents will be asked to sign up to that encourages safe, responsible and considerate travel behaviour.

These measures are welcomed, but they do not relate directly to the impact of the development being considered under this application and are not necessary to mitigate its impact. Accordingly, it is not appropriate to secure these measures through a planning condition. An informative is therefore recommended encouraging the applicant to liaise with the Council's Highways and School Travel Planning Teams to progress these measures outside of the planning system."

Notwithstanding the above, the applicant has submitted a revised Transport Statement with this application. This confirms that pupil numbers are less than predicted at the time of the original application and that a number of Travel Plan measures have been implemented to reduce the school's traffic impacts. A supporting letter has also been provided which confirms the school's commitment to sustainable travel initiatives and that measures such as cycle proficiency training, introduction of secure cycle storage, introduction of Sixth Form drive safe policy, walking buses' and a staff car sharing scheme, have been implemented. In view of this, the Council's Highway Engineer has confirmed that no objections are raised.

7.11 Urban design, access and security

Urban Design:

No alterations are proposed to the design of the building, which was considered to be acceptable, albeit on a temporary basis only, in the Council's assessment of the previous consent. The building design is typical of that of temporary classroom provision and, as such, officers remain of the view that it would not be acceptable in the long term, particularly given the location of the site within the Northwood Town Centre, Green Lane Conservation Area. However, it is considered to be acceptable on an extended temporary basis whilst alternative solutions to the school's accommodation needs are sought and, notably, the Council's Urban Design/Conservation Officer has raised no objections in this respect.

Security:

The proposal does not give rise to any new security issues over and above those considered in the original consent.

7.12 Disabled access

No physical alterations are proposed to the building and, accordingly, the building does not give rise to any new issues concerning accessibility. Relevant conditions attached to the previous consent would be reiterated if approval is granted.

7.13 Provision of affordable & special needs housing

Not applicable to this type of development.

7.14 Trees, landscaping and Ecology

The proposal seeks the retention of an existing building for a further three year period. There would be no impact on existing trees or landscaping features of merit as a result of this proposal.

Residents' suggestions that the school have failed to adequately maintain trees along the boundary are noted. Whilst this is not a material consideration which can be considered as part of this application and it is not considered that refusal could be justified on these grounds, the applicant has confirmed that the school has noted these concerns and will seek to rectify them if possible.

7.15 Sustainable waste management

The applicant confirmed in the previous application that the school's existing waste management facilities would be used. No alterations are proposed to this arrangement. Notably, the school ultimately has discretion over which waste management methods are used on site.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (July 2011) requires development proposals to make the fullest contribution possible to reducing carbon emissions. Major development schemes must be accompanied by an energy assessment to demonstrate how a 40% target reduction in carbon dioxide emissions will be achieved, where feasible.

Notwithstanding this, it is acknowledged that the proposed building is only required for a temporary three year period, after which it would be removed from site. As such, it would not be viable to achieve such savings on such a short term proposal due to the long pay back periods associated with renewable energies. This target would not therefore be achieved for this scheme.

At the request of the Council's Environmental Officer, the applicant has however provided a letter which confirms the school's commitment to sustainability. This confirms that the school have undertaken a number of works/ initiatives to improve their energy efficiency, including the following:

- the introduction of energy efficient lighting which is mandatory across all refurbishment work;
- a rolling programme of upgrading exterior lighting from sodium to LED;
- boiler replacement with high efficiency models (as part of a rolling programme);
- the formation of an established and proactive Eco Committee (consisting of pupils, staff & Governors);
- replacement of 25 single glazed windows with triple glazing and insulation of three flat roofs;
- the donation of 600 items of old classroom furniture via Zoot furniture to Africa rather than being sent to landfill; and,
- implementation of recycling initiatives.

In addition, it is understood that the school won the EcoSchools Green Award in 2017.

In light of the above, and given the nature of the building, no objections are raised on energy/sustainability grounds.

7.17 Flooding or Drainage Issues

The site does not fall within a flood zone and no issues relating to flooding have been identified. No alterations are proposed to the building which would increase its impact on flood risk.

7.18 Noise or Air Quality Issues

It is not considered that the proposal would give rise to any unacceptable increase in noise or air pollution. Residents' concerns regarding noise from an alarm are noted. The applicant has noted this comment and has confirmed that the school are reviewing their management of the building to seek to rectify these matters.

7.19 Comments on Public Consultations

Matters raised relating to the principle of allowing the building to remain for a further three years have been addressed in the report as have matters raised relating to visual and residential amenity, noise from an alarm and trees.

Concerns are also raised over light pollution from the building. The applicant has advised that the school will review its management of the building to rectify this matter and an informative encouraging them to do so as soon as possible would be attached. However, it is not considered that refusal could be justified on these grounds.

Concerns have also been raised over the impact of the development on property values. This is not a material planning consideration and refusal cannot be justified on these grounds.

7.20 Planning obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

2010).

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The proposals comply with current planning policies which strongly encourage the enhancement and expansion of existing schools to ensure a wide choice of school places are available. Notwithstanding Sport England's objection it is considered that sufficient information has been provided to demonstrate the school's commitment to community sports provision across the site and to providing a permanent solution to its accommodation needs such that there would be no substantial long-term loss in sports provision. Accordingly, no objections are raised to the principle of the development.

Given the temporary nature of the proposed building, it is not considered that it would have a significant detrimental impact on the character or appearance of the school site or the Northwood Town Centre Green Lane Conservation Area. Furthermore, it is not considered that it would result in such a significant loss of amenity to the occupants of the nearest residential properties that refusal could be justified.

The proposal is considered to comply all with relevant Local Plan, London Plan and NPPF policies and, accordingly, approval is recommended.

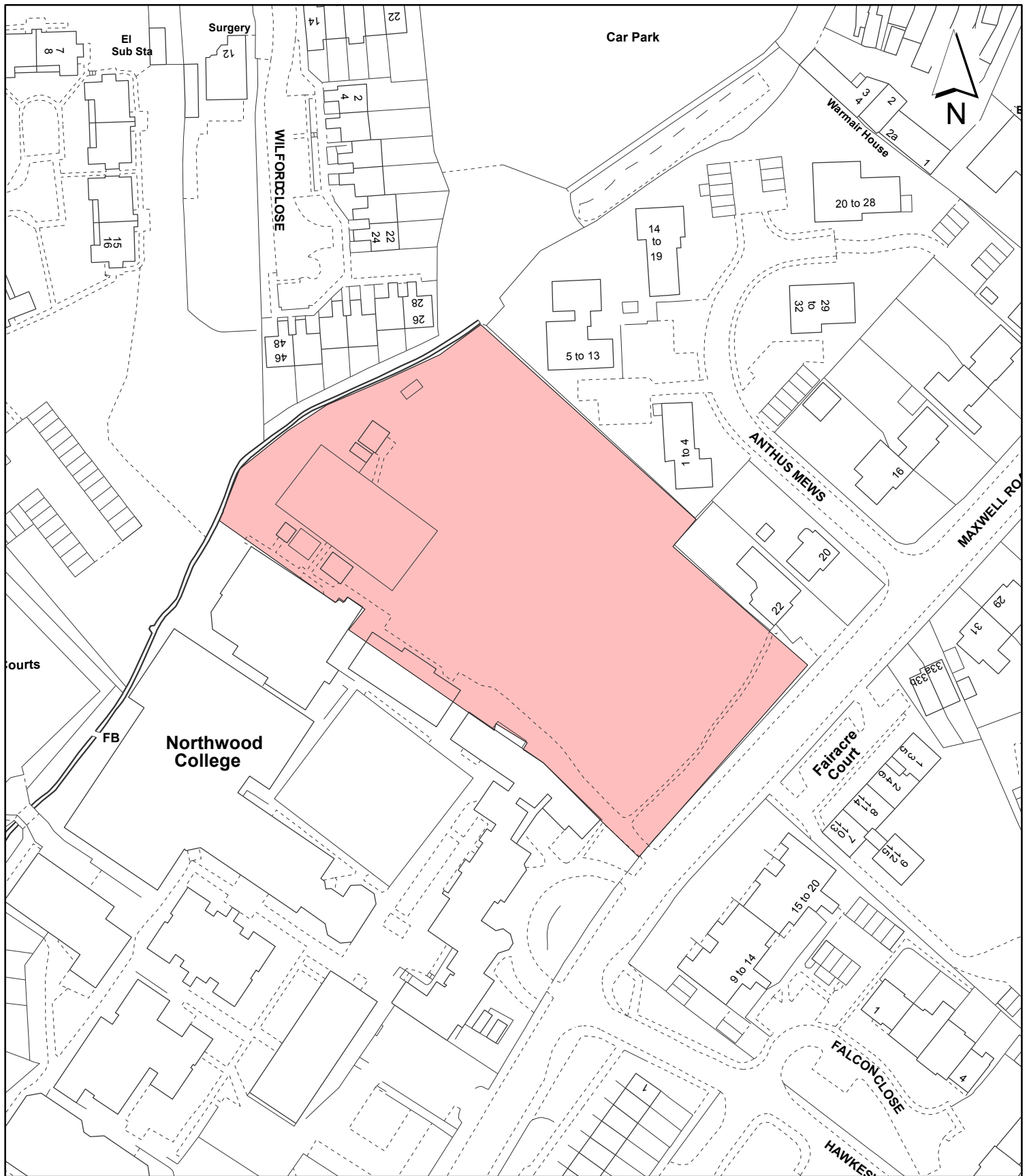
11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)
London Plan (July 2011)
National Planning Policy Framework
Hillingdon Supplementary Planning Document: Accessible Hillingdon

Hillingdon Supplementary Planning Document: Residential Layouts
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Noise
Hillingdon Supplementary Planning Document - Air Quality

Contact Officer: Johanna Hart

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

Northwood College

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

Planning Application Ref:
2082/APP/2017/2086

Scale:
1:1,250

Planning Committee:
Major Page 27

Date:
August 2017



HILLINGDON
 LONDON

This page is intentionally left blank

Report of the Head of Planning, Sport and Green Spaces

Address UNITS 2 AND 3, 1-3 UXBRIDGE ROAD HAYES

Development: Installation of mezzanine floor

LBH Ref Nos: 1911/APP/2017/2292

Drawing Nos: Transport Statement
Noise Assessment
Air Quality Assessment
P01
Flood Risk Note
176_066_A_P15_D_Proposed Mezzanine Floor Plan
176_066_A_P15_D_Proposed Mezzanine Floor Plan

Date Plans Received: 22/06/2017 **Date(s) of Amendment(s):**

Date Application Valid: 22/06/2017

1. SUMMARY

The proposal is being reported to committee as it falls within the scope of a Major Application. The application seeks to install a mezzanine floor to an existing B1, B2 and B8 premise. The proposed installation is considered acceptable in principle and is unlikely to harm the amenity of neighbouring occupiers. The proposal is unlikely to result in an increase in noise and traffic and as such this proposal is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

Transport Statement
Noise Assessment
Air Quality Assessment
P01
Flood Risk Note
176_066_A_P15_D_Proposed Mezzanine Floor Plan
176_066_A_P15_D_Proposed Mezzanine Floor Plan

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

REASON

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

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

LPP 2.7	(2016) Outer London: Economy
LPP 4.1	(2016) Developing London's economy
LPP 4.11	(2016) Encouraging a connected economy
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
OL5	Development proposals adjacent to the Green Belt
EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves Replaced by PT1.EM7 (2012)
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
EC5	Retention of ecological features and creation of new habitats
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation

	measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE3	Provision of small units in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM18	Developments adjoining the Grand Union Canal - securing facilities for canal borne freight
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

3. CONSIDERATIONS

3.1 Site and Locality

The site comprises four industrial, warehouse, office buildings (Use Classes B1, B2 and B8). Each unit has their own car parking and servicing arrangements. To date none of the units have been occupied.

The application site is situated to the immediate south of Uxbridge Road between Yeading Brook and the Grand Union Canal. The area to the north and east of the site (beyond the canal) are predominately residential in nature. In contrast, land uses to the west of the canal are characterised by a mix of commercial uses including the Hayes Bridge Retail Park and wholesalers (e.g. Quality Foods). Vehicular access is from Uxbridge Road (A4020) at the interface with The Broadway.

The application site forms part of the Springfield Road Industrial and Business Area and is also located within the Hayes/West Drayton corridor. The Grand Union Canal is a designated Metropolitan Site of Importance for Nature Conservation (SINC) and the

western boundary is bordered by a proposed Grade 1 SINC associated with the tree / scrub-lined corridor of Yeading Brook. The vegetation to the south forms part of the Green Belt. The site mainly lies within Flood Zone 2, with only that part of the site adjacent to the Grand Union Canal being within Flood Zone 1. The site forms part of an Air Quality Management Area.

3.2 Proposed Scheme

This planning application seeks planning permission to allow additional internal floorspace in the form of a mezzanine floor (1, 858 sqm GIA) within units 2/3. This application only relates to units 2/3 and no external alterations to the building are proposed. Similarly no alterations to the car park, servicing arrangements, access or landscaping are proposed as part of this application.

3.3 Relevant Planning History

1911/APP/1999/2441 Emi,1-3 Uxbridge Road Hayes

INSTALLATION OF 3 CELLULAR RADIO ANTENNAS AND CABIN (CONSULTATION UNDER PART 24, SCHEDULE 2 OF THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995)(AS AMENDED)

Decision: 11-01-2000 PRN

1911/APP/2001/107 Document House 1, Uxbridge Road Hayes

ERECTION OF REPLACEMENT EQUIPMENT CABIN AND PROVISION OF ADDITIONAL ANTENNAS AND DISHES (CONSULTATION UNDER SCHEDULE 2, PART 24 OF THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995)(AS AMENDED)

Decision: 31-01-2001 PRN

1911/APP/2004/1371 Hayes Bridge Retail Park, 1-3 Uxbridge Road Hayes

INSTALLATION OF MEZZANINE FLOORS (APPLICATION FOR A CERTIFICATE OF LAWFULNESS FOR A PROPOSED USE OR DEVELOPMENT)

Decision: 23-07-2004 GPD

1911/APP/2012/1120 Unit 1 Hayes Bridge Retail Park, 1-3 Uxbridge Road Hayes

Alterations to front and side elevations and alterations to car parking layout

Decision: 05-07-2012 Approved

1911/APP/2017/2887 Units 2 And 3, 1-3 Uxbridge Road Hayes

Alterations to the elevations at Units 2 and 3

Decision:

1911/BS/96/1058 Unit 2, Hayes Bridge Retail Park, 1-3 Uxbridge Road Hayes

Variation of Condition 10 (to permit the sale of bicycle accessories and car improvement

products) of outline planning permission ref. 1911BJ/95/895 dated 26/01/96; Redevelopment of site to provide 9,290m2 of Class A1 (Non-Food Retail) floorspace

Decision: 26-02-1997 Approved

1911/BT/96/1227 Slough Van & Truck Centre & 1-3 (Emi) Uxbridge Road Hayes
Redevelopment of the site to provide 9,590 sq.m of non-food retail floorspace and 278 sq.m of Class A3 floorspace with associated parking and landscaping

Decision: 21-08-1996 Withdrawn

1911/BW/96/1285 Slough Van And Truck Centre Uxbridge Road Hayes
Redevelopment of the site to provide a landscaped area in association with approved adjoining development

Decision: 15-11-1996 Approved

1911/CA/97/3014 Hayes Bridge Retail Park, 1-3 Uxbridge Road Hayes
Display of pole mounted tower sign advertising retail park occupiers

Decision: 25-01-1997 Approved

1911/CC/98/1388 Emi, 1-3 Uxbridge Road Hayes
Installation of a 6m high stub tower, 6 directional antennas and 4 dish antennas and an equipment cabin (Consultation under Schedule 2, Part 24 of The Town and Country Planning (General Permitted Development) Order 1995)

Decision: 03-08-1998 Approved

1911/CF/99/1286 Former Emi Building, 1/3 Uxbridge Road Hayes
Change of use from ancillary office accommodation to self-contained offices and installation of roof mounted chiller units

Decision: 20-01-2005 NFA

Comment on Relevant Planning History

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.E1 (2012) Managing the Supply of Employment Land
- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM3 (2012) Blue Ribbon Network
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.23 To encourage industry and warehousing to located within existing Industrial and Business Areas and offices and other business uses, shops and public buildings employing or attracting large numbers of people to located within Town Centres or other areas identified for such purposes.
- PT1.24 To reserve designated Industrial and Business Areas as the preferred locations for industry and warehousing.
- PT1.25 To encourage the provision of small industrial, warehousing and business units within designated Industrial and Business Areas.
- PT1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
- 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:

- LPP 2.7 (2016) Outer London: Economy
- LPP 4.1 (2016) Developing London's economy
- LPP 4.11 (2016) Encouraging a connected economy
- LPP 4.4 (2016) Managing Industrial Land and Premises
- LPP 6.11 (2016) Smoothing Traffic Flow and Tackling Congestion
- LPP 6.12 (2016) Road Network Capacity
- LPP 6.13 (2016) Parking
- LPP 6.5 (2016) Funding Crossrail and other strategically important transport infrastructure
- OL5 Development proposals adjacent to the Green Belt
- EC1 Protection of sites of special scientific interest, nature conservation importance and nature reserves Replaced by PT1.EM7 (2012)
- EC2 Nature conservation considerations and ecological assessments

EC3	Potential effects of development on sites of nature conservation importance
EC5	Retention of ecological features and creation of new habitats
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE3	Provision of small units in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM18	Developments adjoining the Grand Union Canal - securing facilities for canal borne freight
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **14th August 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

A site notice was displayed between 24/06/2017 and 14/07/2017 and no comments and objections were received.

Transport for London

No objections to the application

Canal and Rivers Trust

No comment

Internal Consultees

HIGHWAYS (summary)

The applicant's traffic consultants have provided information on the provision of parking associated with the development and that can be summarised as follows:

- Original development - 4 buildings were approved with 15, 607 sq.m with 166 car parking spaces and 88 cycle spaces;
- A non material amendment application then amalgamated buildings 2 and 3 resulting in the loss of 1,511 sq.m and no change in car and cycle spaces were made;
- This application adds 1,858 sq.m and retains the existing levels of on site car parking provision of 89 (81 standard spaces and 8 disabled) car parking spaces.

On the basis of the above summary the proposal is for an additional 347 sq.m over the original development permission with no additional car or cycle parking available. Given this modest (2%) change I do not have significant highway concerns in terms of car parking supply and traffic generation.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

it is allocated as an Industrial and Business Area (IBA) within the Hillingdon Local Plan Part 2 UDP Saved Policies (November 2012). Policy E1 of the Local Plan: Part 1 (November 2012) seeks to accommodate growth in Significant and Locally Significant Employment Locations. Policy LE2 of the Local Plan: Part 2 (November 2012) advises that IBAs are suitable for business, industrial and warehousing purposes (Use Classes B1 - B8) and for sui generis uses appropriate in an industrial area.

This site has a general industrial land use and under normal circumstances, it would not be necessary to apply for consent for additional internal mezzanine floorspace as such floorspace generally falls outside of the meaning of 'development' as defined by Section 55 of the Town and Country Planning Act 1990.

However, in this instance Condition 10 of planning permission ref: 1911/APP/2012/3185 (09/05/014) restricts the formation of additional internal floorspace to manage the impact of noise and transport. The principle of development is therefore considered acceptable and noise and transport impact is considered later in this report.

7.02 Density of the proposed development

Not relevant to this application.

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

Not relevant to this application.

7.04 Airport safeguarding

Not relevant to this application.

7.05 Impact on the green belt

Not relevant to this application.

7.07 Impact on the character & appearance of the area

No external changes are proposed as part of this application and therefore this is not relevant to this application.

7.08 Impact on neighbours

The nearest residential properties to the application site are the terraced properties which front Bankside on the opposite side of the canal, within the London Borough of Ealing. The nearest of these properties would be sited some 49m from the nearest proposed building, a separation distance that would ensure that the buildings would not result in a loss of residential amenity by reason of dominance, loss of sunlight or privacy. The proposal complies with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan:Part 2 (November 2012).

7.09 Living conditions for future occupiers

Not relevant to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies 6.3, 6.9, 6.10 and 6.13 of the London Plan (July 2011) and AM2, AM7, AM9, AM14 and AM15 of the Hillingdon Local Plan (November 2012) are concerned with traffic generation, road capacity, vehicle and cycle parking and access to public transport.

The site has a PTAL score of 2 on a scale of 1 to 6, where 1 is the least accessible and therefore the site is considered to be poor. Access into the site is from the Uxbridge Road (A4020) which would not be altered as part of the proposals.

The Council's Highway Engineer advises that this proposal represents a 2% increased in floorspace compared with the application that was originally approved, as such the proposal would not result in a material increase in traffic movement or trip generation.

7.11 Urban design, access and security

No external changes are proposed as part of this application and therefore this is not relevant to this application.

7.12 Disabled access

Not relevant to this application.

7.13 Provision of affordable & special needs housing

Not relevant to this application.

7.14 Trees, landscaping and Ecology

Not relevant to this application.

7.15 Sustainable waste management

Not relevant to this application.

7.16 Renewable energy / Sustainability

Not relevant to this application.

7.17 Flooding or Drainage Issues

Not relevant to this application.

7.18 Noise or Air Quality Issues

The applicant has submitted a noise assessment in support of the application. The noise assessment predicts that the only noise impact as a consequence of this application would be due to vehicular movement. As noted above, vehicular movement is anticipated to increase by between two and ten cars an hour during 07:00 and 19:00. The proposal would therefore only have a negligible noise effect.

7.19 Comments on Public Consultations

None

7.20 Planning obligations

Not required for this application.

7.21 Expediency of enforcement action

Not relevant to this application.

7.22 Other Issues

None identified.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

None.

10. CONCLUSION

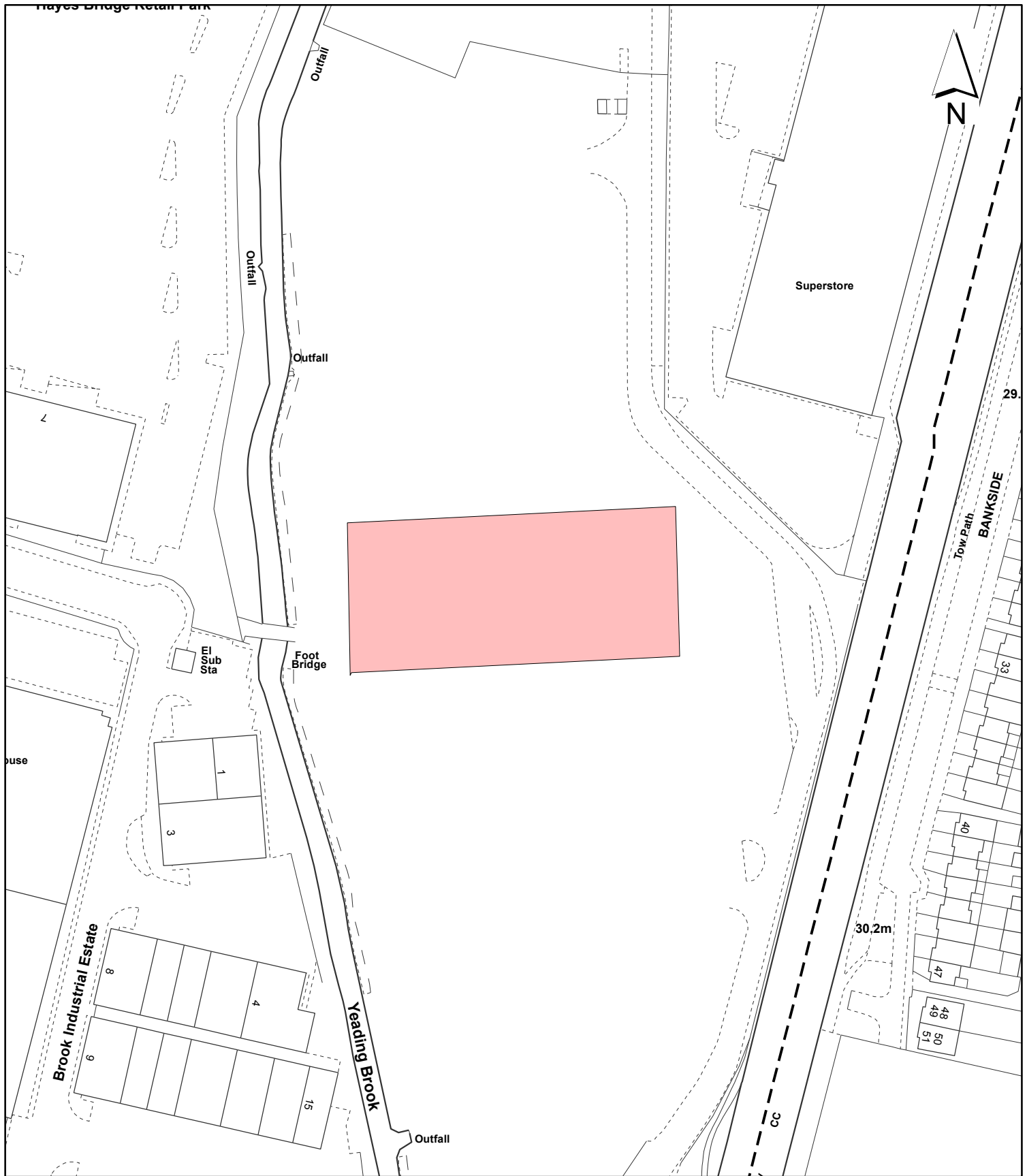
The proposal is being reported to committee as it fall within the scope of a Major Application. The application seeks to install a mezzanine floor to an existing B1, B2 and B8 premise. The proposed installation is considered acceptable in principle and is unlikely to harm the amenity of neighbouring occupiers. The proposal is unlikely to result in an increase in noise and traffic and as such this proposal is recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
National Planning Policy Framework (March 2012)
London Plan (2016)

Contact Officer: Zenab Haji-Ismail

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**Units 2&3,
 1-3 Uxbridge Road**

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

Planning Application Ref:

1911/APP/2017/2292

Scale:

1:1,250

Planning Committee:

Major Page 40

Date:

August 2017



HILLINGDON
 LONDON

Item No.	Report of the Head of Planning and Enforcement
Address:	(A) FORMER WEST DRAYTON POLICE STATION, STATION ROAD WEST DRAYTON; AND (B) FORMER BRITISH LEGION SITE STATION ROAD WEST DRAYTON
Development:	(A) Residential development of 53 units, comprising 13 houses and 40 flats, together with associated parking, access road and landscaping, involving the part retention of the listed walls and demolition of the existing Police Station, outbuildings and concrete hardstandings; and (B) Erection of 13 terrace dwelling houses with associated parking, landscaping and external works, following demolition of existing building
LBH Ref Nos:	(A) 12768/APP/2016/1580; and (B) 11332/APP/2016/1595
Drawing Nos:	Location plan
Date application approved	(A) Major Applications Planning Committee 01/02/2017, subject to section 106 agreement; and (B) Major Applications Planning Committee 14/03/2017, subject to section 106 agreement
Section 106 agreements:	(A) 12768/APP/2016/1580 completed on 11 May 2017; and (B) 11332/APP/2016/1595 completed on 19 June 2017

CONSULTATIONS

Housing Officer: Fully supports the variation to the S106 agreements dated 11 May 2017 and 19 June 2017 to enable the delivery of affordable housing.

1.0 SUMMARY

1.1 This report seeks a variation to the Heads of Terms of the section 106 agreements for Land at Former West Drayton Police Station, Station Road West Drayton and Former British Legion site, Station Road West Drayton. The variation is sought to transfer the affordable housing from the Former West Drayton Police Station to the British Legion site. The request to transfer the affordable housing has arisen from the developer being awarded Help to Buy status on the West Drayton Police Station site and all the properties will be

sold via this Government Funded initiative to help first time buyers. The deed of variation transferring the affordable housing to the British Legion site also means the Council will benefit by securing houses rather than flats. The original reports are attached as Appendix A.

2.0 RECOMMENDATION

a) That authorisation be given for the Council to vary the Heads of Terms of the section 106 agreements for Land at Former West Drayton Police Station, Station Road West Drayton and Former British Legion site, Station Road West Drayton to transfer the affordable housing from the Former West Drayton Police Station to the British Legion site to secure:

i) The affordable housing on the Former West Drayton Police Station site reference 12768/APP/2016/1580 for 3 x three bedroom rented houses and 3 x three bedroom shared ownership flats be transferred over to the Former British Legion site reference 11332/APP/2016/1595 as 6 x three bedroom houses

ii) The tenure of the affordable housing units, comprising 6 x three bedroom houses at the Former British Legion site be submitted to the Council for approval prior to occupation of the properties

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

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

d) That if any of the Heads of Terms set out above have not been agreed and the Section 106 legal agreements have not been finalised within 3 months of the date of this committee resolution, or any other period deemed appropriate by the Head of Planning and Enforcement, then the application may be referred back to the Committee for determination.

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

f) That if the application is approved, it be subject to the conditions and informatives agreed by the Major Applications Planning Committee on 1 February 2017 and 14 March 2017 (detailed in the Committee reports at Appendix A; addendums and minutes at Appendix B)

3.0 KEY PLANNING ISSUES

- 3.1 (A) Planning application for residential development of 53 units, comprising 13 houses and 40 flats, together with associated parking, access road and landscaping, involving the part retention of the listed walls and demolition of the existing Police Station, outbuildings and concrete hardstandings (12768/APP/2016/1580) was approved by Major Applications Planning Committee subject to a section 106 agreement on 1 February 2017.

The section 106 agreement included the obligation of 3 x three bedroom rented houses and 3 x three bedroom shared ownership flats. The S106 agreement was completed on 11 May 2017.

- 3.2 (B) Planning application for the erection of 13 terrace dwelling houses with associated parking, landscaping and external works, following demolition of existing building (11332/APP/2016/1595) was approved by Major Applications Planning Committee subject to a section 106 agreement on 14 March 2017

The section 106 agreement included the obligation of two dwellings. The development was for 13 terrace dwelling houses and the obligation was two x 3 bed houses at a rented tenure. The S106 agreement was completed on 19 June 2017.

- 3.3 The variation sought is to transfer the affordable housing from the Former West Drayton Police Station to the British Legion site. The affordable housing on the Former West Drayton Police Station site reference 12768/APP/2016/1580 for 3 x three bedroom rented houses and 3 x three bedroom shared ownership flats would be transferred over to the Former British Legion site reference 11332/APP/2016/1595 as 6 x three bedroom houses, making a total of 8 x three bedroom houses on the Former British Legion site. The request to transfer the affordable housing has arisen from the developer being awarded Help to Buy status on the West Drayton Police Station site and all the properties will be sold via this Government Funded initiative to help first time buyers. The deed of variation transferring the affordable housing to the neighbouring British Legion site also means the Council will benefit by securing houses rather than flats.

- 3.4 There are no known objections to this proposal. The principle of this amendment to the s106 agreements is considered to be acceptable because it would not affect the delivery of affordable housing and sustainable communities in accordance with Government policy.

- 3.5 Approval is recommended, subject to the conditions and informatives agreed by the Major Applications Planning Committee on 1 February 2017 and 14 March 2017 (detailed in the Committee reports, addendums and minutes)

OBSERVATIONS OF BOROUGH SOLICITOR

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning application to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have protected characteristics. The protected characteristics are age, disability, gender

reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

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

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

OBSERVATIONS OF FINANCE

The report indicates that the costs of the development will be fully met by the developer, and the developer will make a Section 106 non-financial contribution towards the provision of affordable housing to the Council. The developer will also meet the reasonable costs of the Council in the preparation of the Section 106 agreements and any abortive work as a result of the agreements not being completed. Consequently, there are no financial implications for this Planning Committee or the Council.

Reference Documents:

- (A) Major Applications Planning Committee Agenda 1 February 2017. Report for application reference: 12768/APP/2016/1580 Former West Drayton Police Station, Station Road West Drayton
- (B) Major Applications Planning Committee Agenda 14 March 2017. Report for application reference: 11332/APP/2016/1595 Former British Legion Station Road West Drayton
- (C) Section 106 agreement dated 11 May 2017 made between the London Borough of Hillingdon and Kearns Premier Homes Ltd and Lendinvest Finance No.4 Ltd and Lendinvest Capital S.A.R.L for Reference 12768/APP/2016/1580 Former West Drayton Police Station, Station Road West Drayton
- (D) Section 106 agreement dated 19 June 2017 made between the London Borough of Hillingdon and Kearns Premier Homes Ltd and Lendinvest Capital S.A.R.L for

Reference 11332/APP/2016/1595 Former British Legion Station Road West
Drayton

Contact Officer: Rebecca Yee

Telephone No: 01895 250230

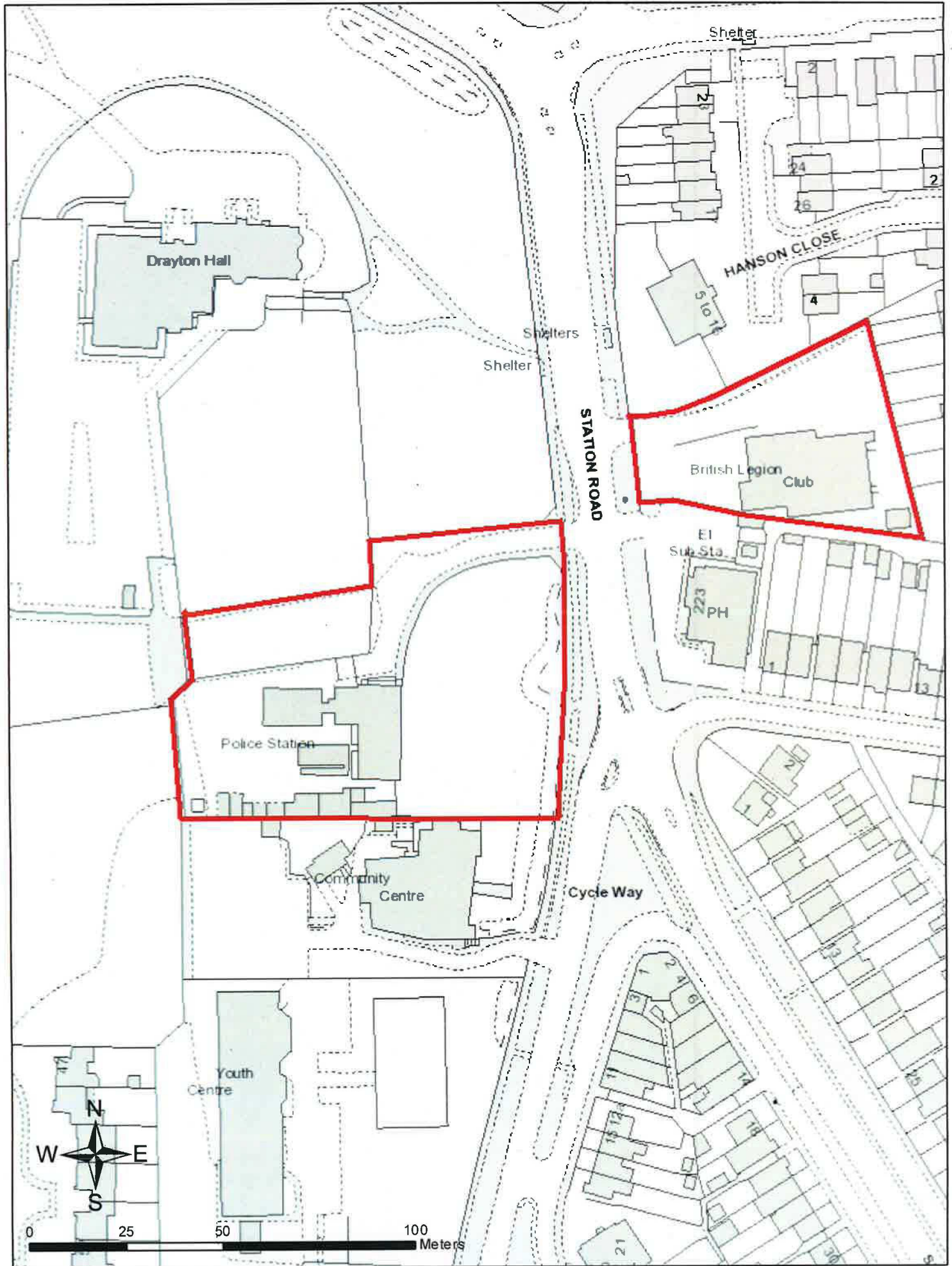
APPENDIX A

- (A) Major Applications Planning Committee Agenda 1 February 2017. Report for application reference: 12768/APP/2016/1580 Former West Drayton Police Station, Station Road West Drayton
- (B) Major Applications Planning Committee Agenda 14 March 2017. Report for application reference: 11332/APP/2016/1595 Former British Legion Station Road West Drayton
- Location Plan

APPENDIX B

- (A) Major Applications Planning Committee Minutes: 1 February 2017. Report for application reference: 12768/APP/2016/1580 Former West Drayton Police Station, Station Road West Drayton
- <https://modgov.hillingdon.gov.uk/mgAi.aspx?ID=28126>
- (B) Major Applications Planning Committee Minutes 14 March 2017. Report for application reference: 11332/APP/2016/1595 Former British Legion Station Road West Drayton
- <https://modgov.hillingdon.gov.uk/ieIssueDetails.aspx?Id=23468&PlanId=0&Opt=3>
-

Former West Drayton Police Station and British Legion sites



APPLICATION FOR: 12768/APP/2016/1580

FORMER WEST DRAYTON POLICE STATION STATION ROAD
WEST DRAYTON

COMMITTEE:

Major Apps PC

DATE:

I confirm:-

- All consultations have been completec
- All consultations are reflected in the report.
- The report is free from spelling, typing and grammatical errors.

Final formatting:

Signed:- _____
Case Officer

Signed:- _____
Team Manager

Signed:- _____
Senior Manager

I agree this report can go on the agenda for the above Committee.

Signed:- _____
DC Tech Admin

Item No.	Report of the Head of Planning, Building Control, Sport & Green Spaces
Address	FORMER WEST DRAYTON POLICE STATION STATION ROAD WEST DRAYTON
Development:	Residential development of 53 units, comprising 13 houses and 40 flats, together with associated parking, access road and landscaping, involving the part retention of the listed walls and demolition of the existing Police Station, outbuildings and concrete hardstandings.
LBH Ref Nos:	12768/APP/2016/1580
Drawing Nos:	13041_TOPO Existing site plan Geo Desk Sudy Ref: 1445/Rpt 1v2 Solar slate PV tiles brochure Noise Assessment Report 11221.NIA.01 Heritage statement Energy Assessment Rev 3 28/5/2016 ARBORICULTURAL IMPACT ASSESSMENT AIR QUALITY REPORT June 2014 940-002 Sweep path - houses 940-001 sweep path - flats 16-047-53-S4-P-F-30-A Flat Types Layout amended 603-LA-P-04 Rev A Wild flower meadow 16-047-53-P-LP- Location Plan 16-047 - 53 - P - 01 Proposed Site Plan 16-047 - 53 - P - 02 Proposed Basement Block Plan 16-047 - 53 - P - 03 Proposed Ground Floor Block Plan 16-047 - 53 - P - AS Accomodation Schdule 16-047 - 53 - P - DAS Design and access statement 16-047 - 53 - P - E - 01 Rev. A amenity space 16-047 - 53 - P - E - 02 Secure by design layout 16-047 - 53 - P - E - 03 Highways 16-047 - 53 - P - E - 04 Street lighting 16-047 53 - P - F - FT - C C flat type layouts 16-047 53 - P - F - FT - D D flat type layouts 16-047 53 - P - F - FT - E E flat type layouts 16-047 53 - P - F - FT - F F flat type layouts 16-047 53 P HT 01 Houses block elevations 16-047 53 P HT W 01 House type floor plans 16-047 53 P HT W 02 House type elevations and section 16-047 53 P HT X 01 House type floor plans 16-047 53 P HT X 02 House type elevations and section 16-047 53 P HT Y 01 House type floor plans 16-047-53-P-F-FT-F Internal flat layout 16-047-53-P-F-FT-E Internal flat layout 16-047-53-P-F-FT-D Internal flat layout 16-047-53-P-F-FT-C Internal flat layout 16-047-53-P-F-FT-B Internal flat layout

6570.FormerPoliceStation.EcoMEP.Rev1
 13041_TOPO (Rev B).
 TRANSPORT ASSESSMENT
 16-047 53 P HT Y 02 House type elevations and section
 16-047 53 P HT Z 01 House type floor plans
 16-047 53 P HT Z 02 House type elevations and section
 SuDs Report and Flood Risk Assessment
 16-047-53-P-E-12 Indicative landscaping layout
 Archaeological evaluation report CBAS0557
 Vehicle and Pedestrian Access Control
 ECOLOGICAL MITIGATION AND ENHANCEMENT PLAN OCTOBER 2016
 16-047-53-P-E-10 Tenure layout
 16-047 - 53 - P - E - 05 Service trench layout
 16-047 - 53 - P - E - 06 Hardsurfaces layout
 16-047 - 53 - P - E - 07 Refuse layout
 16-047 - 53 - P - E - 08 Site welfare layout
 16-047 - 53 - P - E D - 01 Entrance gates
 6-047-53-P-ED-02 Boundary wall on Station Road
 16-047-53-P-ED-03 Garden wall to plots 41 and 53
 16-047-53-P-LW-01 Listed wall detail
 16-047-53-P-LW-03 Listed wall elevations
 16-047 53 - P - F - 01 Floor plans - Basement
 16-047 53 - P - F - 02 Floor plans - first and second floor
 16-047 53 - P - F - 03 Floor plans - third floor and roof plan
 16-047 53 - P - F - 10 Front elevations
 16-047 53 - P - F - 11 Rear and side elevations
 16-047 53 - P - F - 20 Sections
 16-047 53 - P - F - 30 Flat type layout
 16-047 53 - P - F - 40 Area measurement
 16-047 53 - P - F - FT - A A flat type layouts
 16-047 53 - P - F - FT - B B flat type layouts

Date Plans Received:	22/04/2016	Date(s) of Amendment(s):	10/08/2016
Date Application Valid:	18/07/2016		20/12/2016
			22/04/2016
			22/11/2016
			11/01/2017
			18/07/2016
			02/11/2016
			13/01/2017
			25/11/2016
			30/08/2016
			18/01/2017
			23/08/2016

1. SUMMARY

Planning permission is sought for a residential development involving the demolition of all the existing buildings on the former West Drayton Police Station Site site and the erection of a 4-storey block containing 40 flats to be located on the front part of the site and 13 3-storey houses to be located to the rear of the site, together with associated car parking, access and landscaping.

The entire site is located within the West Drayton Green Conservation Area and within an Archaeological Priority Area. Drayton Hall, which abuts the site to the north, is a Grade II Listed building.

The current application is a modification to a previously approved scheme ref:12768/APP/2014/1870 dated 2/2/2016 for 43 residential units on the site. The principle of residential development and the loss of the former Police Station on this site has already been established by virtue of this consent.

The Mayor's Office for Policing and Crime has disposed of the site on the basis that it is surplus to its requirements and replacement facilities are being provided in the vicinity, which adequately meet the policing needs of the local population. In addition, the site has been marketed since 2013, but no community based operators have expressed an interest in acquiring the site for these purposes.

The proposed scheme would be within the London Plan density guidelines, providing good internal and external living space. The proposed layout would not have an adverse impact on the living conditions of surrounding occupiers in terms of over-dominance, loss of privacy and loss of daylight/sunlight. It is considered that the scale and layout of the proposed development would be compatible with sustainable residential quality, having regard to the specific Conservation Area constraints of this site.

The proposed sustainability measures will enable a reduction in CO2 emissions and the provision of on-site renewable energy. Given the applicant's agreement in principle to provide renewable energy measures as part of the development, it is considered that this matter could be dealt with by a suitable planning condition in the event of planning permission being granted.

There are no adverse impacts upon ecology or archaeology and highway and pedestrian impacts are considered to be acceptable. Flood and drainage issues can be addressed by suitable conditions. A viable level of affordable housing provision has been agreed at 22%. The application is therefore recommended for approval, subject to conditions and a S106/278 Agreement.

2. RECOMMENDATION

A. That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure:

(i) Transport: All on site and off site highways works as a result of this proposal, including improvements to the site access widening along the site access road and at the junction with Station Road, (which shall be constructed as a Heavy Duty Crossover), and the details of Keep Clear road markings adjacent to the site access.

(ii) Construction Training: Either a construction training scheme delivered during

the construction phase of the development or a financial contribution of £35,000

(iii) **Air Quality:** The applicant provides a financial contribution in the sum of £12,500.

(iv) **Affordable Housing at 22% in habitable room terms, comprising 3 x three bed houses (Affordable Rent Tenure) and 3 x three bed flats (Shared Ownership Tenure).**

(v) **Travel Plan to include a £20,000 Bond.**

(vi) **Project Management and Monitoring Fee:** a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

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

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

D) If the Legal Agreements have not been finalised by 1 March 2017 (or such other time-frame as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

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

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

F) That if the application is approved, the following conditions be imposed:

1 T8 Time Limit - full planning application 3 years

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

REASON

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

2 RES4 Accordance with Approved Plans

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

16-047-53-S4-P-F-30-A Flat Types Layout amended

16-047-53-P-LP- Location Plan

16-047 - 53 - P - 01 Proposed Site Plan

16-047 - 53 - P - 02 Proposed Basement Block Plan
 16-047 - 53 - P - 03 Proposed Ground Floor Block Plan
 16-047 - 53 - P - AS Accomodation Schdule
 16-047 - 53 - P - E - 01 Rev. A amenity space
 16-047 - 53 - P - E - 02 Secure by design layout
 16-047 - 53 - P - E - 03 Highways
 16-047 - 53 - P - E - 04 Street lighting
 16-047 53 - P - F - 40 Area measurement
 16-047 53 - P - F - 01 Floor plans - Basement
 16-047 53 - P - F - 02 Floor plans - first and second floor
 16-047 53 - P - F - 03 Floor plans - third floor and roof plan
 16-047 53 - P - F - 10 Front elevations
 16-047 53 - P - F - 11 Rear and side elevations
 16-047 53 - P - F - 20 Sections
 16-047 53 - P - F - 30 Flat type layout
 16-047-53-S4-P-F-30-A Flat Types Layout amended
 16-047 53 - P - F - FT - A A flat type layouts
 16-047 53 - P - F - FT - B B flat type layouts
 16-047 53 - P - F - FT - C C flat type layouts
 16-047 53 - P - F - FT - D D flat type layouts
 16-047 53 - P - F - FT - E E flat type layouts
 16-047 53 - P - F - FT - F F flat type layouts
 16-047-53-P-F-FT-E Internal flat layout
 16-047-53-P-F-FT-D Internal flat layout
 16-047-53-P-F-FT-C Internal flat layout
 16-047-53-P-F-FT-B Internal flat layout
 16-047 53 P HT 01 Houses block elevations
 16-047 53 P HT W 01 House type floor plans
 16-047 53 P HT W 02 House type elevations and section
 16-047 53 P HT X 01 House type floor plans
 16-047 53 P HT X 02 House type elevations and section
 16-047 53 P HT Y 01 House type floor plans
 603-LA-P-04 Rev A Wild flower meadow
 16-047-53-P-E-12 Indicative landscaping layout
 16-047 53 P HT Y 02 House type elevations and section
 16-047 53 P HT Z 01 House type floor plans
 16-047 53 P HT Z 02 House type elevations and section
 16-047 - 53 - P - E - 05 Service trench layout
 16-047 - 53 - P - E - 06 Hardsurfaces layout
 16-047 - 53 - P - E - 07 Refuse layout
 16-047 - 53 - P - E - 08 Site welfare layout
 16-047 - 53 - P - E D - 01 Entrance gates
 Boundary wall east - facing Station Road
 Garden wall to plots 41 and 53
 6-047-53-P-LW-01 Listed wall detail
 16-047-53-P-LW-03 Listed wall elevations
 Solar slate PV tiles brochure
 16-047-53-P-E-10 Tenure layout

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

REASON

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

3 RES6 Levels

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

REASON

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

4 RES7 Materials (Submission)

Notwithstanding the submitted plans, no development shall take place until details of all materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to:

- (i) fenestration and doors
- (ii) balconies including obscure screening (where applicable)
- (iii) boundary walls, retaining walls and railings
- (iv) comprehensive colour scheme for all built details
- (v) make, product/type, colour and photographs/images.
- (vi) bricks, render, cladding, roof finishes

REASON

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

5 RES8 Tree Protection

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

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

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 2.a There shall be no changes in ground levels;

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

REASON

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

6 RES10 Tree to be retained

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

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

REASON

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

7 RES11 Play Area provision of details

No development shall commence until details of play areas for children have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the play areas shall be provided prior to the occupation of any unit within the development and maintained for this purpose.

REASON

To ensure that the development makes adequate provision of children's play space in accordance with Policy R1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 3.16.

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

No development shall take place until a landscape scheme has been submitted to and

approved in writing by the Local Planning Authority. The scheme shall include: -

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

2. Details of Hard Landscaping
 - 2.a Cycle Storage (13 secure spaces for the flats)
 - 2.b Means of enclosure/boundary treatments
 - 2.c Surface level car parking layouts for 24 vehicles, including 2 disabled parking bays and demonstration that 10 of the parking spaces (5 active and 5 passive) are served by electrical charging points and parking for 5 motor cycles.
 - 2.d Hard Surfacing Materials
 - 2.e External Lighting
 - 2.f Other structures (such as play equipment and furniture)

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

4. Schedule for Implementation

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

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

REASON

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

9 RES12 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the houses on plots 41 to 53 hereby approved.

REASON

To prevent overlooking to the adjoining properties in accordance with policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

10 NONSC Fenestration Details

Notwithstanding the submitted plans, details of the first floor oriel bedroom windows to plots 41 to 44 facing the Yewsley and West Drayton Community Centre shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the

development shall be constructed in accordance with the approved details and be retained as such.

REASON

To ensure that the development presents a satisfactory appearance and to prevent overlooking to adjoining properties in accordance with Policies BE13 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

11 RES14 Outbuildings, extensions and roof alterations

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification); no garages, sheds or other outbuildings, nor extension or roof alteration to any dwellinghouses shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

To protect the character and appearance of the area and amenity of residential occupiers, in accordance with policies BE4, BE13, BE21, BE23 and BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

12 RES15 Sustainable Water Management (changed from SUDS)

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

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

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

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

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

REASON

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

13 RES19 Ecology

Prior to commencement of development an ecological enhancement scheme based on the recommendations contained in the submitted Ecological Mitigation and Enhancement Plan October 2016, Tree Assessment for Bats and Arboricultural Survey Report dated May 2014, shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings. These shall include, living screens against walls of the development, bat and bird boxes, habitat walls and a range of plants to encourage and support wildlife. The scheme shall aim to include an area of land dedicated to wildlife habitat. The development shall proceed in accordance with the approved scheme.

REASON

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

14 RES20 Traffic Arrangements - submission of details

The approved development shall not be occupied until the traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose for the lifetime of the development. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area. 13 (20%) of the parking spaces shall be served by active electric charging points and 13 (20%) of the parking spaces shall be served by passive electric charging points.

REASON

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

15 RES22 Parking Allocation

No unit hereby approved shall be occupied until a parking allocation scheme has been submitted to, and approved in writing by the Local Planning Authority. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

16 RES23 Visibility Splays - Pedestrian

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

REASON

In the interests of highway and pedestrian safety in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

17 RES25 No floodlighting

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

REASON

To safeguard the amenity of surrounding properties and to protect the ecological value of the area in accordance with policies BE13, OE1 and EC3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

18 RES26 Contaminated Land

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use.

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement.

(ii) If during development or works contamination not addressed in the submitted remediation scheme is identified, an addendum to the remediation scheme must be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a verification report submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

(iv) Before any part of the development is occupied, site derived soils and imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

19 RES5 General compliance with supporting documentation

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

- ENERGY ASSESSMENT REV. 3 dated 28/5/2016
- ARBORICULTURAL IMPACT ASSESSMENT
- AIR QUALITY REPORT dated June 2014
- ECOLOGICAL MITIGATION AND ENHANCMENT PLAN OCTOBER 2016
- PEDESTRIAN ACCESS CONTROL Rbm84 | CAME UK

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

REASON

To ensure the development complies with the provisions of the the Hillingdon Local Plan:Part 2 - Saved UDP Policies (November 2012) and the London Plan (2016).

20 NONSC Noise

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed residential development from road traffic, air traffic and other noise has been submitted to and approved in writing by the Local Planning Authority. The scheme should ensure that internal LAeq,T and LAmax noise levels meet appropriate noise criteria. All works which form part of the scheme shall be fully implemented before the residential development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON:

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

21 NONSC Plant and Machinery

Before the development is commenced details of any plant, machinery and fuel burnt, as part of the energy provision and the location of the flue at the development shall be submitted to the Local Planning Authority for approval. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NOx emission gas-fired CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and demonstrably below the building emissions benchmark.

REASON

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

22 NONSC Accessibility Condition 1

The dwellings hereby approved shall be constructed to meet the standards for a Category 2M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON:

To ensure an appropriate standard of housing stock in accordance with London Plan (2016)policy 3.8c, is achieved and maintained.

23 NONSC Accessibility Condition 2

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

REASON:

To ensure an appropriate standard of housing stock in accordance with London Plan (2016) Policy 3.8d, is achieved and maintained.

24 NONSC Access Gate

Prior to the commencement of the development, details of the operation of any access gate to the car park by disabled persons, and manual operation of any gates in the event of power failure shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the secure access arrangements shall be installed in accordance with the approved details and maintained so long as the development remains on site.

REASON

In order to ensure the development achieves an appropriate level of accessibility in accordance with Policy 3.8 of the London Plan (2016).

INFORMATIVES

1

When preparing any submission of details pursuant to Condition 4 of this decision (external materials) it should be noted that the Council's Conservation Officer has advised that the indicative brick type proposed in the application would not be considered acceptable. You are advised to consider a traditional yellow stock brick. Suggested examples are Ibstock Chailey, Wienerberger Smeed Dean, Freshfield Danehill Yellow or Freshfield Lindfield Yellow Multi.

2 11 Building to Approved Drawing

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

3 111 The Construction (Design and Management) Regulations 1994

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

4 112 Notification to Building Contractors

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission.

During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

5 113 Asbestos Removal

Demolition and removal of any material containing asbestos must be carried out in accordance with guidance from the Health and Safety Executive and the Council's Environmental Services. For advice and information contact: - Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (Tel. 020 7556 2100).

6 115 Control of Environmental Nuisance from Construction Work

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

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

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

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

7 117 Communal Amenity Space

Where it is possible to convey communal areas of landscaping to individual householders, the applicant is requested to conclude a clause in the contract of the sale of the properties reminding owners of their responsibilities to maintain landscaped areas in their ownership and drawing to their attention the fact that a condition has been imposed to this effect in this planning permission.

8 118 Storage and Collection of Refuse

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans. For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

9 119 Sewerage Connections, Water Pollution etc.

You should contact Thames Water Utilities and the Council's Building Control Service

regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.
Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

10 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.

11 I21 Street Naming and Numbering

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

12 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

13 I43 Keeping Highways and Pavements free from mud etc

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.

14 I25A The Party Wall etc. Act 1996

On 1 July 1997, a new act, The Party Wall etc. Act 1996, came into force.

This Act requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:-

- 1) carry out work to an existing party wall;
- 2) build on the boundary with a neighbouring property;
- 3) in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations or planning controls. Building Control will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by Building Control should be taken as removing the necessity for the building owner to comply fully with the Act.

15 I3 Building Regulations - Demolition and Building Works

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

16 I32 Trees in a Conservation Area

As the application site is within a conservation area, not less than 6 weeks notice must be given to the Local Planning Authority of any intention to cut down, top, lop or uproot or otherwise damage or destroy any trees on the application site. Please contact the Trees & Landscape Officer, Residents Services, 3N/02, Civic Centre, Uxbridge, UB8 1UW for further advice.

17 I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

18 I49 Secured by Design

The Council has identified the specific security needs of the application site to be: CCTV and boundary treatments. You are advised to submit details to overcome the specified security needs in order to comply with condition 20 of this planning permission.

19 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).

20 I53 Compulsory Informative (2)

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

AM14 New development and car parking standards.

AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE1	Development within archaeological priority areas
BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
BE11	Proposals for the demolition of statutory listed buildings
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE8	Planning applications for alteration or extension of listed buildings
EC2	Nature conservation considerations and ecological assessments
EC5	Retention of ecological features and creation of new habitats
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R11	Proposals that involve the loss of land or buildings used for education, social, community and health services
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 7.14	(2016) Improving air quality
LPP 7.3	(2016) Designing out crime
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework

21 159 **Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies.

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

22 16 **Property Rights/Rights of Light**

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

23

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

24

In the event that works to the access road reveal human remains, they must be handled in accordance with the relevant provisions of The Burial Grounds Act 1857.

25

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

In addition, the development hereby approved represents chargeable development under the Hillingdon Community Infrastructure Levy. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738"

26

All tree work should be carried out in accordance with the recommendations of BS3998:2010 'Tree Work -Recommendations' in order not to disturb roosting bats or nesting birds or other species. It is advisable to consult your tree surgeon/consultant to agree an acceptable time for carrying out any work.

3. CONSIDERATIONS

3.1 Site and Locality

The application relates to the former West Drayton Police Station which is currently vacant. The site is occupied by a three storey former police station, a 1960's building which is set back some way from the main road and part-concealed behind two tree belts. Single and two storey buildings are sited to the rear of the main Police Station. The front of the site comprises an area of grass land with various trees and shrubs and an access road leading up to the main building. The rear of the site which has been used as a car park since the 1960's is mainly hard surfaced and bordered by high boundary fencing and a listed wall.

Part of the southern boundary is formed by existing out buildings. The front boundary with Station Road is planted with large conifer trees. Trees on the site and nearby are not protected by TPO but are afforded protection by virtue of their location within the West Drayton Conservation Area.

There is a fall in levels from east to west from Station Road to the main building of approximately 2 and a half metres. The surrounding area is characterised by a mixture of two and three storey buildings, which are mainly residential, with a range of commercial uses at street level opposite the site. These buildings are predominantly 1930's style with brick, pebble dash and painted rendered walls and clay tiled roofs.

To the south of the site is the Yiewsley and West Drayton Community Centre, whilst to the north is the statutory Grade 2 listed Drayton Hall, set in extensive grounds. The site falls within the West Drayton Green Conservation Area and the proposed Colne Valley Archaeological Priority Area.

3.2 Proposed Scheme

Planning permission is sought for the erection of a four storey block at the front of the site containing 31 flats, 6 pairs of semi detached 3 storey town houses and one detached house at the rear of the site, together with associated car parking, access and landscaping.

The current application is a modification to a previously approved scheme ref:12768/APP/2014/1870 dated 2/2/2016 for 43 residential units on the site. 10 additional units are now proposed (9 flats and one detached house).

This application was originally submitted for the erection of 37 houses. However the application was amended to provide a mixture of houses and flats, similar to the approved scheme.

A summary of the revised mix of housing is set out in the following accommodation schedule:

Type of Accommodation
1 bed 2 person: flats x 2
2 bed 3 person flats x 31
3 bed x 4 person flats x 7
3 bed 5 person houses x 12
4 bed 6 person house x 1

Total 53

The development would retain the open area in front of the site providing amenity space

for residents of the proposed apartments, together with a children's play area.

Access to the site would be via Station Road, utilising the existing access arrangement. The single access road would run through the site providing access to the flats as well as the houses located to the rear. The remaining areas would be retained or returned to soft landscaping as private amenity spaces for the occupants of the development.

The 13 houses would be served by 25 car parking spaces generally situated within a courtyard between the residential units to which they serve, with landscaping. The 40 flats would be served by 40 car parking spaces within a lower ground floor car park. There is also provision for 40 cycle spaces in this lower ground floor car park.

The proposal will involve the demolition of all the existing buildings on the site.

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

- Heritage Statement

This statement sets out the history of the site and provides a context of the development in relation to the nearby Drayton Hall (Grade 2 listed) and the West Drayton Green Conservation Area, together with commentary on the listed garden walls at the rear of the site (part retained).

- Design and Access Statement

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

- Energy Assessment

The sustainability credentials of the scheme are assessed in the design and access statement respect of renewable energy resources and achieving savings in terms of CO₂. The assessment concludes that the use of Photo Voltaic panels is the preferred option for renewable energy technology.

- Arboricultural survey

The statement has been prepared to ensure good practise in the protection of trees during the construction and post construction phases of the development.

- Biodiversity Survey and Report

The report summarises the findings of a walk over survey, desk study and protected species assessment. Recommendations for protected species surveys have been made.

- Noise Impact Assessment

The assessment concludes that the site is suitable for residential development subject to a suitable scheme of mitigation measures being incorporated into the design.

- Transport Assessment

The assessment considers the accessibility of the site, examines predicted generation

trips by all modes, assesses the effect of the development on surrounding transport infrastructure and considers surfacing and refuse collection facilities. The assessment concludes that the development benefits from good levels of public transport accessibility, that net trip generation can be accommodated on the surrounding transport infrastructure and that the development through its design, will encourage the use of sustainable modes of transport.

SuD's Report and Flood Risk Assessment

The assessment concludes that the proposed development will greatly reduce the surface water run off leaving the site, and therefore reduce flood risk at the site and elsewhere.

Archaeological Evaluation Report

The report recommended that no further archaeological works be undertaken at the site.

Geo Desk Study Ref: 1445/Rpt 1v2

A geo-environmental desk study and site investigation report has been submitted, which shows that there are unacceptable concentrations of lead and poly aromatic hydrocarbons within the made ground. A number of recommendations are made, including further geo-technical and geo-environmental site investigation and a pre-demolition asbestos survey.

3.3 Relevant Planning History

12768/APP/2014/1870 Former West Drayton Police Station Station Road West Drayton

Demolition of the existing Police Station, outbuildings and concrete hardstandings, part retention of the listed walls and the construction of 12 semi-detached houses, together with a 4 storey block of 31 flats, with associated car and cycle parking and access road.

Decision: 02-02-2016 Approved

12768/APP/2014/4071 Former West Drayton Police Station Station Road West Drayton

Alterations to the garden wall situated in the rear area of the former police station site including: existing bricked up opening to be re-opened; formation of two new openings to match existing opening; formation of new inner wall; and formation of a rooflight (Application for Listed Building Consent).

Decision: 08-02-2016 Approved

Comment on Relevant Planning History

Planning permission (ref:12768/APP/2014/1870) was granted on 2nd February 2016 for residential development involving the demolition of all the existing buildings on the former West Drayton Police Station Site site and the erection of a 4 storey block at the front of the site containing 31 flats, with 6 pairs 3 storey semi detached houses at the rear of the site, together with associated car parking, access and landscaping.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing
PT1.HE1	(2012) Heritage

Part 2 Policies:

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE1	Development within archaeological priority areas
BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
BE11	Proposals for the demolition of statutory listed buildings
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE8	Planning applications for alteration or extension of listed buildings
EC2	Nature conservation considerations and ecological assessments
EC5	Retention of ecological features and creation of new habitats
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential

OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R11	Proposals that involve the loss of land or buildings used for education, social, community and health services
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 7.14	(2016) Improving air quality
LPP 7.3	(2016) Designing out crime
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **15th August 2016**

5.2 Site Notice Expiry Date:- **17th August 2016**

6. Consultations

External Consultees

The application has been advertised under Article 13 of the Town and Country Planning General Development Management Order 2010 as a Major Development. The application has been advertised as a development that affects the character and appearance of the West Drayton Green Conservation Area and the setting of the Grade 2 listed building, Drayton Hall.

106 surrounding property owners/occupiers have been consulted. At the time of writing the report, 6 letters have been received objecting to the proposal. The contents are summarised below:

- Will the block of flats be laid back from the main road and are the trees adjacent to the road way going to remain and where will the entrance be located?
- I am concerned about safety and security to my property. Will you provide anti-climb facilities or security so my garden cannot be entered by residents?
- Will flats or top windows be over looking into my property?
- Will this be a private housing estate or council?
- Will building work be carried out during and throughout the evening?

- I have grave concerns at yet more homes being built in this area without the supporting infrastructure. Almost every primary school in the borough is already being enlarged and there is currently no local secondary school in West Drayton.
- My biggest concern is the deterioration of the service provided by the existing local doctors.
- I am all for sites such as these being developed but such a densely populated area needs a police station
- Planners cannot keep adding dwellings without providing services and taking into account the impact on local roads.
- I am pleased to see that houses are being provided but there are far too many children living in flats with no gardens
- This is a conservation area and the surrounding areas are already saturated with new housing developments making the area too congested.
- This will cause a lot of noise and disruption.
- The houses being built may overlook my house and garden.
- The plan are for too many houses. I would support fewer houses built in a way that didn't mean they could overlook my house.

HISTORIC ENGLAND

Our specialist staff have considered the information received and we do not wish to offer any comments on this occasion.

Recommendation

This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice. It is not necessary for us to be consulted again on this application. However, if you would like further advice, please contact us to explain your request. We can then let you know if we are able to help further and agree a timetable with you. In returning the application to you without comment, Historic England stresses that it is not expressing any views on the merits of the proposals which are the subject of the application.

Please note that this response relates to historic building and historic area matters only. If there are any archaeological implications to the proposals it is recommended that you contact the Greater London Archaeological Advisory Service for further advice (Tel: 020 7973 3712).

HISTORIC ENGLAND (GLAAS)

Recommend No Archaeological Requirement

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

This site was subject to an archaeological evaluation in 2014 which showed that most of it has been quarried removing any archaeological interest whilst no burials were found next to the historic cemetery which it was thought might have extended into the site. No further assessment or conditions are therefore necessary.

WEST DRAYTON CONSERVATION AREA ADVISORY PANEL

We are concerned at the spiralling number of housing units being proposed for this site with each successive application or amendment that is made. Approval was granted in February for 43 units (12 large houses and 31 smaller flats), we were told in May that a house-only scheme was required, and now we have a revised proposal for 53 units (13 houses and 40 flats).

Although flats are not the typical housing form in the Conservation Area, or the area to the north-west of this site, the scheme that was approved had been well-designed so the block containing the flats had a stepped facade and did not fill the full width of the site. By fitting the top floor into the roof it also gave a less massive and monolithic appearance than the present proposals. The block of flats shown in the current, revised plans is higher, longer and possibly deeper than that approved - presumably so it can accommodate the extra 9 flats. Its proposed design is not appropriate for this site, as it fails to enhance the appearance of the Conservation Area, overpowers Drayton Hall and is, we consider, over-development of this part of the site.

The houses that are now proposed do at least have adequately-sized gardens and have avoided the dreadful pastiche facades of the previous submission. It is not clear from the plans submitted how the listed walls are retained and incorporated into the scheme as this is an essential requirement. Although some features of the amended plans are improvements on the earlier application (that still has to be determined) others are completely unacceptable so we hope permission will not be granted for this new scheme.

(Officer Note: Amended plans have been received revising the design of the block of flats).

METROPOLITAN POLICE CRIME PREVENTION OFFICER

I am content with the build design. I would ask that due to its location, it has a SBD planning condition. In addition to the above, with regard the existing front dwarf boundary wall, I would ask that a close boarded fence is placed on top in order to achieve a 1.8 metre height. This is primarily to stop rubbish and drinkers sitting on it which will spill over from the 7/11 Tesco's store opposite.

(Officer Note: Brick piers and railings above the dwarf boundary wall are considered more in keeping with the Conservation Area).

Internal Consultees

HIGHWAY ENGINEER

This application is for the development of the former West Drayton Police Station site. The site has a previous planning permission (12768/APP/2014/1870) for 12 houses and 31 flats and this latest application is for 13 houses and 40 flats which is effectively 10 more dwellings.

The site is located on Station Road West Drayton immediately adjacent to the signalised junction with Harmondsworth Road. Station Road is a classified road on Council's Road Network and the site has an existing vehicular access on Station Road. The site is adjacent to a traffic signalled junction that provides pedestrian crossing facilities. There is also a cycle-way along the Station Road frontage and a bus stop opposite. The site has a PTAL value of 2 (poor) which suggests there will be a strong reliance on private cars for trips to and from the site. This proposal has 36x2 bed +4x3 bed flats +12x3 bed houses and 1x4 bed house on the site. There are 66 car parking spaces, 66 cycle parking spaces and 6 motorcycle parking spaces proposed in the latest scheme. The previous permitted scheme had 12 houses and 31 flats with the 55 car parking spaces allocated on the basis of 1 space per flat and 2 spaces per house. If the same ratio is applied to the latest scheme 26 spaces for the houses and 40 spaces for the flats will be provided.

A Transport Statement (TS) by GTA dated April 2014 was provided as part of the supporting

material but this document seems to relate to the previous application and not the current one. This document has provided some historical context. The TS estimated the trips for the consented development at approximately 0.5 trips per house during the peak hour so it would be likely that with 10 more dwellings it is unlikely that trip generation will not be significantly different than the consented scheme with another 5 trips in the peak hours. The access arrangements are the same as the situation that was operating when the site was a Police Station and for the consented scheme. In terms of on-site car parking the proposed 66 car parking spaces have been provided on the basis as the same ratios that were applied in the previous consented scheme. The provision of 66 cycle parking spaces and 6 motorcycle spaces is supported. The service road providing access to the basement parking area has been designed to accommodate a refuse vehicle and there is sufficient geometry to turn around.

On the basis of the above comments I have no significant concerns relating to this application given the previous permission on the site. In terms of any likely permission I would like conditions applied in terms of 20% active and 20% passive EV charging points for the car parking spaces provided as well as a car parking management plan for the site. I would also like a condition relating to the operation of a Residential Travel Plan for the site.

SUSTAINABILITY OFFICER

Ecology

The information submitted is an improvement and the wildflower meadow will provide a suitable ecological corridor.

Energy

The elevations do not show the PVs outlined in the energy strategy. This is a conservation area and it is important that the development can accommodate the PVs as this is the only method for achieve the energy reduction.

(Officer Note: . Details of PV panels have been provided).

ENVIRONMENTAL PROTECTION UNIT

1. Noise survey was taken at the front of the existing building which slopes down from Station Road, there is also an existing boundary wall separating the road from the site. Therefore it appears measurement was made in the shadow zone which would underestimate the traffic noise levels received at the site.

2. The site noise exposure levels (table 4.1) are given as single figures but the building fabric and glazing specifications (tables 6.1 and 6.2 respectively) are given in octaves. A direct comparison/ calculations cannot therefore be made. Could they provide the single figure Rw for the building fabric and glazing.

3. No mention is made of how ventilation is to be provided.

4. I note there will be external balconies as part of this proposal but the report is silent as to noise levels in the external amenity areas.

(Officer Note: It is considered that the issue of sound insulation can be addressed by the imposition of suitable conditions).

TREE AND LANDSCAPE OFFICER

The current proposal is for a residential development of 53 units, comprising 13 houses and 40 flats, together with associated parking, access road and landscaping, involving the part retention of the listed walls and demolition of the existing police station, outbuilding and concrete hard standings.

COMMENT

The current layout is similar to the 2014/1870 approved scheme, with an intensification of dwellings. In this scheme the footprint of the flats extends further towards the southern boundary. The essential master plan arrangement, including tree retention, open space provision, built development and road layout remains similar or the same. If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the site.

This application includes Planting Plan 4 of 4, dwg. ref. 603-LA-P-04 Rev A, which shows the wildflower area parallel to the road. A gated fence line is indicated on plan. Although not specified on plan, the drawing refers to Phlorum's Ecological Mitigation and Enhancement Plan (document) - which specifies a low chain link fence. This will be visually intrusive and serve no useful purpose. However, the interface between the short-mown grass and the wildflower meadow will need some sort of delineation to guide the mowing operatives. - Occasional low wooden posts, or a low trip rail would be more appropriate.

RECOMMENDATION

No objection, subject to the above observations and RES6, RES8 (as submitted), COM9 (parts 1,2,4,5, and 6) and RES10.

S106 OFFICER

Heads of Terms

1. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status and Highway Engineers Comments
2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.
3. Air Quality Monitoring: A financial contribution to the sum of £12,500 is likely to be required. However, the monetary contribution is subject to comments from LBH air quality specialists. Please also note that this contribution was not required for the previously approved scheme for this site.
4. Travel Plan to include £20,000 Bond.
5. Affordable Housing subject to verification of the FVA (if applicable)
6. Affordable Housing Review Mechanism subject to verification of the FVA (if applicable)
7. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions

Additional Comments:

The report and confirmation of Affordable Housing offer by the Council's appointed independent viability consultant has been received. The Affordable Housing provision has been considered viable at;

Affordable Rent Tenure: 3 x 3-Bedroom Houses

Shared Ownership Tenure: 3 x 3-Bedroom Houses & 3 x 3-Bedroom Flats.

HOUSING OFFICER

This is a much improved offer for affordable housing which is considered satisfactory.

ACCESS OFFICER

The Supporting Design & Access Statement states that the development would satisfy the Equality Act 2010, Category M4(1) as set out in Approved Document M, as well as Part B to the Building Regulations.

There is an immediate and obvious disparity between the standards required by the policy referred to above, and the standards upon the development appears to have been designed.

With the exception of the four-bedroom houses proposed at the front of the site, all other houses should meet a minimum of Category 2, M4 (2), with 10% of those upgraded to satisfy Category 3, M4(3), as prescribed in Approved Document M.

In order to satisfy the Council that all possible options have been explored, the Design & Access Statement should should fully discuss the other options explored prior to settling on the design which features four inaccessible townhouses at the front of the site. The amended statement should fully justify why the site could not be reconfigured to achieve an acceptable 'level access' solution into all the proposed houses.

Conclusion: Revised plans should be requested as a prerequisite to any planning approval.

(Officer Note: Amended plans have been submitted deleting the town houses in front of the site and replacing these with a block of flats. Conditions have been included as per the Access Officer's recommendations)

FLOOD AND DRAINAGE OFFICER

The site is located in Flood Zone 1 and is at risk of surface water flooding according to the Environment Agency Flood Maps. A SuDS report and Flood Risk Assessment has been provided with this application. However this doesn't satisfy all the requirements for approval of the SuDS proposed.

Comments on the Planning Application:

A SuDS report and Flood Risk Assessment by Nimbus Engineering Consultants dated 18/07/2016 has been submitted with this application.

Sustainable Drainage

. A new surface water drainage connection to the main sewer is proposed. In addition the proposals although sustainable appear to suggest that a new connection to the Thames Water sewer is required which will then mean pumping from the site. At this stage this is not considered a sustainable solution and it is unclear if the existing drainage is pumped and why a new connection is needed.

. A basement car park is included as part of this proposal. The investigation which provides the information on the groundwater should be submitted. Groundwater was found at 3.2m below ground level and standing water was found at 2.7m below ground level. A sump pump will be installed in the basement which will remove any excess groundwater entering the basement.

. However it is not just the risk to the proposal from groundwater but the risk from the site which must also be managed, and mitigated as the groundwater levels appear so high.

. Surface water runoff peak flow rate calculations have been provided. The flow rate for the 1 in 1 year event is 89.4 l/s and 1 in 100 year 283 l/s. The development will restrict runoff to 5l/s.

. Permeable paving or porous tarmac will be used across the site which will further increase the permeability of the site. The permeable paving will sit over a substrate of free draining material such as 300mm Type 6N DoTSfHW, or similar approved. This is acceptable.

- . Any sloped areas will be caught by aco drains or gullies, and the surface water run off from these will be conveyed into two attenuation tanks, as shown on drawing number C1667-01, where the flow is attenuated for 1 in100 year storm event plus climate change, with restricted discharge of 5 l/s leaving the site. This is acceptable.
- . The majority of roof run off will be treated in rain garden planters before being discharged, also with overflows into underground attenuation system, where the flow is attenuated for 1 in 100 year storm event plus climate change, with restricted discharge of 5 l/s leaving the site. A list of the plants that flourish in wet and drought conditions has been included. This is acceptable.
- . 800 litre outdoor wall mounted rainwater harvesters have been proposed at each home, and where possible at the apartment building. This is acceptable and these should be included on the drawings.
- . Storage calculations for a 1 in 100 year storm event plus climate change show that 163.5m3 of storage is required, and this storage will be provided in an aqua-cell or similar approved tank system, conveying the restricted flow to 5 l/s into an existing surface water manhole at the proposed development site. Two storage tanks have been included in the drawings and these are acceptable.
- . A maintenance and management plan has been provided and these drainage systems should be maintained in accordance with this.

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to:

- . Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1-Strategic Policies (Nov 2012),
- . Policy 5.12 Flood Risk Management of the London Plan (March 2016) and
- . To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and
- . Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016).
- . National Planning Policy Framework (March 2012), and the Planning Practice Guidance (March 2014).

(Officer Note: A drainage strategy has been submitted. Drainage details can be secured by condition).

URBAN DESIGN AND CONSERVATION OFFICER

The revised plans are an improvement on the previous proposals. I remain concerned about the increase in the width of the building across the site over that agreed as part of the approved scheme. With regards to the current scheme, I would suggest that the ground floor windows go down to the floor and that the expanse of brickwork adjacent to the vehicle entrance at basement level is screened with planting and/or possibly a green wall. There would be an opportunity to include balconies for the flats over this area.

The dark brickwork needs to be reconsidered for this scheme, I would advise a traditional yellow stock- this would need to be the same for the houses. Suggested examples are Ibstock Chailey, Wienerberger Smeed Dean, Freshfield Danehill Yellow or Freshfield Lindfield Yellow Multi- the latter is a mix of colours that might work. We would need to see samples for agreement.

Officer Comment: A number of issues raised by the conservation officer would be detailed condition matters. The concern regarding the increase in width is addressed in the body of the report.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of residential development and the loss of the former Police Station on this site has already been established by virtue of planning permission ref:12768/APP/2014/1870 dated 2/2/2016.

The loss of the West Drayton Police Station is part of a more radical strategy by the Mayor's Office for Policing and Crime. Furthermore, it is noted that the police station was purpose built for this use and therefore does not lend itself well to conversion to an alternative community use.

In addition, the site has been marketed since 2013, but no community based operators have expressed an interest in acquiring the site for these purposes. It is worth noting here that this is a relatively large site, which would make it unviable for typical local community uses such as meeting halls.

Saved Policy H8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states amongst other things, that the conversion or change of use of premises to residential use will only be acceptable if a satisfactory residential environment can be achieved. As detailed in other sections of this report, the proposed use could provide an adequate residential environment, notwithstanding the specific site constraints.

In light of the above considerations, it is concluded that the proposed change of use of the land meets the policy requirements of the adopted Development Plan. No objections are therefore raised to the principle of residential use on the site.

7.02 Density of the proposed development

Policy 3.4 of the London Plan has regard to density. It seeks to optimise housing potential on sites taking into account local constraints. The site is in a suburban setting with a Public Transport Accessibility Level (PTAL) of 2 (on a scale of 1 to 6). These guidelines take into account public transport accessibility, the character of the area and type of housing proposed.

Table 3.2 of the London Plan recommends that for a PTAL of 2, a density of 150-250 hr/ha or between 55-145 u/ha, (assuming 3.1-3.7 hr/unit) can be achieved for the application site. The proposal seeks to provide 53 residential units totalling 176 habitable rooms. This equates to a density of 272 hr/ha or 88 u/ha. This level of development is well within the guidelines set out within Table 3.2 density matrix of the London Plan, assuming a PTAL of 2, in terms of units per hectare, but slightly over in terms of habitable rooms per hectare for a suburban site.

Nevertheless it will be important to demonstrate that the units will have good internal and external living space, and that the scale and layout of the proposed development is compatible with sustainable residential quality, having regard to the specific constraints of this site, including its conservation area designation and proximity to a grade 2 listed building. As set out in relevant sections of this report, it is considered that this residential scheme has been designed at to meet the relevant policy standards and targets, by making effective and efficient use of redundant brownfield land whilst respecting the surrounding context.

In light of this, the 53 dwellings proposed on a site area of 0.646 ha is considered appropriate

UNIT MIX

Saved Policies H4 and H5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure a practicable mix of housing units are provided within residential schemes. One and two bedroom developments are encouraged within town centres, while larger family units are promoted elsewhere. A mixture of 2 x 1 bedroom, 31 x 2 bedroom and 7 x 3 bedroom flats, together with 12 x 3 bedroom and 1 x 4 bedroom houses are proposed and this mix of units is considered appropriate for this location.

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

The site is within the West Drayton Green Conservation Area towards its eastern periphery. Part of the walls in the rear car park which relate to the adjoining Drayton Hall are listed. Drayton Hall, a grade II listed building, which was first listed in 1950 lies to the north. Drayton Hall is the principal building of architectural merit within the Conservation Area and the grounds of the Hall form a significant component in the Conservation Area. Also to the north is West Drayton Cemetery.

ARCHAEOLOGY

The NPPF accords great weight to the conservation of designated heritage assets and also non-designated heritage assets of equivalent interest. Heritage assets of local or regional significance may also be considered worthy of conservation.

Policy BE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will only allow development, which would disturb remains of importance in archaeological priority areas where exceptional circumstances can be demonstrated. Part 2 Saved Policy BE3 states that the applicant will be expected to have properly assessed and planned for the archaeological implications of their proposal. Proposals which destroy important remains will not be permitted.

The site lies within the Colne Valley Archaeological Priority Area on the edge of West Drayton Green Conservation Area and its burial ground in the former grounds of Drayton Hall.

An archaeological evaluation report was submitted as part of the planning application. An archaeological evaluation excavation was also carried out at the site. The fieldwork revealed poor below ground survival of the 19th and 20th century outbuildings in the former walled garden of Drayton Hall, as the walls were demolished down to their foundations for the construction of the police station car park in the 1960s. Construction of the police station also appears to have truncated the natural deposit at the rear, west end of the site. Quarry activity was recorded within the front lawn of the site and at the east end of the walled car park. Clay was extracted for an adjacent brickfield, which map evidence suggests was out of use by 1828. The brick field extended into the north end of the site, within the footprint of the present driveway. Infilling of the clay pits took place between the late 19th and early 20th centuries, with that to the west being infilled earlier for the construction of the walled garden. There was no evidence that the Post Medieval cemetery beside Drayton Hall extended south into the northern extent of the site.

The report recommended that no further archaeological works be undertaken at the site as the building remains are poorly preserved and recorded on historic mapping; a large part of site has been quarried away or truncated, and there is no evidence of the Post Medieval cemetery.

The Greater London Archaeological Advisory Service (GLAAS) advise that no further assessment or archaeological conditions are necessary.

LISTED BUILDINGS

Policy BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that development proposals should not be detrimental to the setting of a listed building. This includes views to listed buildings (i.e. Drayton Hall). Any development would therefore be expected to address these matters.

The site directly abuts the grounds of Drayton Hall, a Statutory Grade 2 listed building,

Listed Walls:

The existing car park area in the north-west zone of the site formed part of the kitchen garden to the original Drayton Hall grounds. The walls defining this area are original, with the exception of the eastern boundary which is modern and presumably related to the construction of the police station. The condition of the original walls is mixed with some parts retaining their original character, some parts rendered to disguise their poor condition and some parts completely replaced.

The walls on the boundary will remain as garden walls to the new houses. However, the western wall now falls in the middle of the proposed housing development and requires sensitive treatment. It is proposed to retain the wall and integrate it with house units 38-41 inclusive.

One of the existing bricked up openings will be re-opened to form the entrance to number 38. However, new openings are proposed in the wall to allow access to the front doors to numbers 39 & 40. The listed wall currently has two different sections of kerb at its base to provide protection from cars. The western section of this protection will be replaced by a public planted area. However the eastern section of kerbing will be retained to protect the wall from the new parking layout.

The Urban Design and Conservation Officer considers that this is an acceptable solution, allowing the wall to form a significant and unique element in the new mews area of the development.

Setting of Drayton Hall:

With regard to the impact of the development on the setting of Drayton Hall itself, which is located approximately 70/85 metres from the site boundaries, it is screened from the site by an original high brick wall and a significant number intervening trees.

The development has been limited to four storeys so as not to appear overly dominant within the setting of the heritage assets. The flatted accommodation which at 4 storeys is the highest element of the development has also been carefully positioned towards the front of the site, to allow a greater separation distance between the proposed development and Drayton Hall. This also means that the most dense element of the development is read in the context of the more urban aspects of the surrounding area on Harmonsworth Road, Station Road and Sipson Road.

It is therefore considered that the proposal would not have a detrimental impact on the setting of the listed building, in accordance with Saved Policy BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

CONSERVATION AREA

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

The site is located within the West Drayton Green Conservation Area. The West Drayton Green Conservation Area's most notable features are the pockets of open space, the collection of listed buildings around Church Road and most notably, Drayton Hall to the north of the application site. Other buildings within the conservation area are mainly comprised of typical 1930's residential development.

Demolition of Existing Structures:

The former police station was built in 1965 and is constructed mostly in a light brown brick with pre-cast concrete panels on the east elevation and white metal windows. The entrance is located on the north elevation which in addition to the brick is defined by wooden doors and an adjoining slate panel. The most attractive feature of the building is the copper roof and its landscaped setting. The rear of the site contains functional outbuildings, some original in the matching brick, with some pre-fabricated buildings of poor quality. The rear is also dominated by the extent of car parking and its associated concrete hard-standing.

The main building is typical of its period and the architectural quality is not considered to justify its retention. As such, it is not considered to contribute positively to the character of the Conservation Area and its loss would be acceptable. Similarly, the functional outbuildings, which are almost derelict, do not contribute to character of the conservation area. No objections are therefore raised to the demolition of the existing buildings on the site.

The only redeeming feature of the rear is the listed wall that originally related to Drayton Hall. This is to be largely retained and integrated within the proposed development.

Impact on the Conservation Area:

By maintaining a tree lined frontage and grassed area in front of the flatted accommodation, views within the Conservation Area will be largely maintained. The front of the site would retain a fairly pleasant quality, mostly due to its setting.

The proposed homes will incorporate solar photo-voltaic roof tiles. It is noted that the pitch of the roof is very low, the site is well shielded with trees, a significant number being conifers, along and adjoining its perimeter and the view from Drayton Hall is a relatively long at approximately 90 metres. It is not considered that the impact of the PV roof panels on external views of the site, particularly from views from Station Road, the parkland to the west of the site and Drayton Hall would be detrimental to the character of the conservation area.

Overall, it is considered that the scheme will introduce a built form that is appropriate to its Conservation Area context and will improve the townscape character of the area, by removing redundant and degraded commercial buildings. The proposals will conserve and enhance the setting for the listed wall and also enhance the quality of the conservation area, in compliance with Policy BE4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.04 Airport safeguarding

There are no airport safeguarding issues related to this development.

7.05 Impact on the green belt

There are no Green Belt issues associated with this site.

7.06 Environmental Impact

A geo-environmental desk study and site investigation report has been submitted in support of the application. The Tier I Human Health Risk Assessment has determined that there are unacceptable concentrations of lead and poly aromatic hydrocarbons (PAH) within the made ground that would potentially pose a significant risk to human health of future site occupants where these concentrations are present within private gardens. The Tier I Controlled Water Risk Assessment has determined that there are no unacceptable concentrations of potential contaminants within the underlying soils that would pose a potential risk to controlled waters. The ground gas monitoring and gas risk assessment has identified that ground gas will not pose a significant risk to the proposed development or future residents. The risk assessment in respect to future planting identified that the determinants in the soils will not pose a potential risk.

From the results of the site investigation a number of recommendations are made, including further geotechnical and geo-environmental site investigation and a pre-demolition asbestos survey conducted by a competent person to assess the quantity of asbestos containing materials in existing buildings.

In light of the findings of the site investigations, a condition is recommended, requiring a written method statement providing details of a remediation scheme and how the completion of the remedial works will be verified, along with details of a watching brief to address undiscovered contamination. In addition, the site may require imported top soil for landscaping purposes and a condition is recommended to ensure the imported soils are independently tested, to ensure they are suitable for use.

On the basis of the above, it is considered that the proposed development accords with the ground condition and contamination policies set out in the NPPF, London Plan and the Hillingdon Local Plan Parts 1 and 2.

7.07 Impact on the character & appearance of the area

Part 1 Policy BE1 of the Local Plan requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods. Saved Part 2 Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development complements or improves the character and amenity of the area, whilst Policy BE38 seeks the retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

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

The scale, bulk and siting of buildings are key determinants in ensuring that the amenity and character of established residential areas are not compromised by new development. The main constraints and opportunities of the site have been identified, in particular its relationship to Drayton Hall and its location within West Drayton Green Conservation Area.

Layout

The flats have been located at the front of the site with the houses at the rear. The rear of the site is more appropriate for the scale and privacy requirements of houses, whilst the flats will utilise the open setting at the front of the site. The building line of the new flats building would line through with the adjoining Community Centre. The existing access road is maintained and leads into the site to form a natural divide between the flats and the houses.

Scale

The proposed development site is somewhat visually disconnected from the surrounding street space by virtue of its location in the open area, its set back from Station Road, and the existing boundary tree screen on the site's street frontage. The proposed scale of the flats building is 4 storeys, with the top floor designed as a subordinate structure with set backs. The height of the flats building matches the height of the Drayton Hall extension. The houses are 3 storeys high with the top floors again designed as subordinate structures within the proposed roof form.

The Council's conservation officer has highlighted that the increased width of the block of flats is a concern when compared with the approved scheme. It is not considered that the proposed building is of an unacceptable scale. It is sufficient distance away from Drayton Hall that there would be no adverse impact on the setting of that building, furthermore the existence of Drayton Hall means that a relatively large building is not out of keeping on this site if sensitively designed with high quality materials.

Appearance

The principle characteristics of the design of the houses are:

- A layered approach with a brick base ground floor level, a white rendered first floor and lead coloured profiled cladding to the second floor mansard;
- The first floor street elevations have an inset panel that would contain contrasting materials and or colour.
- The listed wall has been integrated into the design of house units 48-51 inclusive.

The principal characteristics of the flats design are:

- A layered approach with a brick ground floor level, a combination of white rendered and brick clad first and second levels and lead coloured profiled sheeting to the mansard.
- The street elevations at first and second floor levels are highly glazed, which is considered appropriate given the open setting and provision of balconies.

Nevertheless it will be important to ensure that appropriate materials landscaping are secured by condition. Subject to compliance with the above mentioned condition, it is considered that the scheme is compliant with Policies BE13, BE19 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), relevant London Plan policies and design guidance.

7.08 Impact on neighbours

Outlook and Light

Policy BE20 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will seek to ensure that buildings are laid out so that adequate daylight, sunlight and amenities of existing houses are safeguarded. Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that planning permission will not be granted for new development, which by reason of its siting, bulk and proximity, would result in a significant loss of residential amenity of

established residential areas.

The closest residential properties to the site is the caretaker's flat at the adjoining Community Centre to the south of the site. There are no other residential properties in close proximity to the site. The proposal complies with relevant guidance and is not considered to result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Similarly, is not considered that there would be a material loss of daylight or sunlight to the neighbouring property, as the proposed buildings would be sited a sufficient distance away from the caretaker's flat. Given its orientation and relationship with neighbouring residential windows, the proposals would not create a material loss of daylight or sunlight to neighbouring properties, in accordance with Policy BE20 of the Local Plan Part 2 and relevant design guidance.

Privacy

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the design of new buildings should protect the privacy of occupiers and their neighbours. (HDAS) Supplementary Planning Document: Residential Layouts, also sets out a minimum distance of 21m between facing habitable room windows, as measured at a 45 degree line from the centre of the nearest first floor window.

Detailed measures have been incorporated into the design of the houses backing onto the Community Centre boundary. These include oriel windows to the first floor bedroom windows on the rear elevations and obscure glazing to the second floor rear bath room windows. Similarly oriel windows are proposed to the upper rear windows of the flats which fall within the 45 degree angle of vision. It is therefore considered that there would be no loss of privacy to adjoining occupiers of the care takers flat. The development is therefore in accordance with Policy BE24 of the Local Plan Part 2 and relevant design guidance.

7.09 Living conditions for future occupiers

External Amenity Areas

Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requirements the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats. Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document - Residential layouts, suggests that the following shared amenity space for flats and maisonettes is provided:

- 1 bedroom flat - 20m² per flat
- 2 bedroom flat - 25m² per flat
- 3 bed houses -60m² per house
- 4 bed houses- 100m² per house

Each of the houses achieve and in most cases exceed the private amenity space standards. Based on the current accommodation schedule for the flats, the communal amenity space requirements would equate to a total of 925 m². The current development proposal provides just over 816 m² of usable communal amenity space, including 60 m² of play space provision, which would have good natural surveillance from the proposed apartments. In addition 20 of the flats also benefit from private space in the form of

balconies. The amenity space provided is considered acceptable, in compliance with the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Saved Policy BE23 of the Local Plan.

Unit size

Planning policy requires that all new housing to be wheelchair accessible or easily adaptable for residents who are wheelchair users. Policy 3.5 of the London Plan endorses a range of minimum unit sizes for new residential development in London.

All the individual flats and houses meet London Plan minimum floorspace standards, providing a good standard of accommodation to future residents. In addition, the submitted plans and documentation, including the Design and Access Statement illustrate that wheel chair standards could be achieved, in accordance with London Plan Policy 3.8.

Outlook and Light

The houses have been designed to be dual aspect. A number of the 2 bedroom flats have balconies and all have access to the communal amenity area within the scheme. Each of the houses also have private gardens, which would receive adequate amounts of sunlight. It is therefore considered that all of the proposed units would benefit from reasonable levels of outlook and light, in compliance with Policies BE20 and BE21 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012), HDAS: Residential Layouts and the provisions of the London Plan.

Privacy

Saved Policy BE24 states that the design of new buildings should protect the privacy of occupiers and their neighbours. A minimum separation distance of 21 metres is required to avoid overlooking and loss of privacy. It is considered that the design of the development would protect the privacy of future occupiers, in accordance with Policy BE24 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012) and relevant design guidance.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be: achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Paragraph 35 of NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states: The LPA will not grant permission for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety

Access

Access to the site would be via Station Road utilising the existing access arrangement. A single access road would run through the site providing access to the flats as well as the houses located to the rear. The proposed site access road is 4.8 metres wide, with a 1.8 metre wide pavement on one side together and a 1 metre service strip on the other side. The road is tarmacked up the entrance of the mews area of the houses to the rear. The mews area is a shared surface, with definition in the paving design of the vehicular movement areas.

"Keep Clear" road marking will be provided at the access to the site, across the width of the adjacent carriageway, in order to prevent vehicles queuing across the access to the site.

The existing access will be widened to provide a 10m radius on the left side and a 12m radius on the right side to allow a refuse vehicle and car to turn into and out of the access. The access road has been widened to 5.5m to allow for a car and refuse vehicle to pass one another.

Subject to the off site highway works, which would be subject to S106/278 agreements, no objections are raised to the proposed access arrangements.

Traffic Generation

The applicant has submitted a Transport Assessment to consider the traffic impacts on the existing road capacity. The Highway Engineer notes that the estimated the trips for the consented development was assessed at approximately 0.5 trips per house during the peak hour. It would therefore be unlikely that with 10 more dwellings, the trip generation would be significantly different than the consented scheme with another 5 trips in the peak hours.

Given the small increase in additional trips in the peak hours and in total throughout the day, it is considered that these can be easily accommodated on the local road network. These small additional trips are unlikely to materially worsen the current situation on the local highway network or the wider highway network. Considering Paragraph 32 of the National Planning Policy Framework (NPPF), these increases are minimal and could not be considered in any way 'severe'. Therefore, it is considered that there would be no unacceptable highway or transport impacts as a result of the proposed development, in accordance with relevant policies.

Parking

The London Plan Policy 6.1 states that 'the need for car use should be reduced, with Table 6.2 stating that there should be a maximum of 1 space for 1-2 bed units. The application proposes a total of 64 parking spaces, including 6 disabled spaces, together with 10 motor cycle spaces. This equates to 1.22 spaces per unit. The Council's standards allow for a maximum provision of 1.5 spaces per communal parking per residential unit, a total of 79.5 spaces in this case.

The 13 houses would be served by 24 car parking spaces equating to 1.9 spaces per dwelling. The 40 flats would be served by 40 car parking spaces mainly within a lower ground floor car park, equating to 1 space per dwelling.

The site has a PTAL rating of 2 and it is considered that residents of the proposed development would have relatively good access to all day to day facilities and to the wider London area, via reasonable public transport connections. The proposed average 1.2 parking spaces per dwelling therefore meets the NPPF policy guidance, by being in line with expected existing and future need, taking into account the type, mix and use of the development. In addition, the provision of electric charging points can be secured by condition.

It should be noted that the proposed parking ratio is similar to that provided in the approved scheme for the site.

Overall, it is considered that the proposals strike the requisite balance between parking restraint, to promote alternative travel modes and the provision of adequate parking. The proposed level of parking meets Council standards as well as London Plan standards. As such, the Council's Highways Engineer has raised no objection to the level of car parking. The proposal is therefore considered to comply with Local Plan Part 2 Saved Policies AM14 and AM15 and relevant London Plan policies.

Cycle Storage

The submitted plans indicate that secure cycle storage can be provided for 40 cycle spaces in this lower ground floor car park for the flats. Secure cycle parking for the houses can be accommodated within individual curtilages. The scheme would therefore be in accordance with the Council's standards and Local Plan Part 2 Saved Policies AM9.

7.11 Urban design, access and security

SECURITY

The flats overlook the main amenity area providing good visual contact with the site. Details of fencing and other security arrangements, including the boundary treatment and CCTV have been secured by condition.

7.12 Disabled access

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a protected characteristic, which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers likely have a defined model that meets best practice design guidance. The submitted documentation has explained how the principles of access and inclusion have been applied to this scheme.

The topography at the eastern end of the mews area contains the basement of the existing building and the access road drops at this point as it slopes down towards the basement car park. This creates the need for the gently sloping ramp approaches. However, level access thresholds are incorporated at all entrances. The main entrance door to the new houses will be wide enough for wheelchair-access and buggy access. The pedestrian foot path from the Station Road will be within acceptable gradients for the people with mobility difficulties. All private paths leading to the entrance of the houses will meet Building Regulations requirements. In addition, 10% of the parking provision will be designed as disabled parking with larger bays for access.

With regard to the proposed units, since 1 October 2015 and the introduction of the National Housing Standards, other standards such as the Lifetime Homes and Wheelchair

Housing Design Guide have been superseded by the Mayor's Housing Standards MALP 2016. London Plan policy (and Housing SPG) Policy 3.8 Housing Choice is relevant to accessibility. London Plan policy 3.8c requires all new homes to be built to lifetime homes standards. London Plan Policy 3.8d requires ten per cent of new housing to be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. From October 2015 for major residential schemes this is interpreted as requiring ten per cent of new housing to meet Building Regulation M4 (3) 'wheelchair user dwellings' and the remainder to be built to M4(2) (equivalent to lifetime homes). Appropriately worded conditions are recommended accordingly, to ensure compliance with these standards.

The topography at the eastern end of the mews area contains the basement of the existing building and the access road drops at this point as it slopes down towards the basement car park. This creates the need for the gently sloping ramp approaches.

The Access Officer has made a number of observations in relation to the application as originally submitted. These have been addressed by the provision of revised plans.

Subject to conditions, it is considered that lifetime homes equivalent and wheel chair standards can be achieved, in accordance with the London Plan Policies 3.8, 7.1 and 7.2 and in general

compliance with the Council's Supplementary Planning Document "Accessible Hillingdon".

7.13 Provision of affordable & special needs housing

The development would introduce a total of 43 dwellings, therefore triggering the affordable housing requirement threshold of 10 units as set out in London Plan policy 3.13. Policy H2 of the Hillingdon Local Plan: Part 1- Strategic Policies relates to Affordable Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. The Council note however, subject to the provision of robust evidence, it will adopt a degree of flexibility in its application of Policy H2 to take account of tenure needs in different parts of the borough as well as the viability of schemes.

On this basis, 18 of the 53 units proposed in the scheme would have to be provided as affordable housing to comply with the requirements of Policy H2, to be secured by way of the S106 Agreement.

A full Financial Viability Appraisal (FVA) has been carried out in support of this application, which has been reviewed by an appropriately qualified, third party, financial consultant. The original FVA was for a level of affordable housing set at 15%, but this was found to be too hard to justify on the face of developer profits. After several rounds of negotiations the viable level of affordable housing provision has been set at 22% in habitable room terms, comprising 3 x three bed houses (Affordable Rent Tenure) and 3 x three bed flats (Shared Ownership Tenure).

The differences in the level of affordable housing between applications for this site relate to the fact that the originally approved scheme was a speculative proposal, without proper viability testing, as well as further uncertainty in the residential market due to a changing political environment.

The NPPF states that planning obligations should not be so onerous as to make schemes unviable, and that where appropriate the development economics of proposals should be taken into account. In this case there would be substantial benefits arising from the scheme which would outweigh the limited provision of affordable housing.

The FVA has been scrutinised and is considered to be accurate. The Housing Officer is satisfied with the level of provision and tenure provided and it is not considered that a greater level of affordable housing could be achieved in this case.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

Local Plan Part 2 Policy BE38 stresses the need to retain and enhance landscape features and provide for appropriate (hard and soft) landscaping in new developments. An arboricultural survey has been carried out making an assessment of existing trees on and within the vicinity of the site.

The tree screen to the road, the trees to the boundary side of the drive, and the tree group to the community centre boundary will all be retained. The trees to the south side of the drive and the smaller trees dotted around the grassed area will largely be removed to facilitate the new development.

It is proposed to use some of the cut from the construction of the new lower ground floor car park to significantly level the existing slope of the grassed forecourt area. This would make the area more usable for amenity reasons.

The tree screen to the western boundary will be largely retained. The tree survey identified significant trees on the adjoining sites on the northern and southern boundaries, however these trees would not be affected by the development as they will adjoin the gardens of the new houses.

At present there is no soft landscaping or any form of planting to the rear of the site. The small loss of trees to facilitate the development will be mitigated by the replacement of significant areas of hard surfacing by garden areas and public planting beds and the inclusion of a significant number of 'urban' trees around the new mews area. An additional, sense of space would be created by adoption of an open front garden policy with the boundaries defined by planting rather than fences.

It is proposed that the access road will be tarmacked with a traditional paved footpath from the site entrance to the entrance of the mews area at the rear. The mews area would be shared surface with permeable block paving. The paving design would allow for definition of the vehicular use area.

At present the site is enclosed by a variety of boundary wall constructions: low brick wall to the street front, cast iron railings to the former graveyard and listed wall to the rear northern boundary and part western boundary. These will remain as existing, subject to any necessary maintenance. New piers and railings will be constructed along the street frontage above the low brick wall to enhance the security of the site. This is considered acceptable in terms of the visual amenity of the conservation area. The security fence to the residual western boundary and part southern boundary will be retained with the barbed wire top removed and disguised with suitable climbing plants. The southern boundary is defined by existing outbuildings and poor quality timber fencing. These will be replaced by to the front southern boundary new timber fences.

The Trees and Landscape Officer raises no objections subject to conditions to ensure that the detailed landscape proposals preserve and enhance the character and appearance of the area and off It is considered that the scheme is on the whole acceptable and in compliance with Saved Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP

Policies (November 2012).

ECOLOGY

Local Plan Part 1 Policy EM7 and Saved Policy EC2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek the promotion of nature conservation interests. Saved Policy EC5 seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement. Although the trees in the site may be valuable for biodiversity, the application site itself is not considered to have a high ecological value, due to the lack of potential for protected species.

A Phase 1 Habitat Survey, protected species assessment and bat survey of the site have been carried out as part of the recently approved application. The Council's Sustainability Officer noted that the proposed development results in the loss of several trees and although the site is unlikely to have significant value for wildlife, the National Planning Policy Framework requires a net gain in biodiversity value.

An ecological report has been submitted in support of the current application, which includes details of a designated wild life area.

A condition similar to that imposed on the approved scheme, requiring details of an ecological enhancement, to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings is recommended. The scheme could include, living screens against walls of the development, bat and bird boxes, habitat walls and a range of plants to encourage and support wildlife, together with an area of land dedicated to wildlife habitat.

Subject to compliance with this condition, it is considered that the ecological mitigation is satisfactory. The proposal therefore complies with Policy 7.19 of the London Plan which requires that development protects and enhances biodiversity, and Local Plan Part 1 Policy EM7 and relevant Local Plan Part 2 policies.

7.15 Sustainable waste management

There is a bin store within the ground floor of the building containing ten 1100 litre wheelie-bins with easy access from the road. Waste storage for the houses is provided within their curtilage.

7.16 Renewable energy / Sustainability

Sustainability policy is now set out in the London Plan (2016), at Policy 5.2. Part A of the policy requires development proposals to make the fullest contribution to minimising carbon dioxide emissions by employing the hierarchy of: using less energy; supplying energy efficiently; and using renewable technologies. Part B of the policy currently requires non domestic buildings to achieve a 35% improvement on building regulations 2013. Parts C & D of the policy require proposals to include a detailed energy assessment.

The scheme suitably demonstrates a 40% reduction in CO2 improvement on building regulations 2010, largely through the use of PV panels. The roof plans show 400 sq.m of PV panels and these are these incorporated into the design.

Subject to a condition securing the on site renewable energy, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to

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

7.17 Flooding or Drainage Issues

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The site falls outside any flood zones as defined in the Council's own Strategic Flood Risk Assessment (SFRA) and is within flood zone 1 on the Environment Agency maps. A flood risk assessment is therefore not a requirement, although a Drainage Strategy would need to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

SuD's Report and Flood Risk Assessment has been submitted in support of this application.

A basement car park is included as part of this proposal. A new surface water drainage connection to the main sewer is proposed which will then mean pumping from the site. The Council's Flood and Drainage Officer has assessed the submitted documentation, and whilst generally satisfied with the proposed drainage strategy, has requested further information regarding the need to rely on pumping water from the site.

The applicant has explained that the reason storm water from the police station will need to be pumped, is due to the site being much lower than the road, and by the time the surface water network reaches the road, due to the depth of the attenuation tanks, the discharge cannot be conveyed by gravity. With regard to storage in the event of pump failure, the storage provided by the manholes and the pipe network at the site do not contribute to the 1 in 100 year storm event plus climate change, as this is all provided in the proposed storage tanks. Therefore the storage provided in the surface water pipes and manholes will be more than sufficient to deal with any pump failures, which are expected to be unlikely, as there will be a duty and standby pumps system.

The drainage strategy would have to demonstrate the surface water run-off generated to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme would also need to include provision of on-site surface water storage to accommodate the critical duration 1 in 100 year storm event, with an allowance for climate change. This could be secured by condition in the event of an approval.

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

7.18 Noise or Air Quality Issues

NOISE

The Government's National Planning Policy Framework (NPPF) which replaces PPG2 (Planning and Noise) gives the Government's guidance on noise issues. Policy 7.15 of the London Plan seeks to reduce noise and minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals. A noise

assessment has been carried out in support of the application and concludes that the principle of residential accommodation is acceptable in this location, subject to mitigation measures outlined within the report.

The application site is on a busy high road. It is therefore reasonable to expect that traffic is likely to be high enough to affect the residential amenities of future occupiers.

A baseline noise survey was undertaken to establish prevailing noise levels across the development site. The acoustic assessment contains recommendations, which, if implemented, would reduce noise to levels that comply with reasonable standards of comfort, as defined in British Standard BS 8233:1999 'Sound insulation and noise reduction for buildings - Code of Practice'. It concludes that the site is suitable for residential development subject to a suitable scheme of mitigation measures being incorporated into the design. Further detail on noise control measures will be provided during detailed design.

The Council's Environmental Protection Unit notes that the survey may underestimate the traffic noise levels received at the site and further information would be required. It is considered that the issue of sound insulation can be addressed by the imposition of a suitable condition. Subject to compliance with this condition, it is considered that the scheme would be in compliance with Policy OE5 of the Hillingdon Local Plan part 2.

AIR QUALITY

The proposed development is within the declared AQMA. The development is introducing sensitive receptors into a poor air quality area. As part of the approved scheme, the Council's Environmental Protection Unit requested a Section 106 obligation of up to £12,500 for contributions to the air quality monitoring network in the area. It is recommended that this planning obligation be rolled forward to the current scheme, in the event of an approval.

Subject to the above mentioned planning obligation, it is considered that the impact of the development on the air quality of the area can be mitigated, to the extent that refusal of the application on these grounds would not be justified, in accordance with Policy EM8 of the Local Plan Part 1.

7.19 Comments on Public Consultations

The main issues raised have been dealt with in the main body of the report.

7.20 Planning obligations

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

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

(i) Transport: All on site and off site highways works as a result of this proposal, including improvements to the site access.

- (ii) Affordable Housing at 22% in habitable room terms, comprising 3 x three bed houses (Affordable Rent Tenure) and 3 x three bed flats (Shared Ownership Tenure).
- (iii) Construction Training: either a construction training scheme delivered during the construction phase of the development or a financial contribution
- (iv) Air Quality: The applicant provides a financial contribution in the sum of £12,500.
- (v) Travel Plan
- (vi) Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

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

7.21 Expediency of enforcement action

There are no enforcement issues associated with this site.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

This application represents modifications to a previously approved scheme to provide an additional 10 residential units on the site. No objection is raised to the principle of the residential use of this site. The density of the proposed development falls within London Plan guidance.

It is considered that the discussions and negotiations between relevant parties on the design and layout of the development and the extent of amendments undertaken have yielded a scheme suitable for its context. The scheme will introduce a built form that is appropriate to its Conservation Area context and the townscape character of the area, by removing redundant and degraded commercial buildings.

The archaeological position of the site has been extensively explored and has been satisfactorily addressed. It is not considered that the scheme would be detrimental to the setting of the nearby listed Drayton Hall.

Furthermore, the development would not result in unacceptable impacts on the amenities of neighbouring properties and would provide good environmental conditions for future occupiers.

The applicant has offered an acceptable package of contributions to be secured by way of a proposed S106 Agreement. In addition, access, parking, drainage, ecology and highway safety issues have been satisfactorily addressed.

It is recommended that the application should be supported, subject to a Section 106 Legal Agreement and conditions.

11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan 2016
National Planning Policy Framework (NPPF)
The Greater London Authority Sustainable Design and Construction (2006)
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document: Accessible Hillingdon (January 2010)

Contact Officer: Karl Dafe

Telephone No: 01895 250230

APPLICATION FOR: 11332/APP/2016/1595

FORMER BRITISH LEGION STATION ROAD WEST DRAYTON

COMMITTEE: Major Apps PC

DATE: 22nd February 2017

I confirm:-

- All consultations have been completec
- All consultations are reflected in the report.
- The report is free from spelling, typing and grammatical errors.

Final formatting:

Signed:- _____
Case Officer

Signed:- _____
Team Manager

Signed:- _____
Senior Manager

I agree this report can go on the agenda for the above Committee.

Signed:- _____
DC Tech Admin

Item No. Report of the Head of Planning, Building Control, Sport & Green Spaces**Address** FORMER BRITISH LEGION STATION ROAD WEST DRAYTON**Development:** Erection of 13 terrace dwellinghouses with associated parking, landscaping and external works, following demolition of existing building.**LBH Ref Nos:** 11332/APP/2016/1595

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

Date Plans Recieved: 25/04/2016 **Date(s) of Amendment(s):** 25/04/2016**Date Application Valid:** 18/11/2016**1. SUMMARY**

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

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

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

The development has been positioned away from neighbouring properties and its height

and bulk can be satisfactorily accommodated in this location without appearing overbearing on the surrounding area or unacceptably detracting from the amenities of adjoining occupiers by reason of loss of light, privacy or outlook.

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

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

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

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

2. RECOMMENDATION

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

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

Non-monetary contributions:

i) Affordable Housing: 2 housing units.

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

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

Monetary contributions:

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

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

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

completed.

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

D) If the Legal Agreements have not been finalised by 14th September 2017 (or such other time frame as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

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

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

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

15-043-LP (Location plan)

13-P-B2-E Rev A (Proposed 3 Bed House Block 2 Elevations)

13-P-T3-F Rev A (Proposed 3 Bed Houses House Type 3 Floor Plans)

13-P-80-1 Rev A (Site Levels)

13-P-01 Rev A (Proposed Roof Plan)

13-P-T3-E Rev A (Proposed 3 Bed House House Type 3 Elevations)

13-P-T2-F Rev A (Proposed 3 House House Type 2 Floor Plans)

13-P-T2-E Rev A (Proposed 3 Bed House Type 2 Elevations)

13-P-T1-F (Proposed 3 Bed House House Type 1 Floor Plans)

13-P-B1-F (Proposed 3 Bed House Block 1 Plans)

13-P-B1-E (Proposed 3 Bed House Block 1 Elevations)

13-P-02 Rev A (Proposed Block Plan)

13-P-B2-E Rev A (Proposed 3 Bed House Block 2 Plans)

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

REASON

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

3 COM5 General compliance with supporting documentation

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

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

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

REASON

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

4 OM19 Demolition and Construction Management Plan

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

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

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

REASON

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

5 COM6 Levels

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

REASON

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

6 RES8 Tree Protection

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

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

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

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

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

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

7 RES9 Landscaping (including treatment for defensible space)

A landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

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

2. Details of Hard Landscaping
 - 2.a Means of enclosure/boundary treatments, including details of railings/walls located to the front of the site along Station Road.
 - 2.b Hard Surfacing Materials
 - 2.c Other structures (such as gates, steps, ramps, retaining walls and chains/treatment to provide defensible space)

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

4. Schedule for Implementation

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

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

REASON

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

8 COM15 Sustainable Water Management

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall follow the strategy set out in 'Flood Risk Assessment', produced by Curtains dated 19th July Rev 3.

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

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

mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) Capacity of Receptors

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

c) Minimise water use.

i. incorporate water saving measures and equipment.

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

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

i. Provide a management and maintenance plan

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

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

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

f) From commencement on site

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

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

REASON

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

9 NONSC Contamination

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(c) A written method statement providing details of the remediation scheme and how the

completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

(ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.21 of the London Plan (2016).

10 NONSC Cycle Parking

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

REASON

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

11 RES16 Car Parking

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

REASON

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

12 RES22 Parking Allocation

Prior to occupation of the development, a parking allocation and management scheme shall have been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

13 RES18 Accessible Homes/Wheelchair Units

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

REASON

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

14 NONSC Details of Finish

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

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

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

REASON

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

15 NONSC Noise mitigation for future occupiers

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

measures.

REASON

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

16 COM31 Secured by Design

The building(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2016) Policies 7.1 and 7.3.

17 NONSC CO2 Reductions

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

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

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

REASON

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

18 NONSC Ecology

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

REASON

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

INFORMATIVES

1 I52 **Compulsory Informative (1)**

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

2 I53 **Compulsory Informative (2)**

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

R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
R8	Loss of facilities which support arts, cultural and entertainment activities
H4	Mix of housing units
H5	Dwellings suitable for large families
H6	Considerations influencing appropriate density in residential development.
H8	Change of use from non-residential to residential
H9	Provision for people with disabilities in new residential developments
H11	Provision of affordable housing
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
BE13	New development must harmonise with the existing street scene.
BE16	New development on the northern frontage of the A4 (Bath Road)
BE17	Design and layout of new development at Heathrow Airport
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE22	Residential extensions/buildings of two or more storeys.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
AM2	Development proposals - assessment of traffic generation, impact on

	congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.7	(2016) Large residential developments
LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 3.16	(2016) Protection and enhancement of social infrastructure
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 5.10	(2016) Urban Greening
LPP 5.17	(2016) Waste capacity
LPP 5.18	(2016) Construction, excavation and demolition waste
LPP 5.21	(2016) Contaminated land
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.19	(2016) Biodiversity and access to nature

LPP 7.21	(2016) Trees and woodlands
LPP 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

3 159 Councils Local Plan : Part 1 - Strategic Policies

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

4 11 Building to Approved Drawing

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

5 115 Control of Environmental Nuisance from Construction Work

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

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

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

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

6 12 Encroachment

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

7 121 Street Naming and Numbering

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

8 13 Building Regulations - Demolition and Building Works

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

9 145 Discharge of Conditions

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

10 148 Refuse/Storage Areas

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

11

The Council's Waste Service should be consulted about refuse storage and collection arrangements. For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

12

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

13

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE. Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804).

14

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

15

You are advised that Thames Water has the following advice:

Waste

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

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

Surface Water Drainage

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

erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover. Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333. Yours faithfully
Development Planning Department

3. CONSIDERATIONS

3.1 Site and Locality

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

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

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

3.2 Proposed Scheme

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

3.3 Relevant Planning History

Comment on Relevant Planning History

No relevant history to the determination of this planning application.

4. Planning Policies and Standards

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

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing
PT1.HE1	(2012) Heritage
PT1.BE1	(2012) Built Environment
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.EM11	(2012) Sustainable Waste Management
PT1.CI1	(2012) Community Infrastructure Provision

Part 2 Policies:

R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
R8	Loss of facilities which support arts, cultural and entertainment activities
H4	Mix of housing units
H5	Dwellings suitable for large families
H6	Considerations influencing appropriate density in residential development.
H8	Change of use from non-residential to residential
H9	Provision for people with disabilities in new residential developments
H11	Provision of affordable housing
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
BE13	New development must harmonise with the existing street scene.
BE16	New development on the northern frontage of the A4 (Bath Road)
BE17	Design and layout of new development at Heathrow Airport
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.

BE22	Residential extensions/buildings of two or more storeys.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.7	(2016) Large residential developments
LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 3.16	(2016) Protection and enhancement of social infrastructure
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 5.10	(2016) Urban Greening
LPP 5.17	(2016) Waste capacity
LPP 5.18	(2016) Construction, excavation and demolition waste
LPP 5.21	(2016) Contaminated land
LPP 6.3	(2016) Assessing effects of development on transport capacity

LPP 6.9	(2016) Cycling
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.21	(2016) Trees and woodlands
LPP 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

5. Advertisement and Site Notice

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

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

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

DESIGNING OUT CRIME OFFICER (METROPOLITAN POLICE)

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

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)

No objection

THAMES WATER

Waste Comments

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

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

Surface Water Drainage

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

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333. Yours faithfully Development Planning Department

WEST DRAYTON CONSERVATION AREA ADVISORY PANEL

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

- 1) There are contradictions between the number of houses and of parking spaces listed in the application form and shown on the plans; both cannot be correct.
- 2) The group of three houses near the street frontage are 'stuck out' and present an uninspiring blank wall to the street. This is not a positive contribution to the streetscape in this prominent position in the Conservation Area, facing Drayton Hall.
- 3) Some of the garden spaces for the main terrace of houses at the rear of the plot appear very small for what are effectively 4-bed room houses; the existing mature trees also mean that they will appear much smaller than they really are to the occupiers.
- 4) The unimaginative parking layout dominates the development. We feel sure a better one could be found.
- 5) The design of these three-storey houses masquerading as two-storey ones is ugly and out of keeping with much of their surroundings which are genuinely two-story. The 'slate-effect' grey roof is not typical of the area where most roofs are red/brown tiles which have a warmer and softer look. Though the application describes the walls as brickwork the elevations show a variety of finishes which are unspecified; we would hope that the final finishes will be more in keeping with those of the surrounding houses.

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

Internal Consultees

CONSERVATION AND URBAN DESIGN

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

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

ENVIRONMENTAL PROTECTION UNIT

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

FLOOD AND WATER MANAGEMENT OFFICER

No objection

HIGHWAYS

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

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

Internal circulation areas would provide adequate manoeuvrability for private cars.

The applicant proposes 20 parking spaces for 13 dwellings, with a parking ratio of 1.5 parking spaces per dwelling. For this type of accommodation with private curtilage, the Council advises a ratio of 2 parking spaces per unit. In this case, in spite of the relatively low PTAL rating, the presence of bus services connecting the site to West Drayton Station, together with the location of the bus stops at short distance from the development, suggests that a lower ratio could be acceptable with the following provisions:

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

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

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

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

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

SUSTAINABILITY AND ECOLOGY

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

TREE AND LANDSCAPING

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

WASTE MANAGEMENT

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

7. MAIN PLANNING ISSUES

7.01 The principle of the development

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

facilities are available.

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

Policy 3.16 of the London Plan (2016) stipulates that proposals which would result in a loss of social infrastructure in areas of defined need for that type of social infrastructure without realistic proposals for re-provision should be resisted. The suitability of redundant social infrastructure premises for other forms of social infrastructure for which there is a defined need in the locality should be assessed before alternative developments are considered.

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

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

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

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

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

7.02 Density of the proposed development

Policy 3.4 of the London Plan (2016) seeks for new developments to achieve the maximum possible density which is compatible with the local context. Table 3.2

establishes a density matrix to establish a strategic framework for appropriate densities at different locations.

Site densities are of only limited value when considering the suitability of housing schemes of this scale. The London Plan (2016) advises that an appropriate residential density for the site would range from 150-200 habitable rooms per hectare (hr/ha) and 35-55 units per hectare (u/ha) for units with a typical size of 3.8 - 4.6 habitable rooms per unit (hr/u). The development would have a density of 50 units per hectare and 203 habitable rooms per hectare which would be marginally above the range of acceptability for a site at this location. However, given the scale of the development, which is relatively small, it will be more important to consider how it fits in with the character and scale of the area, and whether it is acceptable in residential amenity grounds. In addition, it should be noted that policy 3.4 of the London Plan (2016) seeks to secure the optimum potential of sites.

MIX OF UNITS

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

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

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

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

7.04 Airport safeguarding

The proposal would not raise any airport safeguarding concerns.

7.05 Impact on the green belt

Not applicable to this development.

7.06 Environmental Impact

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

7.07 Impact on the character & appearance of the area

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

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

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

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

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

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

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

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

7.08 Impact on neighbours

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

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

The nearest residential property to the site is No. 4 Hanson Close. However, this neighbour presents its flank wall to the site which contains no openings. Given it is located

in excess of 10m from the development at its nearest point and there are no windows facing it, the proposal is not considered to cause any loss of light, outlook, or privacy to the occupants of No. 4 Hanson Close.

To the east of the site, Nos. 1 - 8 Starveall Close are the nearest neighbouring properties. Due to the proposed layout (where 4 houses on the outside of the rear terrace are set further back), the dwellings on plots 1, 2, 9 and 10 would be closest to these neighbours. At their closest point, the proposed dwelling on plot 2 would be located 26.5m from the main rear wall of No. 3 Starveall Close. Given the development would measure a maximum height of 9.15m, this level of separation between properties would safeguard the residential amenity of neighbours. The distance is greater than 21m which is the minimum requirement for directly facing windows. As such, the proposal would not cause any loss of privacy.

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

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

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

7.09 Living conditions for future occupiers

INTERNAL LIVING SPACE

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

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

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

EXTERNAL AMENITY SPACE

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

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

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

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

CHILDREN'S PLAY SPACE

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

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

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

7.10 Traffic impact, Car/cycle parking, pedestrian safety

TRAFFIC IMPACT/HIGHWAY & PEDESTRIAN SAFETY

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

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the local planning authority will consider whether the traffic generated by proposed developments is acceptable in terms of the capacity and functions of existing and committed principal roads only, and will wholly discount any potential which local distributor and access roads may have for carrying through traffic. The local planning authority will not grant permission for developments whose traffic generation is likely to: (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network; or (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety; (iii) diminish materially the environmental benefits brought about by new or improved roads; or (iv) infiltrate streets classed as local roads in the borough road hierarchy unless satisfactory traffic calming measures can be installed. Traffic calming

schemes should, where appropriate, include environmental improvements such as hard and soft landscaping, and should be completed before the development is first used or occupied.

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

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

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

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

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

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

CAR/CYCLE PARKING

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

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

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

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

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

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

The Highway Engineer has requested that a condition be imposed to secure cycle parking, which has been added. A Travel Plan has also been requested. However, given the scale and nature of the development for family houses, there is not practically any suitable objectives/targets by which to achieve a greater level of sustainable transport. Subject to condition, the development would provide a compliant level of cycle storage spaces and Electric Vehicle Parking (EVP), which would be realistic and achievable to promote sustainable transport. On this basis, it is not considered necessary to require a Travel Plan.

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

7.11 Urban design, access and security

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

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

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

7.12 Disabled access

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

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

The plans indicate that the development could accommodate 4 disabled car parking

spaces which is more than the 10% required by policy. However, only 2 spaces are marked out as such. Therefore, a condition should be imposed to secure an appropriate level of disabled parking spaces.

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

7.13 Provision of affordable & special needs housing

With regards to special needs housing please see above.

AFFORDABLE HOUSING

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

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

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

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

7.14 Trees, landscaping and Ecology

TREE AND LANDSCAPING

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

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

Policy OL26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) recommends that the Local Planning Authority will protect trees and woodlands and encourage the preservation, proper management and in appropriate locations the extension of woodlands. Proposals for development in the more rural areas of the

borough should be accompanied by proposals for landscaping and tree planting wherever practicable, and the retention of existing landscaping features where appropriate.

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

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

This site is adjacent to TPO 540 and also the West Drayton Green Conservation Area. There are several large, mature trees on / near to the perimeter. Most of the trees appear to be far enough away from the proposals to be unaffected (directly). However, the trees could be indirectly affected by construction-related activities / storage of materials etc. The Council's Tree and Landscaping Officer has been consulted and raises no objection subject to conditions relating to tree protection and provision of a landscaping scheme. On this basis, the proposal would be considered acceptable in terms of tree protection and landscaping, in accordance with local, regional and national planning policy.

ECOLOGY

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

7.15 Sustainable waste management

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

7.16 Renewable energy / Sustainability

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

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

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

7.17 Flooding or Drainage Issues

The Council's Flood and Water Management Officer has reviewed the details submitted and is satisfied that subject to a condition, the development would not raise any flood risk or drainage issues, in accordance with policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), policy 5.12 Flood Risk Management of the London Plan (2016), and National Planning Policy Framework (March 2012).

7.18 Noise or Air Quality Issues

NOISE

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

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

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

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

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

7.19 Comments on Public Consultations

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

the public.

7.20 Planning obligations

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

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

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

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

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

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

Non-monetary contributions:

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

Monetary contributions:

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

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides 13 new residential units. This would be collected by the Council after implementation (if permission were to be granted) and could be

subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

7.21 Expediency of enforcement action

There are no enforcement issues related to this site.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application.

Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

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

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

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

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

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

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

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

11. Reference Documents

The Hillingdon Local Plan: Part 1 - Strategic Policies (8th November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (2016)
National Planning Policy Framework (2012)
Technical Housing Standards - Nationally described space standards (2015)
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Community Safety

Council's Supplementary Planning Guidance - Land Contamination
Council's Supplementary Planning Document - Accessible Hillingdon
Council's Supplementary Planning Document - Affordable Housing
Council's Supplementary Planning Document - Noise
Council's Supplementary Planning Document - Planning Obligations
The Mayor's Housing Supplementary Planning Guidance

Contact Officer: Zenab Haji-Ismael

Telephone No: 01895 250230

This page is intentionally left blank

Minutes



MAJOR Applications Planning Committee

1 February 2017

Meeting held at Committee Room 6 - Civic Centre,
High Street, Uxbridge UB8 1UW

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Peter Curling, Janet Duncan, Henry Higgins, Brian Stead, David Yarrow, Peter Davis (In place of Ian Edwards) and Manjit Khatra (In place of John Oswell)</p> <p>LBH Officers Present: Luke Taylor (Democratic Services Officer), James Rodger (Head of Planning and Enforcement), Anisha Teji (Democratic Services Officer), Neil McClellan (Major Applications Team Leader) and Jyoti Mehta (Trainee Solicitor)</p>
120.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor Ian Edwards with Councillor John Oswell substituting and Councillor Peter Davis with Councillor Manjit Khatra substituting.</p>
121.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest.</p>
122.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE MEETINGS HELD ON 26 OCTOBER 2016 AND 11 JANUARY 2017 (<i>Agenda Item 3</i>)</p> <p>The minutes of the meeting held on 26 October 2016 were deferred for further information.</p> <p>The minutes of the meeting held on 11 January 2017 were agreed as a correct record.</p>
123.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
124.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED IN PUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items were Part I and would be heard in public.</p>

125.	<p>WARRENDER PRIMARY SCHOOL - 4311/APP/2016/4295 (<i>Agenda Item 6</i>)</p> <p>Officers introduced the report and highlighted the addendum. The proposals sought planning permission to enable the expansion of the school and any associated works allowing them to cater for a total of 460 pupils. Officers confirmed that the expansion was part of Hillingdon Council's ongoing school expansion programme and requirement to meet the educational needs of the Borough. Officers further advised that the school currently operated one of the most effective travel plans and the number of people arriving by car had dropped by 33 percent.</p> <p>Members commented that it was a good proposal from the applicant and the recommendation was moved, seconded and unanimously agreed.</p> <p>- RESOLVED: That the application was approved.</p>
126.	<p>BERKELEY APARTMENTS - 31642/APP/2016/4411 (<i>Agenda Item 7</i>)</p> <p>Officers took the committee through the report, plans, photos and the addendum. The application sought planning permission to change the use from an apartment hotel to a homeless persons hostel use and associated external works. Officers explained that the existing building provided temporary accommodation for homeless persons. Officers further explained that there were 28 existing car park places located outside the gates for visitors and there was a proposal to reallocate one of the existing car parking spaces for motor cycles, as requested by the Council's Highways Engineer.</p> <p>Members questioned whether there was need for a motorcycle parking bay and Officers responded that it was the Council's standards that for every 20 car parking spaces there was one motorcycle parking space. Members commented that the apartments were already being used as temporary accommodation so would not be a difference in use. Members enquired whether the temporary accommodation would be for homeless residents of Hillingdon and Officers responded that the application was being made by Hillingdon Council to respond to local needs.</p> <p>Members moved the recommendation and voted unanimously in favour of the application.</p> <p>- RESOLVED: That the application was approved.</p>
127.	<p>HAREFIELD PLACE, THE DRIVE - 12571/APP/2016/3950 (<i>Agenda Item 8</i>)</p> <p>The Chairman confirmed that items eight and nine would be considered concurrently as they considered applications at the same site, although both items would be put to a vote separately. Officers introduced the report and the addendum. Previous planning permission had been granted. This application sought a Minor Material Amendment (MMA) to change the basement layout resulting in a reduction of floor area. Officers explained that this would not result in any change to the external appearance of the original development and would not significantly affect the heritage value of the listed building.</p> <p>Members accepted the proposed amendment and considered it to be a "win-win" proposal. A motion for the application to be approved was moved, seconded and was unanimously agreed.</p>

	<p>- RESOLVED: That the application be approved.</p>
128.	<p>HAREFIELD PLACE, THE DRIVE - 12571/APP/2016/4137 (<i>Agenda Item 9</i>)</p> <p>The minutes for Item 9 are included in Item 8, as both items were considered concurrently. Members moved the recommendation and voted unanimously in favour of the application.</p> <p>- RESOLVED: That the application be approved.</p>
129.	<p>FORMER WEST DRAYTON POLICE STATION - 12768/APP/2016/1580 (<i>Agenda Item 10</i>)</p> <p>Councillor Morgan arrived during the discussion of this item but did not take part in the discussion or vote.</p> <p>Officers took the committee through the report and plans. The proposal sought planning permission for a residential development involving the demolition of all the existing buildings on the former West Drayton Police Station site and the recreation of a four storey block containing 40 flats to be located on the front part of the site and 13 three storey houses to be located to the rear of the site, together with associated car parking access.</p> <p>Officers informed the committee that proposed schemes were within guidelines providing good internal and external living space. Officers further drew members' attention to the addendum which highlighted the viable level of affordable housing which has been agreed. Officers considered that condition 20 in the addendum, covering the issue of noise, required greater clarity and asked Members to agree that the second sentence read, "The scheme should indicate LAeq,T and LAmax noise levels."</p> <p>Members commented that it would be a good development but enquired how listed walls within the area would be protected. Members considered that it would be preferential to have a separate condition specifically in relation to this matter as it would provide further clarity. Members delegated the task to the Head of Planning to propose a suitable planning condition. Members moved the recommendation and voted unanimously in favour of the application.</p> <p>- RESOLVED: That the application was approved subject to additional condition and as amended by the addendum.</p>
	<p>The meeting, which commenced at 6.00 pm, closed at 6.20 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Luke Taylor on 01895250693. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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

This page is intentionally left blank

Minutes



MAJOR Applications Planning Committee

14 March 2017

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

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Peter Curling, Janet Duncan, Henry Higgins, John Morgan, John Oswell, Brian Stead and David Yarrow</p> <p>LBH Officers Present: James Rodger (Head of Planning and Enforcement), Neil McClellan (Major Applications Team Leader), Manmohan Ranger (Transportation DC Consultant), Nicole Cameron (Planning Lawyer) and Neil Fraser (Democratic Services Officer)</p>
137.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>None.</p>
138.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>None.</p>
139.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>RESOLVED: That the minutes of the meeting held on 22 February 2017 be approved as a correct record.</p>
140.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
141.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED IN PUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items were Part I and would be heard in public.</p>
142.	<p>36-40 RICKMANSWORTH ROAD, NORTHWOOD - 69978/APP/2016/2564 (<i>Agenda Item 6</i>)</p> <p>Demolition of 3 detached dwellings and redevelopment to provide 24 residential flats (13 x 1 bedroom units; 8 x 2 bedroom units; and 3 x 3 bedroom units), amenity space and associated car parking (Re-consultation following receipt of revised plans including highway works)</p>

Officers introduced the report and highlighted the addendum. Members were reminded that the application had been deferred at the Major Applications Planning Committee held 4 October 2016, to allow the applicant the opportunity to submit a revised junction design for the entrance to the site, and a highways safety audit of the revised scheme.

In the interests of expediency, the Council's Highway Engineers had reviewed the existing design, traffic and speed data provided by the applicant and had produced alternative designs for the new access to the site, which had subsequently been adopted by the applicant's own highway consultant. A revised internal layout had been produced, that allowed for new pedestrian crossing facilities, revised siting for disabled parking spaces, and better access and egress for refuse lorries.

A stage 1 road safety audit had been completed for the revised scheme, which the application had passed. Officers confirmed that they believed that the actions taken had addressed the queries raised previously, and the application was therefore recommended for approval, subject to conditions and a Section 106 agreement, as set out in the report.

Members sought clarity regarding the proposed changes to the application. Officers confirmed that the area in front of the parking spaces had been widened to allow additional turning space and access for refuse vehicles. Right turns out of the site would be banned, communicated to road users via road markings and signs. It was confirmed that this was not unusual, with many developments having similar turning prohibitions.

Approaches on either side of the site access would have anti-skid surfaces, whilst pedestrian access to the east of the junction would have tactile pavings and a central island. On the west of the junction, there would be a smaller island with a keep-left sign. Visibility requirements had been met, with 70m of visibility to the west and 90m to the east. As confirmed previously, the stage 1 safety audit had been carried out on the initial plans and had passed, with a stage 2 audit to be carried out on the detailed designs, once submitted. Stage 3 would be carried out immediately after construction, and stage 4 carried out one year after construction.

Members expressed concerns over the safety of pedestrians using the crossing on what was a busy road, where vehicles often drove at speed. It was confirmed that the previous position of the pedestrian crossing was on the west of the site access. Following Member feedback, the crossing had been relocated to the east, and the new siting had been through the safety audit and had been deemed to be safe.

Members questioned whether vehicles would need to reverse into the access road in order to turn out of the allotted parking bays. Officers confirmed that there was sufficient room within the site to turn, to avoid having to move into the road itself.

Members were satisfied that the revised proposal addressed the concerns raised previously, and the officer's recommendation was moved. This was seconded, and when put to a vote, unanimously agreed.

As Councillor Higgins was not present for the item, he did not take part in the deliberation or vote on the application.

RESOLVED: That the application be approved, subject to conditions and the completion of a legal agreement under Section 106 of the Town and Country

Planning Act 1990, as per the officer's report.

143. **FORMER ROYAL BRITISH LEGION, STATION ROAD - 11332/APP/2016/1595**
(Agenda Item 7)

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

Officers introduced the report and highlighted the addendum. Officers confirmed that the existing building was in a poor state of repair, currently vacant, and not fit for use. The British Legion currently attended organised meetings and events at the Yiewsley and West Drayton Community Centre, located approximately 90m to the south of the site.

The Local London Plan and NPPF policy all supported additional family sized houses, and the proposed buildings were considered to be of good quality and design, that would make a positive contribution to the local area. They were not considered to adversely affect the West Drayton Conservation Area, or the nearby Grade II listed building, Drayton Hall.

The Council's Conservation and Urban Design Officer had reviewed the proposal and considered that it would be acceptable in design terms. The proposed development had been set aside from nearby properties and would therefore have no impact on those properties due to its size and bulk.

In terms of transport, the Council's Highway Engineer was satisfied with the parking and access arrangements. The development would provide 20 surface parking spaces, which included 2 disabled spaces and 2 motorcycle spaces.

The development would reflect the 12 core principles of sustainable development as set out in the NPPF, and the application scheme met the strategic policy objectives of the London Plan as well as the aims and objectives of local Council policy. It was therefore recommended that planning permission be granted, subject to conditions and the completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 to secure the items referred to in section 7.20 of the report.

Members expressed concern at the allocation of disabled parking spaces per residential block. Officers confirmed that the allocation of a parking space for Block 2, rather than having two spaces assigned to the main block, could be mandated via an additional condition, though this would result in the loss of a small amount of landscape verge.

Members raised concerns over the potential for overshadowing on Plot 8 due to its proximity to Plots 9 & 10. Officers confirmed that as this was a new development only the HDAS Residential Layout policy, which specified broader guidelines relating to daylight and sunlight, applied, rather than the HDAS Residential Extensions policy. Members conceded that, whilst concerns remained, on balance they would accept potential overshadowing on Plot 8 as the need for affordable housing was so great.

In addition, Members were mindful that the householder permitted development rights would allow further extensions to the rear of the properties that, together with the potential for future reorganisation of internal space to create more bedrooms, could result in the reduction of the minimum garden area required for a development on this size. For this reason, it was suggested that the permitted development rights be

removed.

Members welcomed the scheme, and were minded to approve the application, subject to the Head of Planning agreeing the addition of conditions relating to the reorganisation of the disabled parking bays and the removal of the householder permitted development rights. The officer's recommendation, together with the aforementioned additional conditions, was therefore moved, seconded, and when put to a vote, unanimously agreed.

As Councillor Higgins arrived partway through the presentation of the item, he did not take part in the deliberation or vote on the application.

RESOLVED: That the application be approved, subject to:

1. **conditions and the completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 as per the officer's report;**
2. **the addition of a condition to remove the householder permitted development rights; and**
3. **the addition of a condition to reorganise the disabled parking layout.**

144. **FANUC HOUSE - 26134/APP/2016/1987** (*Agenda Item 8*)

Demolition of existing office building and re-development of the site to provide a 4 storey building with basement parking comprising 40 residential units with associated car parking, amenity space and landscaping. Amended plans and supporting information received.

Officers introduced the report, and confirmed that the application site was located at the southern end of Ruislip town centre, adjacent to the Grade II Listed Ruislip Underground Station and to the south of the Ruislip Village Conservation Area. The site comprised a modest two storey office building, and there were no objections to the loss of the office use or the building, which had little architectural or historical merit. There were no objections in principle to the site's residential re-development.

Following a number of pre-application submissions and a number of revisions to the current application, it was considered that the proposed building achieved an appropriate scale, massing and design for this prominent and sensitive site. The Council's Conservation/ Urban Design Officer had raised no further concerns with the scheme, subject to detailed design considerations and use of materials, which would be controlled by condition.

Members were informed that the scheme would not harm the residential amenities of adjoining occupiers. Although the scheme was slightly deficient in terms of satisfying amenity space standards, the scheme would predominantly provide studio and one bedroom flat accommodation within a town centre location, and in such circumstances design guidance advised that amenity space standards could be applied more flexibly. Currently the scheme met approximately 90% of the amenity space requirements, which was high for a town centre development, though this did rely on balconies to achieve that figure.

Therefore it was considered that the scheme, with all units having good sized balconies together with the provision of a good sized communal space, would provide an

appropriate amount of amenity space and the standard of residential amenity afforded for its future occupiers would be satisfactory. It was highlighted that a park was located within easy walking distance of the application site.

The scheme would provide an appropriate level of off-street parking in the area, which had a high PTAL score, and the trip generation would not be detrimental to highway efficiency and/ or safety as compared to the existing trip generation of the office building. The scheme had also been carefully designed, with the building raised on its southern end to allow for flood waters to flow underneath, and provided appropriate mitigation so that the development would not result in flooding elsewhere. It was confirmed that the application had the support of the Council's Flood Advisor.

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

A total of 31 parking spaces were proposed, made up of 20 spaces, including 4 disabled spaces, in the basement (accessible via a car lift), together with 6 spaces located alongside the site entrance and 5 spaces retained from the previous office building. The proposal therefore achieved a parking ratio of 0.775 parking spaces per residential unit, which colleagues in Highways had confirmed was appropriate, given the high PTAL score.

Although the scheme did not provide any affordable housing, the scheme was supported by a Financial Viability Appraisal, which had been independently assessed and had confirmed that the inclusion of affordable homes would not be viable. It was confirmed that if the scheme was delayed, a review mechanism would be needed to review the finances of the scheme at that time, which formed part of the S106 Agreement. The scheme did make commensurate contributions to construction training, a travel plan bond, and public realm improvements in the area as part of the S106 agreement.

Considering the above, the application was accordingly recommended for approval subject to the S106 agreement, Heads of Terms, and conditions as set out in the report and as amended in the addendum.

Members sought further information regarding the absence of affordable housing from the scheme. Officers confirmed that the review mechanism referred to would become active if there was a significant delay in moving the scheme forward, intended to capture any uplift in value that could make a proportion of affordable housing viable, or to capture a payment in lieu of that affordable housing. The third party Financial Viability Appraisal conducted had confirmed that affordable housing was not viable on a scheme of this size, and therefore the applicant would need to increase the number of units in order to make such housing viable. The Committee was advised that the proposal could not be refused due to a lack of affordable housing.

Members were broadly supportive of the aesthetics of the proposed development, feeling that it was in keeping with the surrounding area. However, it was recognised that Station Approach was a busy road, with a high volume of buses. Concerns were raised at the proximity of the buses to the flats, which could render any balconies or windows unusable due to loss of privacy, noise and air pollution. Significant concerns were raised over the potential for harm to the occupants' health due to diesel fumes from the buses.

Additional concerns were raised regarding the suitability of disabled parking bays in a basement, serviced by a car lift. It was highlighted that should there be any problem with the lift, then disabled people could be left without access to their vehicle or even trapped within the basement. It was therefore felt that these bays should be relocated to the ground floor instead. Officers referred to comments received from the Council's Access officer, who had confirmed that such a concern could not form the basis of a refusal reason. It was explained that the decision to have the majority of parking underground was due to the compact nature of the site and the intention to limit any impact upon the adjoining development, whilst maximising the parking spaces available. It would therefore be difficult to change this aspect of the scheme.

Members referenced the officer's report, which stated that additional work was required relating to flooding issues. Officers confirmed that they were wholly satisfied that the concerns over flooding had been resolved, and drew the Committee's attention to the addendum which contained additional information relating to flood and water management issues. Members contended that such detail should be presented to them.

Officers confirmed that Unit 8 of the site had obscured glazing throughout, and requested that, if Members were minded to approve the application, that the Head of Planning be delegated authority to agree an additional condition relating to an area of defensive space for the occupants of that dwelling.

Officers went on to confirm that the delivery and service plan referred to within the report had been submitted with the original application. As this was a residential scheme, the only servicing requirement would relate to collection of refuse. A condition requesting a ramp for waste bins could be expanded upon to include management of the refuse collections. In addition, as this was a residential site in an area with a high PTAL score, the transport bond was of less impact.

Members moved that the application be deferred, until such time that officers could return to the Committee with a revised scheme that addressed the concerns listed above. This was seconded, and when put to a vote, unanimously agreed (Councillor Duncan abstained from voting).

RESOLVED: That the application be deferred.

The meeting, which commenced at 6.00 pm, closed at 6.54 pm.

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

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

Plans for Major Applications Planning Committee

Tuesday 12th September
2017



HILLINGDON
LONDON



INVESTOR IN PEOPLE

www.hillingdon.gov.uk

Page 145

Report of the Head of Planning, Sport and Green Spaces

Address NORTHWOOD COLLEGE EDUCATIONAL FOUNDATION MAXWELL ROAD
NORTHWOOD

Development: Continued use of temporary classroom accommodation, comprising a two storey building of 1,600sq.m, for a further temporary period of 3 years (as previously approved in planning permission ref: 2082/APP/2014/600 dated 08 05-2014).

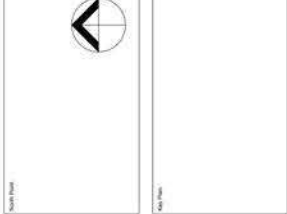
LBH Ref Nos: 2082/APP/2017/2086

Date Plans Received: 07/06/2017

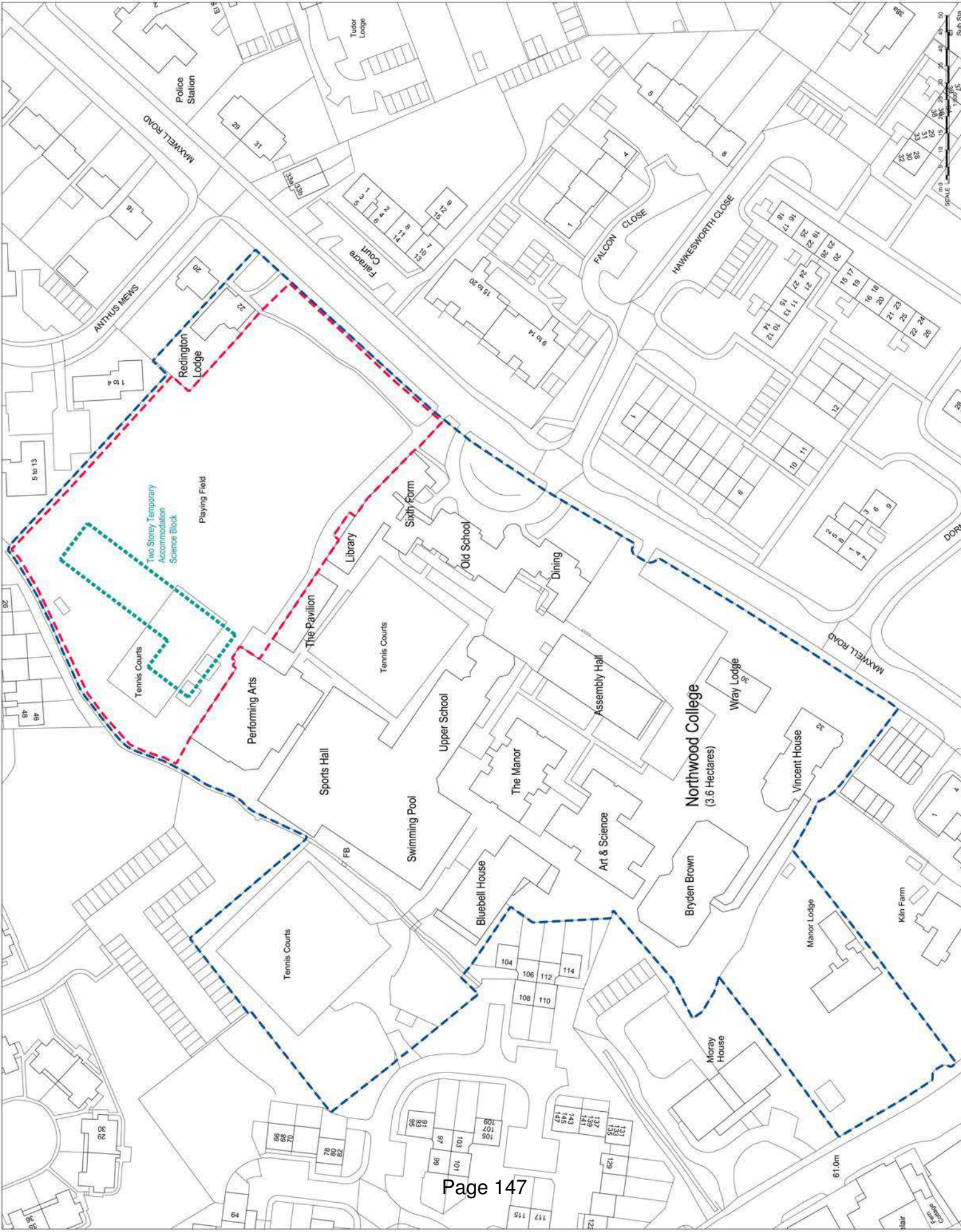
Date(s) of Amendment(s):

Date Application Valid: 21/06/2017

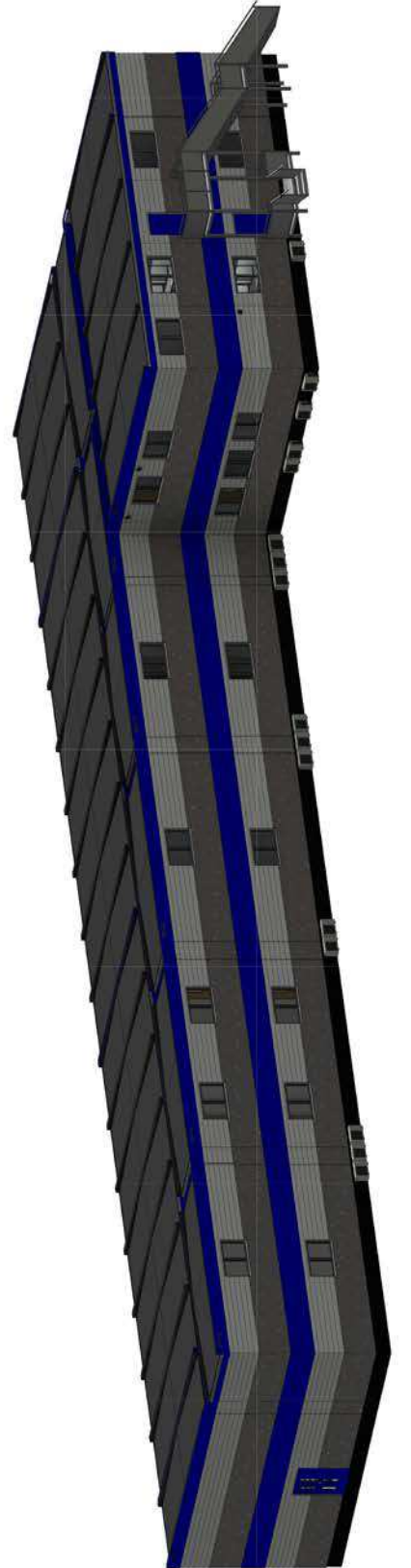
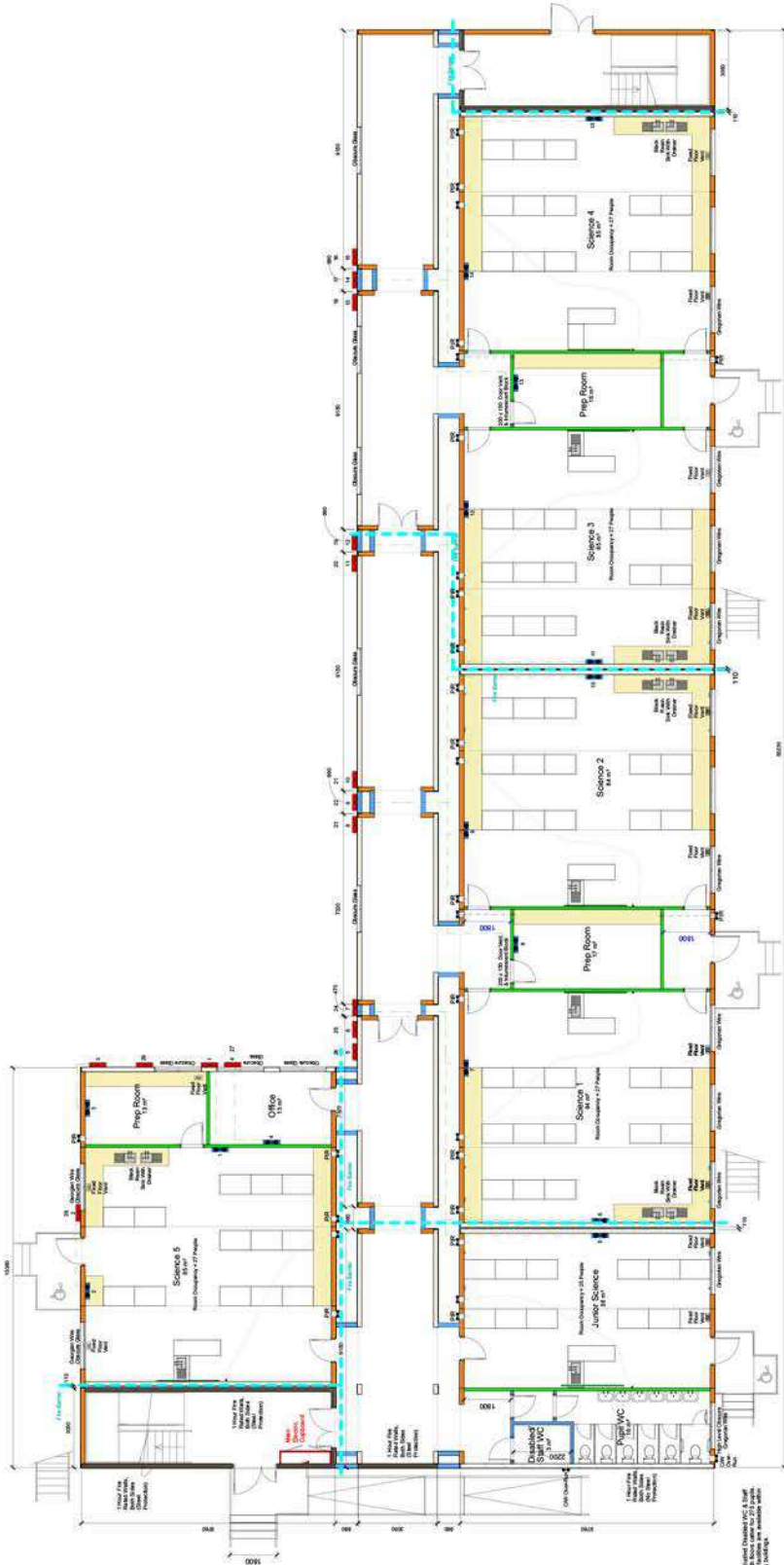
Copyright © 2010 EWI Limited. All rights reserved. This drawing is for the use of the client only and is not to be used for any other purpose without the written consent of EWI Limited.



EWI EWI Williams Architects 155 Broadway Avenue London W1A 1AA T: +44 (0)20 7461 7200	
Northwood College Site Plan - Proposed (Temporary Accommodation)	Drawing No: 1904 AP/0-10 Date: 10/10/10 Scale: 1:1000 Drawing No: 1904 AP/0-10 Date: 10/10/10 Scale: 1:1000



- External Wall - Steel 1/2"**
- 1/2" Solid Steel
 - 1/2" Solid Steel with Steel Finishes
 - 1/2" Solid Steel with Steel Finishes
 - 1/2" Solid Steel with Steel Finishes
 - 1/2" Solid Steel with Steel Finishes
- External Wall Legend - A1**
- 1/2" Solid Steel
 - 1/2" Solid Steel with Steel Finishes
 - 1/2" Solid Steel with Steel Finishes
 - 1/2" Solid Steel with Steel Finishes
 - 1/2" Solid Steel with Steel Finishes
 - 1/2" Solid Steel with Steel Finishes
 - 1/2" Solid Steel with Steel Finishes
 - 1/2" Solid Steel with Steel Finishes
 - 1/2" Solid Steel with Steel Finishes
 - 1/2" Solid Steel with Steel Finishes
- Internal Wall Legend - A1**
- 1/2" Solid Steel
 - 1/2" Solid Steel with Steel Finishes
 - 1/2" Solid Steel with Steel Finishes
 - 1/2" Solid Steel with Steel Finishes
 - 1/2" Solid Steel with Steel Finishes
 - 1/2" Solid Steel with Steel Finishes
 - 1/2" Solid Steel with Steel Finishes
 - 1/2" Solid Steel with Steel Finishes
 - 1/2" Solid Steel with Steel Finishes
 - 1/2" Solid Steel with Steel Finishes



Stage **SALES**

SIBCAS
 HEALTHCARE MEDICAL RECONSTRUCTION
 1001 Office Parkway
 Suite 1000
 West Linn, Oregon 97148
 503.638.1234

Client: **Ellis Williams Architects**

Project: **GOST
Northwood College**

Drawing Title: **Temporary Science Block
Ground Floor Plan**

Scale: **1:100 @ A1**

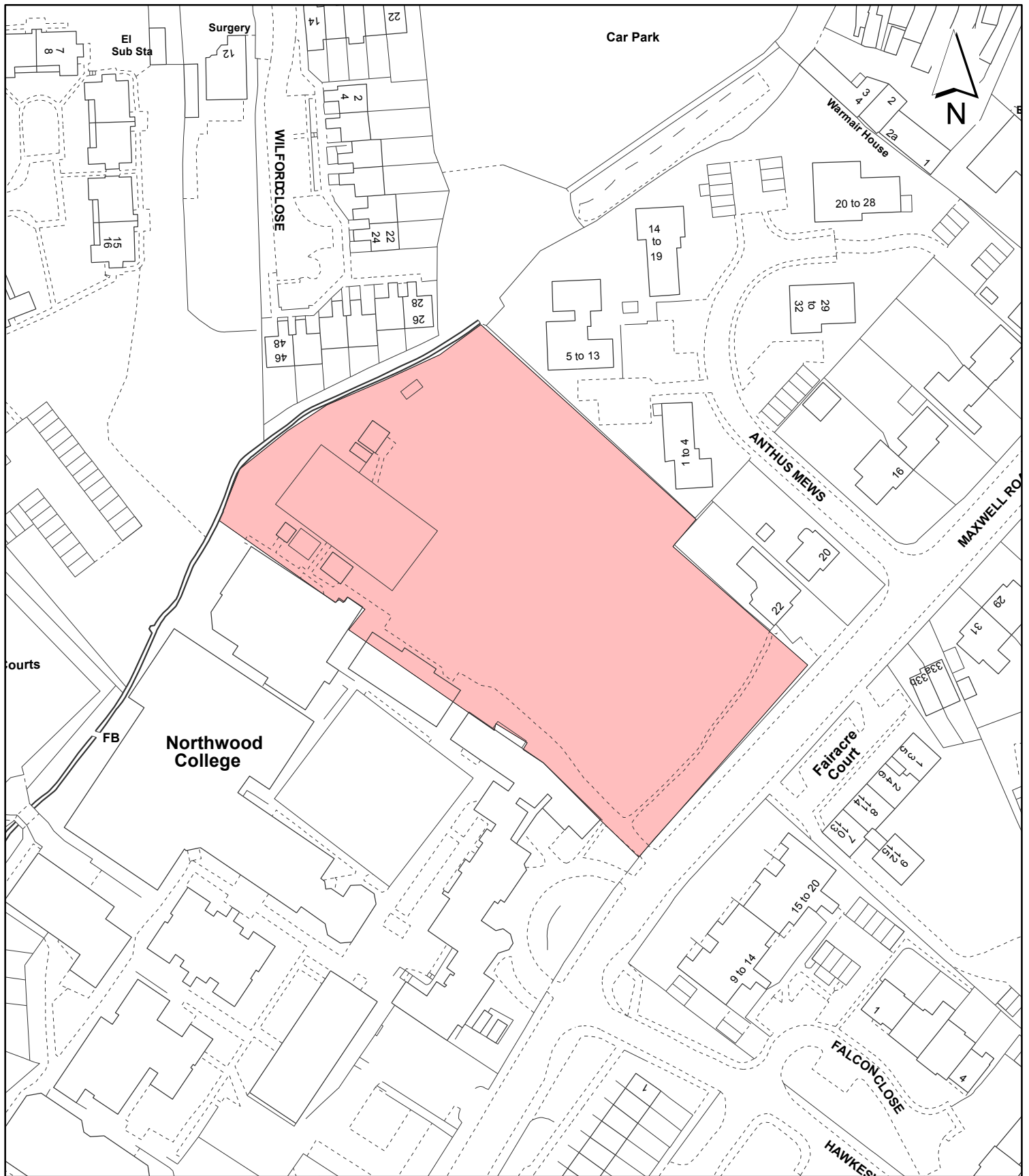
Drawing No: **246 13 01**

Revision: **S-8**

ALL KNOCK THROUGH LINKS TO BE CONSTRUCTED ON SITE

A. Vertical Clear Through Spaces: To Be Provided On-A1
 B. Vertical Clear Through Spaces: To Be Provided On-A2
 C. Vertical Clear Through Spaces: To Be Provided On-A3
 D. Vertical Clear Through Spaces: To Be Provided On-A4
 E. Vertical Clear Through Spaces: To Be Provided On-A5
 F. Vertical Clear Through Spaces: To Be Provided On-A6
 G. Vertical Clear Through Spaces: To Be Provided On-A7
 H. Vertical Clear Through Spaces: To Be Provided On-A8
 I. Vertical Clear Through Spaces: To Be Provided On-A9
 J. Vertical Clear Through Spaces: To Be Provided On-A10

Rev.	By	Date	Description
01	PK	05/04/14	Issue for Review
02	PK	05/04/14	Issue for Review
03	PK	05/04/14	Issue for Review
04	PK	05/04/14	Issue for Review
05	PK	05/04/14	Issue for Review
06	PK	05/04/14	Issue for Review
07	PK	05/04/14	Issue for Review
08	PK	05/04/14	Issue for Review
09	PK	05/04/14	Issue for Review
10	PK	05/04/14	Issue for Review
11	PK	05/04/14	Issue for Review
12	PK	05/04/14	Issue for Review
13	PK	05/04/14	Issue for Review
14	PK	05/04/14	Issue for Review
15	PK	05/04/14	Issue for Review
16	PK	05/04/14	Issue for Review
17	PK	05/04/14	Issue for Review
18	PK	05/04/14	Issue for Review
19	PK	05/04/14	Issue for Review
20	PK	05/04/14	Issue for Review
21	PK	05/04/14	Issue for Review
22	PK	05/04/14	Issue for Review
23	PK	05/04/14	Issue for Review
24	PK	05/04/14	Issue for Review
25	PK	05/04/14	Issue for Review
26	PK	05/04/14	Issue for Review
27	PK	05/04/14	Issue for Review
28	PK	05/04/14	Issue for Review
29	PK	05/04/14	Issue for Review
30	PK	05/04/14	Issue for Review
31	PK	05/04/14	Issue for Review
32	PK	05/04/14	Issue for Review
33	PK	05/04/14	Issue for Review
34	PK	05/04/14	Issue for Review
35	PK	05/04/14	Issue for Review
36	PK	05/04/14	Issue for Review
37	PK	05/04/14	Issue for Review
38	PK	05/04/14	Issue for Review
39	PK	05/04/14	Issue for Review
40	PK	05/04/14	Issue for Review
41	PK	05/04/14	Issue for Review
42	PK	05/04/14	Issue for Review
43	PK	05/04/14	Issue for Review
44	PK	05/04/14	Issue for Review
45	PK	05/04/14	Issue for Review
46	PK	05/04/14	Issue for Review
47	PK	05/04/14	Issue for Review
48	PK	05/04/14	Issue for Review
49	PK	05/04/14	Issue for Review
50	PK	05/04/14	Issue for Review
51	PK	05/04/14	Issue for Review
52	PK	05/04/14	Issue for Review
53	PK	05/04/14	Issue for Review
54	PK	05/04/14	Issue for Review
55	PK	05/04/14	Issue for Review
56	PK	05/04/14	Issue for Review
57	PK	05/04/14	Issue for Review
58	PK	05/04/14	Issue for Review
59	PK	05/04/14	Issue for Review
60	PK	05/04/14	Issue for Review
61	PK	05/04/14	Issue for Review
62	PK	05/04/14	Issue for Review
63	PK	05/04/14	Issue for Review
64	PK	05/04/14	Issue for Review
65	PK	05/04/14	Issue for Review
66	PK	05/04/14	Issue for Review
67	PK	05/04/14	Issue for Review
68	PK	05/04/14	Issue for Review
69	PK	05/04/14	Issue for Review
70	PK	05/04/14	Issue for Review
71	PK	05/04/14	Issue for Review
72	PK	05/04/14	Issue for Review
73	PK	05/04/14	Issue for Review
74	PK	05/04/14	Issue for Review
75	PK	05/04/14	Issue for Review
76	PK	05/04/14	Issue for Review
77	PK	05/04/14	Issue for Review
78	PK	05/04/14	Issue for Review
79	PK	05/04/14	Issue for Review
80	PK	05/04/14	Issue for Review
81	PK	05/04/14	Issue for Review
82	PK	05/04/14	Issue for Review
83	PK	05/04/14	Issue for Review
84	PK	05/04/14	Issue for Review
85	PK	05/04/14	Issue for Review
86	PK	05/04/14	Issue for Review
87	PK	05/04/14	Issue for Review
88	PK	05/04/14	Issue for Review
89	PK	05/04/14	Issue for Review
90	PK	05/04/14	Issue for Review
91	PK	05/04/14	Issue for Review
92	PK	05/04/14	Issue for Review
93	PK	05/04/14	Issue for Review
94	PK	05/04/14	Issue for Review
95	PK	05/04/14	Issue for Review
96	PK	05/04/14	Issue for Review
97	PK	05/04/14	Issue for Review
98	PK	05/04/14	Issue for Review
99	PK	05/04/14	Issue for Review
100	PK	05/04/14	Issue for Review



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

Northwood College

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

Planning Application Ref:
2082/APP/2017/2086

Scale:
1:1,250

Planning Committee:
Major Page 150

Date:
August 2017



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address UNITS 2 AND 3, 1-3 UXBRIDGE ROAD HAYES

Development: Installation of mezzanine floor

LBH Ref Nos: 1911/APP/2017/2292

Date Plans Received: 22/06/2017

Date(s) of Amendment(s):

Date Application Valid: 22/06/2017

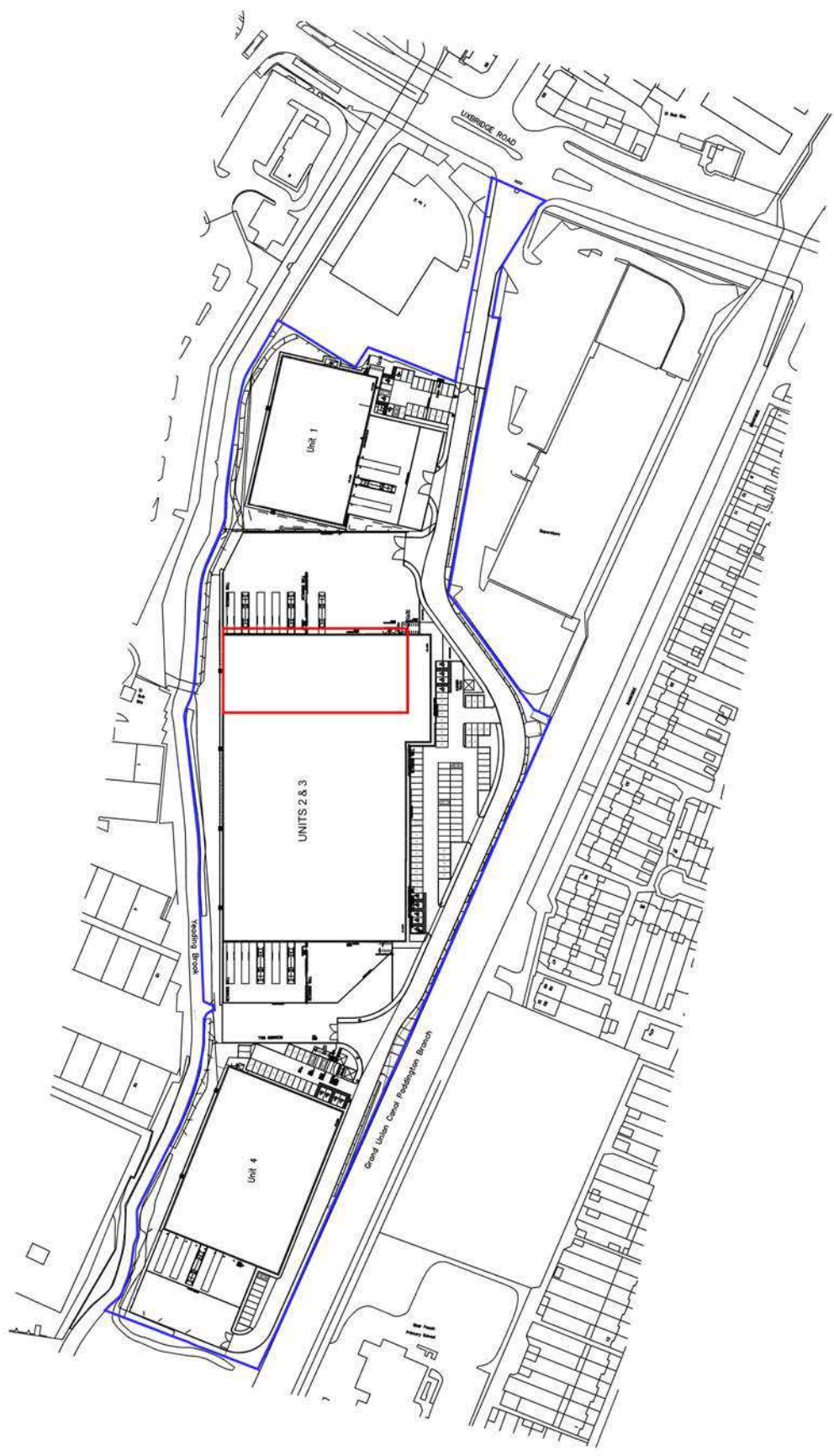
3. MOMENTUM PROJECTS LIMITED
 This drawing and any associated documents are the property of Momentum Projects Limited. It is to be used only for the purposes for which it is intended and is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Momentum Projects Limited.

General

1. This drawing has been prepared electronically as the preferred method of production. It is to be printed on A3 paper and the drawing is to be checked for correct scale.
2. All dimensions are in (mm) unless otherwise noted.
3. All levels are in meters above datum unless otherwise noted.
4. This drawing is to be read in conjunction with all the relevant Engineers', Services Engineers', Manufacturers' & Architects drawings and specifications.



UNIT 2 & 3 MEZZANINE
 BOUNDARY LINE
 OVERALL SITE BOUNDARY



NO.	DATE	BY	DESCRIPTION
A	27/05/17	DC	ISSUE FOR APPROVAL TO THE LOCAL AUTHORITY FOR THE OVERALL EXTENT OF THE SITE CONSTRUCTION.

CLIENT
 THE ROYAL LONDON MUTUAL
 INSURANCE SOCIETY LTD.

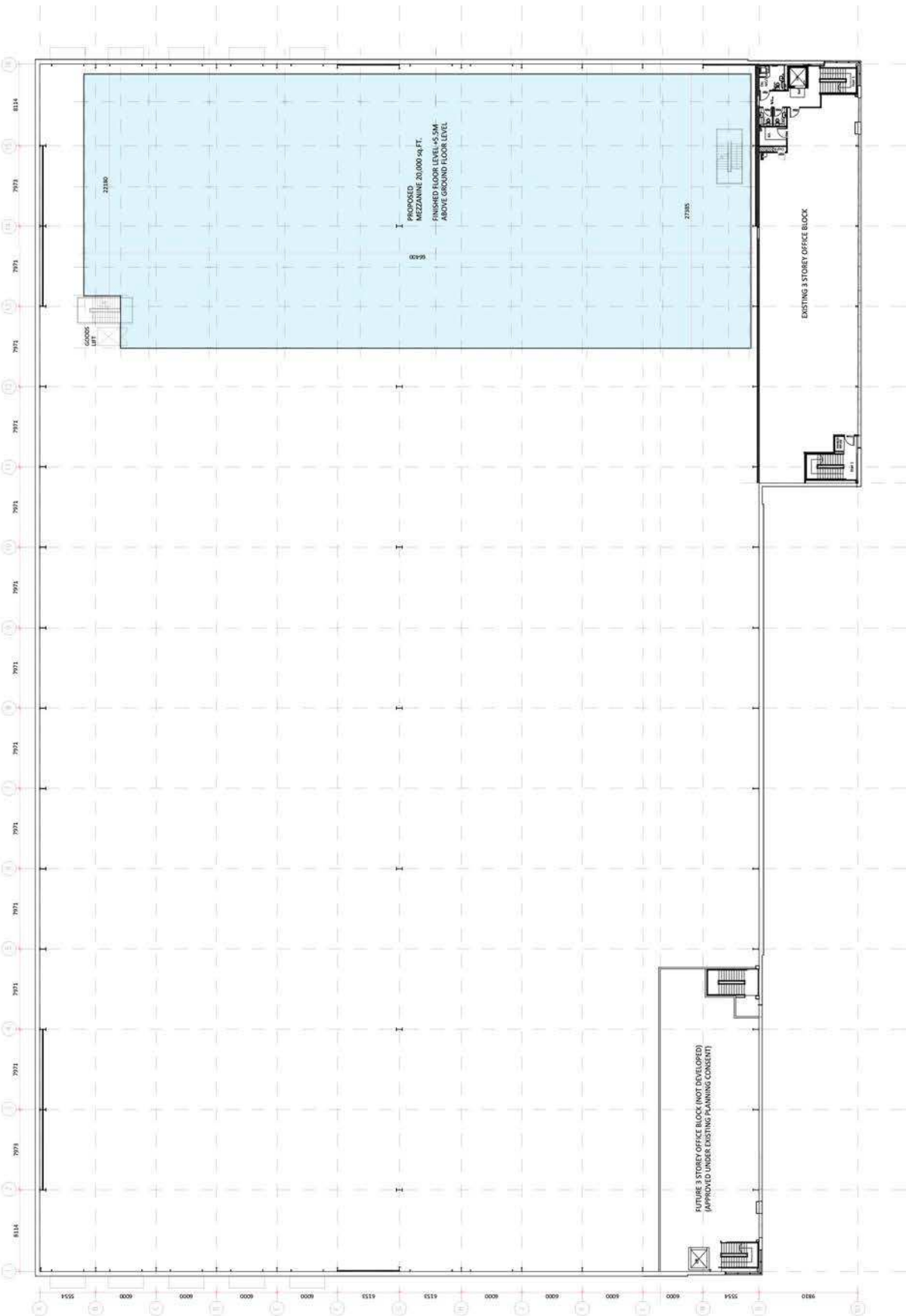
PROJECT TITLE
 UPGRADE WORKS TO EXISTING
 WAREHOUSE - UNIT 2&3, HAYES 180
 1-3 LUXBRIDGE ROAD, HAYES

DRAWING TITLE
 EXISTING SITE LOCATION PLAN

<p>Momentum Projects Limited Maple House, Woodlands Business Park, 151/152 Woodlands, Milton Keynes, MK11 5EG. Tel: +44(0)1908 549 710 Email: info@momentumpl.com</p>			
OWNER	RR	DATE	16.05.17
CHECKED	GC	DATE	16.05.17
APPROVED	GC	DATE	16.05.17
SCALE	1:1250	SHEET	A2
STAGE		PLANNING	
WORK NO.	176_066	DRAWING NUMBER	P01
		REVISION	

MOMENTUM PROJECTS LIMITED
 The drawings and designs are the property of Momentum Projects Limited and are not to be used for any other project without the written consent of Momentum Projects Limited. All drawings are for information only and are not to be used for construction without the written consent of Momentum Projects Limited.

- General**
1. If this drawing has been received electronically it is the responsibility of the user to print the document to the correct scale.
 2. All dimensions are in (mm) unless otherwise noted.
 3. All levels are in meters above datum unless otherwise noted.
 4. This drawing is to be read in conjunction with all the relevant Engineers, Services Engineers, Manufacturers & Architects drawings and specifications.



REV	DATE	BY	DESCRIPTION

CLIENT
THE ROYAL LONDON MUTUAL INSURANCE SOCIETY LTD.

PROJECT TITLE
UPGRADE WORKS TO EXISTING WAREHOUSE - UNIT 2&3, HAYES 180 1-3 UXBRIDGE ROAD, HAYES

DRAWING TITLE
PROPOSED MEZZANINE FLOOR PLAN

Momentum Projects Limited
 Maple House, Woodhead Business Park,
 United Wood Way, Milton Keynes, MK14 4EG.
 Tel: +44(0)1908 689 720 Email: info@momentumpl.com

DATE: **10.05.17**

CHECKED BY: **GC** DATE:

APPROVED BY: DATE:

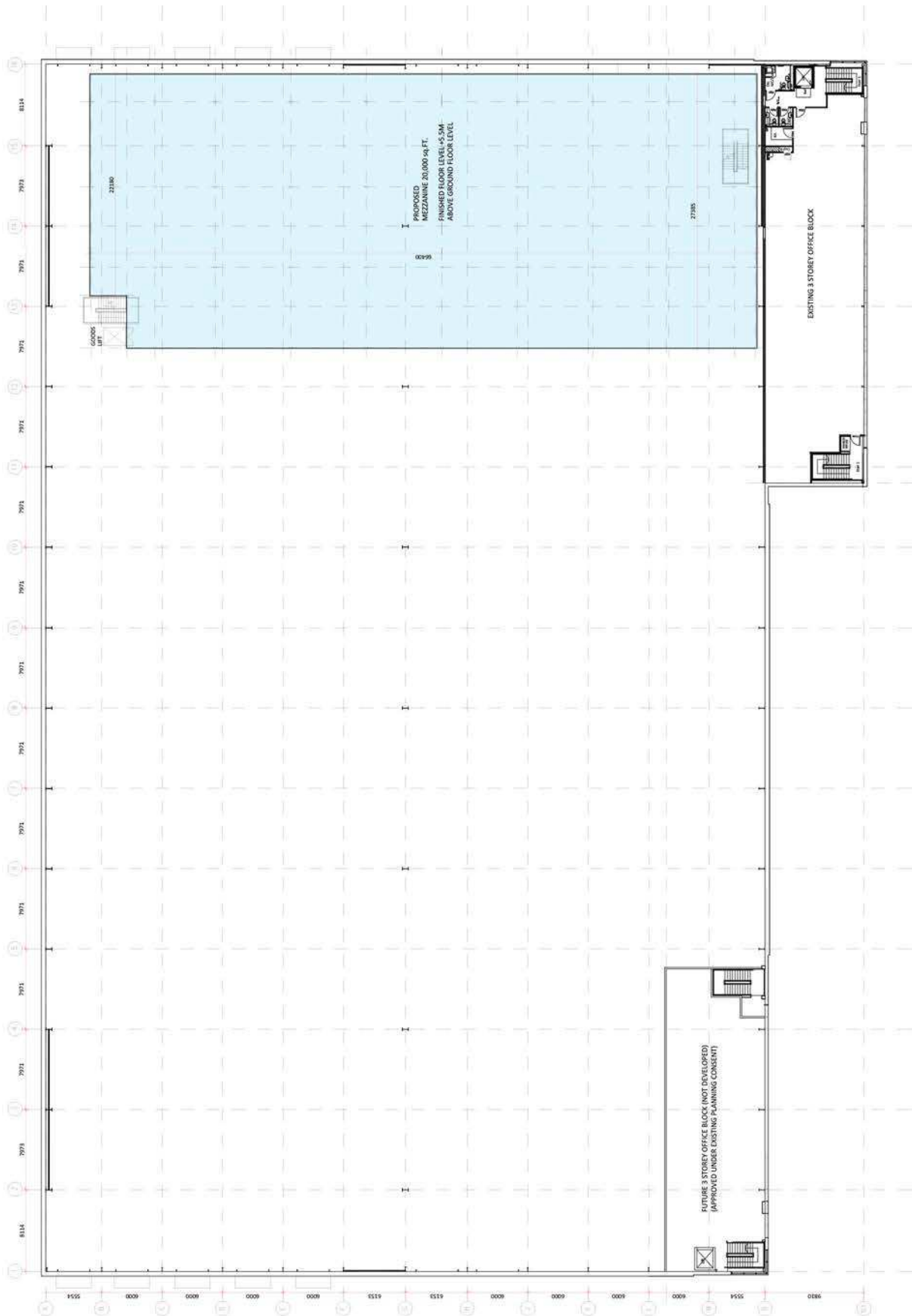
SCALE: **1:200** SHEET: **A1**

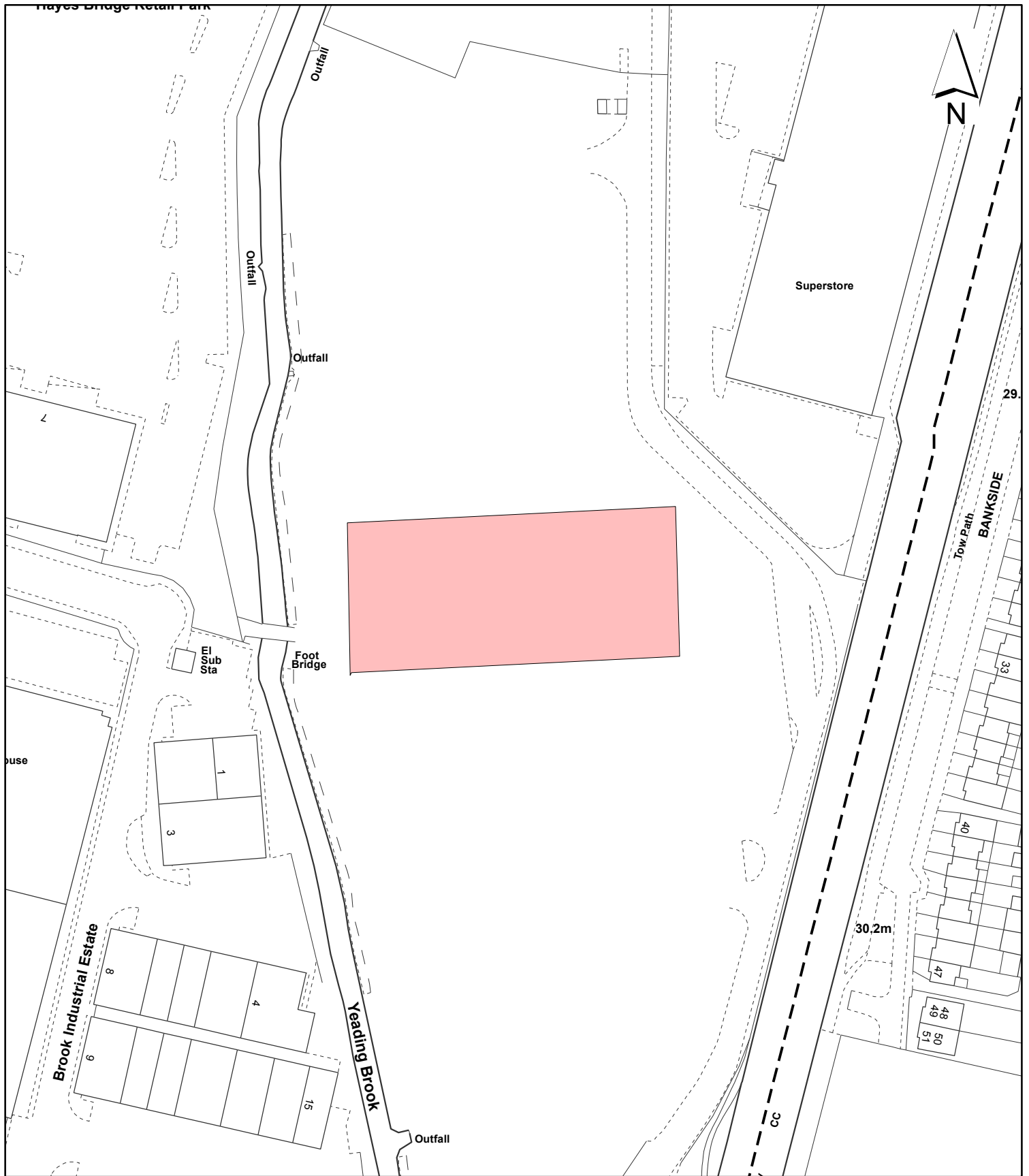
STATUS: **PLANNING**

JOB NO.: **176-066** DRAWING NUMBER: **A_P15** REVISION: **D**

MOMENTUM PROJECTS LIMITED
 The drawing and any other documents are the property of Momentum Projects Limited and are not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of Momentum Projects Limited.

- General**
1. If this drawing has been received electronically it is the responsibility of the recipient to print the document to the correct scale.
 2. All dimensions are in (mm) unless otherwise noted.
 3. All levels are in meters above datum unless otherwise noted.
 4. This drawing is to be read in conjunction with all the relevant Engineers, Services Engineers, Manufacturers & Architects drawings and specifications.





Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**Units 2&3,
 1-3 Uxbridge Road**

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

Planning Application Ref:

1911/APP/2017/2292

Scale:

1:1,250

Planning Committee:

Major Page 155

Date:

August 2017



HILLINGDON
 LONDON

Former West Drayton Police Station and British Legion sites

