



HILLINGDON
LONDON



Major Applications Planning Committee

Date: TUESDAY, 2 OCTOBER
2018

Time: 6.00 PM

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

**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 Alan Chapman
Councillor Janet Duncan
Councillor John Morse
Councillor John Oswell
Councillor Devi Radia
Councillor Steve Tuckwell
Councillor David Yarrow

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This Agenda is available online at:

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

Putting our residents first

Lloyd White
Head of Democratic Services
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Useful information for residents and visitors

Watching & recording this meeting

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A useful guide for those attending Planning Committee meetings

Security and Safety information

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

Petitions and Councillors

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

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

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

How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

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

About the Committee's decision

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

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

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

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

Agenda

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 - 8
- 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	Existing Multi-Storey Car Park, Warnford Industrial Estate, Clayton Road, Hayes 73334/APP/2018/969	Botwell	Demolition of existing multi-storey car park, followed by erection of four-storey warehouse facility with ancillary offices and associated works, including parking, service area, landscaping and relocation of existing substation. Recommendation: Approval	9 – 26 84 - 97

7	<p>36-40 Rickmansworth Road, Northwood</p> <p>69978/APP/2018/417</p>	Northwood	<p>Section 73 application seeking Minor Material Amendments to Condition 2 of planning permission ref: 69978/APP/2016/2564 dated 07/09/2017 (Demolition of three detached dwellings and redevelopment to provide 24 residential flats (13 one-bedroom units, eight two-bedroom units and three three-bedroom units), amenity space and associated car parking); namely to make internal and external alterations to the layout, changes to the unit mix to provide eight one-bedroom, 13 two-bedroom and three three-bedroom units, dormers windows, materials, removal of star core and amendments to external landscaping, including the reorientation of bin stores and increase in the number of car parking spaces. (Reconsultation).</p> <p>Recommendation: Approval + Sec 106</p>	<p>27 – 54</p> <p>98 - 114</p>
8	<p>Former British Legion, Station Road, West Drayton</p> <p>11332/APP/2018/2614</p>	West Drayton	<p>Variation of Condition 2 (Accordance with Approved Plans) of planning permission ref: 11332/APP/2016/1595 dated 19/06/2017 (Erection of 13 terrace dwelling houses with associated parking, landscaping and external works, following demolition of existing building) to allow for the replacement of dormer windows to doors with the addition of glazed juliet balconies on the front (east elevation) on Block 1, retention of glass balustrade railings fixed to parapet walls on Block 1, and re-positioning of the two disabled car parking spaces to the front.</p> <p>Recommendation: Approval</p>	<p>55 – 82</p> <p>115 - 120</p>

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Minutes



MAJOR Applications Planning Committee

12 September 2018

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

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Alan Chapman, John Morse, John Oswell, Devi Radia, Steve Tuckwell, David Yarrow and Jazz Dhillon (in place of Janet Duncan)</p> <p>LBH Officers Present: Alan Tilly (Transport and Aviation Manager), Glen Egan (Office Managing Partner - Legal Services), Mandip Malhotra (Strategic and Major Applications Manager), James Rodger (Head of Planning and Enforcement), Kerrie Munro (Legal Advisor) and Anisha Teji (Democratic Services Officer)</p>
49.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies were received from Cllr Janet Duncan, with Cllr Jazz Dhillon substituting.</p>
50.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Cllr Alan Chapman declared a non pecuniary interest in agenda item 7 and left the room during the consideration of the item.</p> <p>A declaration of interest was declared by Cllr John Oswell in relation to agenda item 6 as he was the local Ward Councillor.</p>
51.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>RESOLVED – That the minutes from the 22 August 2018 were approved as an accurate record.</p>
52.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>Agenda item 10 was withdrawn prior to the meeting.</p>
53.	<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 would be heard in Part I.</p>

54. **579-583 UXBRIDGE ROAD, HAYES - 72470/APP/2016/4648** (Agenda Item 6)

Officers introduced the report and provided an overview of the application. Planning permission was sought for the demolition of three dwelling houses and redevelopment of site to provide 21 units within two new buildings with associated access, parking, landscaping and amenity space. Officers highlighted the addendum and made a recommendation for approval and section 106.

There were no petitioners present for this application.

The agent addressed the Committee and submitted that the proposal provided much needed housing in a sustainable location. The application had been amended to address concerns raised by officers and residents. It now comprised of two new residential blocks, providing a mixture of unit sizes, associated access parking, landscaping and amenity space with various revisions to the scheme. There was also an agreement to make an affordable housing contribution of £151,000. The current proposal followed a very similar format adopted on the adjacent site at Kingswood Place, but had been scaled down. Following concerns raised, the front block had been lowered, the height of the eaves had been amended and brick was being used as the only facing material. The revised external design met necessary requirements. Overall, the agent submitted that the pedestrian layout, road, bin and bike store, parking and amenity space had been improved following concerns raised. Four large three bedroom units at ground floor level had also been included. The reduced scale had been carefully considered, and every point raised had been responded to and adjusted. The amended scheme accorded with policy and made the most efficient and effective use of the site, providing much needed housing and, overall, was a positive addition.

Members discussed the application and noted the increased housing contribution. Members questioned whether this application breached the 10% rule. The Head of Planning explained that there were no precise figures, however based on recent appeal decision, a refusal could not be made solely on this reason. The 10 % rule was mainly there to protect street scenes from excessive cluttered development proposals.

Members welcomed that the development's architectural style was in keeping with the Kingswood Place and that the plans had been revised following consultation. Members questioned whether the fact that the access point would be shared with Kingswood Place, would mean that additional traffic control measures were needed. Officers confirmed that that no additional traffic control measures were needed.

It was suggested that an additional condition be included in relation to enhanced noise. Given that the development had living rooms with bedrooms above, this would be relevant to certain blocks. Officers confirmed that this would not be an issue.

In light of the points raised in relation to air quality, it was confirmed that condition 11 was robust.

The officer's recommendation was moved, seconded, and when put to a vote, unanimously agreed.

RESOLVED – That the application and s 106 be approved, subject to the changes in the addendum and conditions agreed at the meeting relating to noise.

55. **FORMER TOMMY FLYNNS P.H., SUTTON COURT ROAD, HILLINGDON - 8396/APP/2018/1635** (Agenda Item 7)

Officers introduced the report and provided an overview of the application. Planning permission was sought for the variation of Condition 2 of planning permission ref: 8396/APP/2016/777 dated 04-11-2016 (Redevelopment of the site to provide a new three storey building containing 26 flats (Class C3) with associated parking, balconies, landscaping and rear communal amenity space) to relocate the bin storage area and to introduce an additional studio unit with associated elevation, parking and landscaping alterations). Officers highlighted the addendum and made a recommendation for refusal.

Three petitioners spoke in objection to the application for a total of five minutes, and in summary, submitted that the residents at Snowdon Avenue would be adversely affected by noise and odour if this development were to go ahead. Car exhausts fumes and odour towards the kitchen existed. One of the properties had a kitchen air vent which faced the proposed bin area which was less than six metres away. This was wholly inappropriate and living space would be ruined if the application was approved. Petitioners were disappointed with the 30 m limit for rubbish in transit and considered that the scheme represented a massive hurdle for disabled residents. There was also an issue with foxes in the area which could affect waste bins. Petitioners were encouraged by the fact that officers made a recommendation for refusal. The relocation of cycle store, expansion of the car park and loss of the soft space would bring unacceptable noise and disturbance. It would endanger what remained of the trees on the site and, if approved, would revert back to the cramped overdeveloped area. The layout of the car park seemed to differ to the approved land. The process had been stressful for petitioners. Petitioners asked for the application to be refused.

The agent addressed the Committee and made the following points. The agent referred to a briefing note that had been circulated earlier to all Members, the petitioners and officers. The agent asked Members to consider the facts, have regard to the suggested planning conditions and asked for them to support this application. This application was a minor amendment to an approved scheme which was now under construction and substantially complete. It was submitted that the officer's report raised no objection to the additional housing unit, waste officers confirmed the acceptability of the bins location, highways officers supported the application for additional car and cycle spaces and the design and the window, door and size were all supported. The agent referred to national planning policy guidance where it was stated that in cases where conditions could be suitably imposed, planning permission should not be refused. The agent noted the refusal reasons and commented on them each individually. The agent submitted that, in light of the need for more housing in urban areas and the suggested planning conditions, this application should be approved.

Members questioned whether the refusal reason on the trees and whether the suggested conditions could overcome the refusal reasons. Officers explained that the purpose of lodging the planning application was to ensure that there were no uncertainties. In this case, there had been no assurances that there would not be a detrimental impact on the tree. The onus was on the Council to protect the trees and in this case, there was insufficient evidence to suggest that refusal reason two should be removed.

Members noted that the current developed site was already above the density of the London Plan. Members questioned whether this was going to be higher and could this be another refusal reason. Officers explained that refusal reasons were formed based on the actual issues and that could be defended at appeal. It was confirmed that the density was rising but was not enough to form a refusal reason as this was outweighed

by the need for more affordable housing.

Members commented that it was a nice development, however accepted the petitioners concerns regarding noise and odour. Members also considered that the design in relation to the location and distance of the bins did not serve all residents of ages and accessibility. Officers clarified that accessibility issues were included in building regulations.

The officer's recommendation was moved, seconded, and when put to a vote, unanimously agreed.

RESOLVED – That the application be refused as per officer's recommendations.

56. **15 - 17 HIGH ROAD, ICKENHAM - 57069/APP/2018/1779** (*Agenda Item 8*)

Officers introduced the report and provided an overview of the application. Planning permission was sought for the erection of a three storey building comprising 3x1 bed, 6x2 bed and 3x3 bed flats with associated parking, cycle and amenity space. Officers highlighted the addendum and made a recommendation for approval and sec 106.

A petitioner spoke in objection to the application. The petitioner asked for this site to be developed as it had been derelict for the past 14 years. However, the petitioner submitted that this high density application should not be approved. The petitioner gave a history of previous applications on the site and refusal reasons. The petitioner raised significant concerns about the pedestrian footpath and the position of the curb for the access road and how it impacted residents in particular children. The density of the development was also a concern as there were 12 flats which counted as 24 bedrooms. Some of the bedrooms would be three bedroom accommodation with no access to amenity space. The car parking space had no turning area. The petitioner explained that this application had not grown much. There was no visitor parking space and the petitioner questioned whether a proper consultation had been carried out. In summary, the petitioner submitted that the pedestrian layout made it unsafe for children to travel. The petitioner asked for the application to be refused.

The agent addressed the Committee and submitted that many of the arguments put forward by the petitioner related to previous applications. Those applications were independent from today's application and the client acquired the site in 2016. Extensive discussions took place with officers about the cottages (which were derelict for approximately 18 years) and a full assessment was undertaken. There was an aim to retain the cottages, however they could not be retained. A consultation period had been carried out. Parking standards, amenity and flats complied with standards and this was a reasonable scheme maximising the ability to provide housing on this site. The applicant was offering the Council £115k in affordable housing contributions and £20k due to off site sustainable measures. The applicant had been generous with affordable housing. The scheme was a reasonable proposal, meeting all standards and the agent asked for approval.

At the outset, the Chairman reminded the Committee would only be able to consider comments and changes in relation to the consented nine unit scheme. This application had to be determined in on its own merits. The Head of Planning commented the 2004 application related to 12 units however it had many different aspects to its application, which he highlighted to the Committee.

Members noted that planning permission existed for this block of nine flats and also that the street appearance appeared relatively the same. The changes were all policy

complaint in terms of amenity space and size and use.

The officer's recommendation was moved, seconded and when put to a vote, unanimously agreed.

RESOLVED – That the application be approved as per officer's recommendation and subject to any variations in the addendum.

57. **ST JOHNS SCHOOL, POTTER STREET HILL, NORTHWOOD - 10795/APP/2018/149**
(Agenda Item 9)

Officers introduced the report and provided an overview of the application. Planning permission was sought for the demolition of the existing sports hall and construction of a replacement sports hall to provide indoor PE and sports facilities. Officers highlighted the addendum and made a recommendation for approval and sec 106.

A petition was submitted in objection of the application. A petitioner and nominated representative spoke in objection of the application. The petitioner explained that this development concerned an application in a green belt for which there was clear judicial authority and case law. Need meant required for the public and community as a whole, it did not mean need or desire for a private interests. Unmet need alone was unlikely to constitute very special circumstances, and the hurdle to prove this was very high. Even in cases involving children's education, family housing and human rights, applications were denied given the substantial weight given to greenbelts. Openness and visual impacts were two distinct concepts. Loss of openness added further substantial harm and could not be mitigated against. Other factors also needed to be considered, there was no legal indoor requirement for physical education and the petitioner explained what the legal requirements were. The petitioner submitted that Sports England was only a statutory consultee, they were unable to dictate the size and design of the sports hall. A robust and up to date assessment of the need in the area had not been done. The correct height of the hall was 9.6 metres. The PE timetable was a total of eight hours divided into 14 lessons which was less than 50% of the sports hall capacity. A real requirement had not been demonstrated for the replacement of the school gym.

School, parents and even Ofsted had said that the provision for a sporting performance was already excellent in the school. Current sports resources were under utilised and it did not make sense to develop this building when the area already had accessibility difficulties. The petitioner made reference to paragraph 73 of the NPPF, the fact that legally, changing and shower facilities were only required for children over 11 years old and there were better options for Community Use Agreement in local schools outside the Green Belt. The real question to be answered was whether there were any very special circumstances to justify this development. The nominated representative submitted that in this case there was no requirement in the greenbelt area, the need was questionable and the case was fatally flawed. The mitigation offered did not compensate anything. It was submitted that there was a need to be guardians of the greenbelt as when it is gone it is gone, and hence this application needed to be rejected.

The Headmaster for the school was nominated to speak on behalf of the applicant/agent. He submitted that the school had worked with the LBH for the past three years and provided the opportunity for consultation. Two pre planning applications had been adopted with all of the suggestions and recommendations made during the process. The school welcomed the support from Sports England, the GLA and the Council. The need for a new sports hall would give the school an extended PE curriculum as the current facility was over 30 years old and did not meet today's standards. It was

submitted that an active lifestyle was encouraged, and research showed that daily exercise meant that children were more receptive to classroom learning. Architects had put forward an application that provided a three-court sports hall. Consideration was given to a larger and more usual sports hall but this would have had more of a significant impact on the greenbelt and footprint. The sports hall would be multi purpose including pre and after school care. The site was sensitive but the design did everything it could to minimise impact on the greenbelt and the residents. Consultation was carried out, and local residents were invited to attend and speak to governors and teachers to answer any questions. Access concerns were raised and as a result construction environment action plans would be created. No construction traffic would enter the schools grounds from the Gateshill estate. The school was keen to use this as an opportunity to develop relationships with primary schools and were proposing to green part of the site by converting it into an allotment. The high bar set for greenbelt contractions was fully understood and it was submitted that the very special circumstances test had been met.

In response to a Member questions regarding the community use agreement, the Headmaster confirmed that the facility would be used to work in partnership with primary schools. There was already Taekwondo group that used the facilities for other activities. The current hall did not meet the education requirements due to its size and not big enough, extending it would allow the school to have facility to work inside and outdoors. The hall could be used for sporting and general activities, as there was stage. Outdoor facilities were used for games; there was an astro turf and field.

At the outset of the discussion, the Legal Advisor echoed the statement of the petitioners that once greenbelt is gone it is gone. Therefore, national policy required very special circumstances to justify what would otherwise constitute inappropriate development in the green belt. It was a matter for the Committee's judgement as to what constituted very special circumstances. The case made by the school was that the facility was outdated and needed replacing and residents disagreed. The factors in the report needed to be taken into account, in addition to all the points made by officers, the petitioner the Headmaster, Sports England and the GLA. The Legal Advisor also asked the Committee to take into account the public sector equality duty as outlined in the report. The Legal advisor disagreed with the petitioners' submissions in relation to the test of need, which according to the petitioners was for need to be demonstrated in the public interest . He advised that this related to a case that was originally heard in 2013 but which had been overturned by the Court of Appeal in 2014. The Legal Advisor explained the definition of need which was to establish need in a broad sense, so that the requirement was capable of being met by establishing the existence of a demand for the proposed type of facility which was not being met by existing facilities.

The Committee noted that the sports hall building would be substantially bigger than what was already on the site. It also noted the assertions that once greenbelt had gone, it had gone and empathised with the concerns of residents. The Committee had some reservations about the development being built on the greenbelt. However, the Committee bore in mind the evidence of experts that a need had been expressed. This was an additional building in an already developed site.

Members discussed desire vs need. Members discussed the degree to which the green belt was eroding, and one member wondered whether this application was a desire rather than a need. There were already facilities for the school to carry out physical education activities. A member questioned where the line would be drawn as other schools had similar facilities or had no facilities and used indoor facilities.

Members considered that there was a need for better changing facilities. It was noted that this development was in the best interests of children, which could lead to qualifications and careers. This was echoed by officers and Sports England. For these reasons, after balancing all the submissions put before it, the Committee considered that the need was met and were satisfied there was an acceptable special circumstances argument.

The Head of Planning noted that there had been a lot of discussion and consultation and the proposal had been drawn back in terms of the scale of the facilities. This was drawn back to address earlier concerns, provisions in the plan and to include a green roof.

In summary, Members considered that there was a need for the children. Young children needed exercise and the facility would enhance this. There was also semi public access to other primary schools. The green belt designation had to be considered in the context of it being a built up school site and overall this was not a bad scheme. The Committee came to view that it would be difficult to refuse this as it was complaint and in accordance with planning policies. There was an agreement amongst Members that it was important to get education right from the start for the interests of children.

Members requested an informative be included in relation to a Sport England comment about doors and hinges being flush and not projecting out.

The officer's recommendation was moved, seconded, and when put to a vote, seven voted in favour and one abstained.

RESOLVED –

That the Committee –

- 1) approve the application as per officer's recommendation and the amendments in the addendum;**
- 2) delegate authority to the Head of Planning, to formulate suitable wording for a condition to ensure maintenance of green roof;**
- 3) an informative be included to include the Sports England comment on hinges; and**
- 4) a more robust accessibility condition be formulated.**

58. **1 - 3 BAKERS ROAD, UXBRIDGE - 8218/APP/2018/2405** (*Agenda Item 10*)

This application was withdrawn prior to the meeting.

The meeting, which commenced at 6.00 pm, closed at 7.42 pm.

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

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

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Report of the Head of Planning, Transportation and Regeneration

Address EXISTING MULTI-STOREY CAR PARK, WARNFORD INDUSTRIAL ESTATE
CLAYTON ROAD HAYES

Development: Demolition of existing multi-storey car park, followed by erection of four-storey warehouse facility with ancillary offices, and associated works including parking, service area, landscaping and relocation of existing substation.

LBH Ref Nos: 73334/APP/2018/969

Drawing Nos: 173.01.12 Rev A Proposed Second Floor Plan
173.01.11 Rev A Proposed First Floor Plan
173.01.16 Rev A Proposed Roof Plan
Transport Statement Addendum - August 2018
Cover Letter to Further Amendments dated 19-09-18
PM-1810-01 Landscape Planting Proposals
Parking Assessment Note July 2018
173.01.13 Rev A Proposed Third Floor Plan
173.01.22 Rev E Proposed Elevations & Cladding Detailing
Energy Statement
Flood Risk Assessment and Drainage Strategy
Preliminary Investigation Report January 2018
Transport Statement February 2018
Corporate Responsibility Statement
173.01.CLP 1 Proposed Cladding Photographs
AI 01 Rev A Aerial image looking east
SV 01 Rev A Street view image looking west
Cover Letter to Amendments dated 14-08-18
Mitred External Corner Detail
Planning, Design and Access Statement
A1.01 Proposed Aerial Image
173.01.01 Rev B Site Location Plan
173.01.EX.01 Existing Ground Floor Car Park Plan
173.01.EX.02 Existing First Floor Car Park Plan
173.01.EX.03 Existing Car Park Elevations
173.01.05 Proposed Site Layout Plan
Covering Letter dated 14 March 2018
173.01.10 Rev D Proposed Ground Floor Plan

Date Plans Received:	14/03/2018	Date(s) of Amendment(s):	14/08/2018
Date Application Valid:	19/03/2018		10/07/2018
			19/09/2018
			06/09/2018
			14/03/2018
			03/09/2018
			08/08/2018

1. SUMMARY

The proposal is for the demolition of an existing multi-storey car park, followed by the erection of a four-storey storage and distribution warehouse facility (Use Class B8) with ancillary offices, and associated works including parking, service area, landscaping and

relocation of existing substation.

The proposed development would be acceptable in regards to its use, character and appearance within the Blyth Road/Printing House Industrial and Business Area and would not impact on residential amenity. The proposal would not cause harm to the highway network.

The proposal complies with Policies AM7, AM14, BE13, BE19, LE1 and LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). The application is therefore 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,

173.01.01 Rev B Site Location Plan
173.01.EX.01 Existing Ground Floor Car Park Plan
173.01.EX.02 Existing First Floor Car Park Plan
173.01.EX.03 Existing Car Park Elevations
173.01.05 Proposed Site Layout Plan
173.01.10 Rev D Proposed Ground Floor Plan
173.01.11 Rev A Proposed First Floor Plan
173.01.12 Rev A Proposed Second Floor Plan
173.01.13 Rev A Proposed Third Floor Plan
173.01.16 Rev A Proposed Roof Plan
173.01.22 Rev E Proposed Elevations

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 COM5 General compliance with supporting documentation

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

Transport Statement February 2018
Transport Statement Addendum - August 2018
Parking Assessment Note July 2018
Energy Statement
Flood Risk Assessment and Drainage Strategy
Preliminary Investigation Report January 2018
Corporate Responsibility Statement

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

REASON

To ensure that the development complies with the objectives of Policies AM7, AM14, OE8 and OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

4 COM9 Landscaping (car parking & refuse/cycle storage)

Prior to the completion of the superstructure works, a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

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

2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage for 8 bicycles and 2 motorcycle bays
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts for 22 parking spaces within 11 car stackers and two disabled parking spaces (including demonstration that 5% of all parking spaces are served by electrical charging points)
 - 2.e Hard Surfacing Materials

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

5. Schedule for Implementation

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

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

REASON

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

5 NONSC Delivery and Servicing Plan

Prior to occupation of the development hereby approved a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries during am and pm peak hours. Thereafter and prior to occupation, the scheme shall be completed in strict accordance

with the approved details and thereafter maintained for the life of the development.

REASON

To encourage out of off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy AM2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) .

6 NONSC On-site Parking

Parking is to be provided in accordance with Drawing Ref 173.01.10 Rev D hereby approved, and shall be installed and operational prior to occupation of the development and shall be used as ancillary to the B8 warehouse facility and at no time leased.

REASON

To ensure adequate off-street parking in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) .

7 NONSC No Parking on Clayton Road

Notwithstanding the details hereby approved, this consent does not authorise parking by occupants of this development on Clayton Road.

REASON

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

8 COM30 Contaminated Land

(i) Prior to the commencement of the superstructure (excluding demolition and site clearance) a scheme to deal with contamination shall be submitted to and approved in writing a by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

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

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

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

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

REASON

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

9 COM31 Secured by Design

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

REASON

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

10 NONSC Energy

Prior to completion of the superstructure full details and specifications of the low and zero carbon technology to be used in the development shall be submitted to and approved in writing by the Local Planning Authority. These shall include the type, size and proposed location within the site of the low and zero carbon technology required to meet the CO2 savings set out in the outline Energy Statement (March 2018). In addition, the details shall include the noise outputs of the air source heat pumps and a full roof plan showing the inclusion of the required amount of PVs as set out in the energy statement. The development must proceed in accordance with the approved plans.

REASON

To ensure the development provides a 35% reduction in CO2 as per London Plan Policy 5.2 (2016).

11 NONSC Green Walls/Screens

Prior to completion of the superstructure full details of green walls/screens shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the type of planting and the location, with as a minimum, coverage on the south, east and northern elevations unless suitable justification can be agreed in writing with the Local Planning Authority. The development must proceed in accordance with the approved plans.

REASON

To provide ecological, air quality and landscape planting in accordance with EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

12 COM15 Sustainable Water Management

Prior to the commencement of the superstructure (excluding demolition and site clearance) a scheme for the provision of sustainable water management shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in

accordance with Policy 5.15 of the London Plan and will:

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

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

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

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

REASON

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

13 NONSC Air Quality - Low Emission Strategy

Before the use hereby approved commences a low emission strategy shall be submitted to and approved in writing by the Local Planning Authority. The low emission strategy shall address the traffic generated during the operational phase and shall specify the steps that will be followed in regards to securing the use of cleaner vehicle technologies including servicing and delivery vehicles where appropriate.

REASON

To ensure the development does not have an adverse impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

INFORMATIVES

1 152 Compulsory Informative (1)

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

2 153 Compulsory Informative (2)

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

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions

3 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

4

Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.

If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.

If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required.

All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.

Email: plantprotection@cadentgas.com Tel: 0800 688 588

5 170 LBH worked applicant in a positive & proactive (Granting)

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

6 173 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

7

The London's Low Emission Zone for non-road mobile machinery shall be complied with as per requirements as of 1st September 2015. From 1 September 2015 NRMM of net power between 37kW and 560kW used in London will be required to meet the standards set out at Supplementary Planning Guidance 'The Control of Dust and Emissions from Construction and Demolition'.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises of a multi-storey car park located on the northern side of Clayton Road. The property forms part of Martinspeed Limited, 161-163 Clayton Road, (two two-storey warehouses) located to the north-west. The site is bordered to the north and east by a number of single storey industrial units (Warnford Industrial Estate). 243 Blyth Road is located opposite the site. The application site is located within the Blyth Road/Printing House Industrial and Business Area, the Hayes/West Drayton Corridor and the Hayes Housing Zone. The site is also located within an Air Quality Management Area.

3.2 Proposed Scheme

The proposal is for the demolition of an existing multi-storey car park, followed by the erection of a four-storey storage and distribution warehouse facility (Use Class B8) with ancillary offices, and associated works including parking, service area, landscaping and relocation of existing substation.

The proposed warehouse would have a gross external area of 3388sq.m and would be used for storage and handling services.

3.3 Relevant Planning History

Comment on Relevant Planning History

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

AM7 Consideration of traffic generated by proposed developments.

AM14 New development and car parking standards.

BE13 New development must harmonise with the existing street scene.

BE19 New development must improve or complement the character of the area.

BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

LE1 Proposals for industry, warehousing and business development

LE2 Development in designated Industrial and Business Areas

LPP 5.2 (2016) Minimising Carbon Dioxide Emissions

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **9th May 2018**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 16 local owners/occupiers and a site notice was displayed. No responses were received.

Canal & River Trust:

The Trust has reviewed the application. This is our substantive response under the Town and

Country Planning (Development Management Procedure) (England) Order 2015. Based upon the information available we have no comment to make.

Cadent Gas Ltd:

No objection to the proposed planning application at Warnford Industrial Estate, Clayton Road, Hayes as the IP gas pipeline in the vicinity will not be affected.

Internal Consultees

Air Quality:

There is no air quality assessment to comment on; however looking at the transport assessment I have the following comments which could be added as conditions if you feel appropriate.

Demolition and Construction

The construction management management plan for the development should adhere to the Mayor of London's Supplementary Planning Guidance 'The Control of Dust and Emissions from Construction and Demolition'.

Within this there is also a specific requirement to control non road mobile machinery (NRMM) on construction sites. This requires the specific planning condition below:

CONDITION AIR QUALITY - NRMM - CONSTRUCTION PHASE

No development shall commence until proof of the registration in GLA's database (nrmm.london/nrmm/about/what-nrmm-register) and compliance with the London's Low Emission Zone for non-road mobile machinery requirements is submitted to and approved in writing by the Local Planning Authority.

Reason: The London's Low Emission Zone for non-road mobile machinery shall be complied with as per requirements as of 1st September 2015. From 1 September 2015 NRMM of net power between 37kW and 560kW used in London will be required to meet the standards set out at Supplementary Planning Guidance 'The Control of Dust and Emissions from Construction and Demolition'.

In accordance with Policy EM8 Local Plan Part 1.

Operation

I am aware there are no objections from highways in terms of the impacts on any resulting traffic on the surrounding road network. However the development is within the Air Quality Management Area, and also within an Air Quality Focus Area, where the air quality is already poor. The transport refers to the use of goods vehicles associated with the site in terms of deliveries and servicing. The following condition should be considered if you feel appropriate.

CONDITION AIR QUALITY - LOW EMISSION STRATEGY

No development shall commence until a low emission strategy has been submitted to and approved in writing by the Local Planning Authority. The low emission strategy shall address the traffic generated during the operational phase and shall specify the steps that will be followed in regards to securing the use of cleaner vehicle technologies including servicing and delivery vehicles where appropriate.

Reason: In accordance with Policy EM8 Local Plan Part 1.

Highways (Summary):

The development site is situated in the Warnford Industrial Estate along the most western section of Clayton Road which is not maintained by the London Borough of Hillingdon. Proposals include the demolition of an existing multi-storey car park and construction of a warehouse building with

associated parking.

I note the existing multi storey car park serves the warehouse units directly towards the west. This application proposes a warehouse for Use Class B8 (storage or distribution) and is to be served by 26(no) undercroft parking spaces.

The parking requirement associated with the proposed development is for a total provision of 29 parking spaces to conform to the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

The submitted plans show that as existing, 15(no) parking spaces are located within the service yard with an additional 21(no) spaces along both the northern and eastern strips of land, totaling 36(no) spaces.

Furthermore an additional 26(no) undercroft parking spaces are being provided resulting in a total provision of 62(no) parking spaces within the site curtilage. The applicant mentions that 12(no) spaces can also be accommodated for along the private section of Clayton Road carriageway and that this will be controlled by locked barriers.

Mindful of the above, it is considered that there would be sufficient parking, albeit it is less than the policy requirement. There is sufficient space within the larger land parcel owned by the applicant to facilitate employees. I formally withdraw my objections, subject to conditions pertaining to the parking, manoeuvring, loading and unloading of associated vehicles.

Officer comments:

The proposed undercroft car park has been amended to provide a total of 24 parking spaces including 11 car stackers, resulting in a shortfall of 5 spaces.

Urban Design Officer:

The revised elevations make the scheme acceptable. It will be a good addition to the western industrial area of Clayton Road.

Sustainability Officer:

I have no objections to the proposed development subject to the following conditions:

Condition

Prior to the commencement of development full details and specifications of the low and zero carbon technology to be used in the development shall be submitted to and approved in writing by the Local Planning Authority. These shall include the type, size and proposed location within the site of the low and zero carbon technology required to meet the CO2 savings set out in the outline energy statement (Green and Castle, March 2018). In addition, the details shall include the noise outputs of the air source heat pumps and a full roof plan showing the inclusion of the required amount of PVs as set out in the energy statement. The development must proceed in accordance with the approved plans.

Reason

To ensure the development provides a 35% reduction in CO2 as per London Plan Policy 5.2 (2016).

Condition

Prior to the commence of development full details of green walls/screens shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the type of planting and the location, with as a minimum, coverage on the south, east and northern elevations unless suitable justification can be agreed in writing with the Local Planning Authority. The development must proceed in accordance with the approved plans.

Reason

To provide ecological, air quality and landscape planting in accordance with EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site is located within the Blyth Road/Printing House Industrial and Business Area. Policies LE1 and LE2 of the Hillingdon Local Plan: Part Two - UDP Saved Policies (November 2012) identify policy considerations for Warehousing B8 development within the Industry and Business Area.

The proposal seeks to demolish an existing multi-storey car park associated with Martinspeed Limited, 161-163 Clayton Road (warehouses located to the north-west) which would be replaced with a four-storey warehouse facility with ancillary offices.

Given its location within the Blyth Road/Printing House Industrial and Business Area, an area allocated for employment purposes, there is no objection in principle to the provision of additional warehouse facilities for an existing B8 storage and distribution warehouse facility.

The proposal therefore complies with Policies LE1 and LE2 of the Hillingdon Local Plan: Part Two - UDP Saved Policies (November 2012).

7.02 Density of the proposed development

Not applicable to this application.

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires developments to harmonise with the existing street scene and other features of the area that are considered desirable to retain or enhance. Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that new development within residential areas compliments or improves the amenity and character of the area.

The proposed building would be four-storeys, with the top floor set back from the principal elevation by 2m. The building would be set back approximately 6m from the edge of the highway.

The Council's Urban Design Officer has no objection to the proposed layout and elevations. Detailing to these elevations would reduce and improve the overall visual impact of the proposed warehouse building on the surrounding area. The applicant has proposed additional cladding feature bands and colours on the elevations.

The proposed warehouse is considered to be of an appropriate scale and design to harmonise with the industrial/commercial surroundings of the Blyth Road/Printing House Industrial and Business Area. The external materials proposed to be used in the construction of the development are industrial in nature and are deemed appropriate in this

location.

The proposal therefore complies with Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

The application site is located within the Blyth Road/Printing House Industrial and Business Area with the nearest residential properties (Empire House) located over 100m south-east of the site. Given its location in an established industrial area and the distance from residential properties, it is considered that the proposed warehouse would not cause harm to residential amenity.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that developments should comply with the Council's Car Parking Standards.

The proposal would demolish an existing multi-storey car park which is currently used for storage on the ground floor and parking on the first floor for 38 vehicles. The replacement warehouse would have a gross external area of 3388sq.m; excluding the undercroft parking area and roof plant room, 2910sq.m of internal floor space for B8 use would be provided and would require 29 parking spaces.

Two disabled parking spaces and 22 car parking spaces located within 11 car stackers would be provided in a ground floor undercroft accessed directly off Clayton Road on the southern elevation. In total, 24 parking spaces would be provided. Four of the parking spaces would be served by electric charging points. Two motorcycle spaces and eight cycle spaces would also be provided within the undercroft.

Whilst there would be a shortfall of five parking spaces for the proposed warehouse, overall it is considered that given the servicing requirements and associated staffing levels, the proposed development would be acceptable in regards to parking arrangements within the site.

A covered loading bay would be located at ground floor level and accessed directly off Clayton Road on the western elevation of the proposed warehouse. Vehicles would be able to safely enter and exit the service yard and so would not result in issues of highway safety

There would be approximately five to seven deliveries each week, taking place outside of peak hours, although within normal working hours; further details of loading and unloading of associated vehicles can be provided by way of a condition on any consent granted. It is considered that the proposed development would not result in an unacceptable increase in traffic generation.

The Council's Highways Engineer has no objection to the proposed development.

The proposal therefore complies with Policies AM7 and AM14 of the Hillingdon Local Plan:

Part Two - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

Urban Design:

See Section 7.07 of this report.

Access and security:

The proposal is considered to be acceptable in regards to access and security arrangements. A Secured By Design condition will also be imposed on any consent granted.

7.12 Disabled access

The proposed warehouse would be provided with two disabled parking spaces in the ground floor parking area along with a disabled WC and shower on the ground floor and a lift to provide access to the other floors. The proposal is therefore acceptable in regards to disabled access.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advises that new development should retain topographical and landscape features of merit and that new planting and landscaping within development proposals should be provided wherever it is appropriate.

Currently there is a narrow strip of planting along the southern elevation of the existing car park; this would be removed and replaced with new planting in this location. Additional areas of wildflower planting are located at the side of the existing warehouse to the west of the application site.

Subject to a condition requiring details of the proposed planting on any consent granted, the proposed development is considered to be in compliance with Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.15 Sustainable waste management

The applicant has submitted a Corporate Responsibility statement setting out how waste is managed on site at the existing warehouse, 90% of which is recycled. Waste from the new warehouse facility would be dealt with as per the existing arrangements. Subject to details of waste storage within the new building being provided by way of a condition, it is considered that the proposed warehouse would provide sustainable waste management.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (2016) requires proposed developments to reduce energy consumption by 35%.

Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) seeks to improve and protect the environment through minimising carbon emissions and air quality pollutants from new developments and providing ecological and landscape planting.

An Energy Statement (March 2018) has been provided as part of this application. The Council's Sustainability Officer has assessed the proposal and has no objection to the proposed development subject to a condition requiring full details and specifications of the low and zero carbon technology (including PVs) to be used in the development to meet the CO2 savings set out in the outline Energy Statement (March 2018), and to comply with

Policy 5.2 of the London Plan (2016).

In addition, in order to improve the environment, the Council's Sustainability Officer requires the provision of green walls/screens; full details, including the type of planting and the location, with coverage on the south, east and northern elevations (as a minimum), unless suitable justification can be agreed in writing with the Local Planning Authority, can be provided by way of a condition on any consent granted.

7.17 Flooding or Drainage Issues

The site is located within Flood Zone 1 and is located 88m south of the Grand Union Canal. The proposed warehouse use, classified as a "less vulnerable" development, is considered an appropriate use within Flood Zone 1. Subject to a suitable drainage system, it is considered that the proposal would be acceptable.

7.18 Noise or Air Quality Issues

Noise:

Given the development's location within the Blyth Road/Printing House Industrial and Business Area and with no residential developments within the immediate vicinity, the proposed warehouse would not have a significant impact on noise levels within the area.

Air Quality:

The application site is located within an Air Quality Management Area and an Air Quality Focus Area, where the air quality is already poor. Subject to conditions requiring compliance with the London's Low Emission Zone for non-road mobile machinery requirements and a low emission strategy, and given the limited increase in vehicle movements, it is considered that the proposed development would not have any adverse impact on air quality within the Blyth Road/Printing House Industrial and Business Area.

7.19 Comments on Public Consultations

No responses were received during the public consultation.

7.20 Planning obligations

The proposed development would be Mayoral CIL Liable. The London Borough of Hillingdon falls within Charging Zone 2, therefore, a flat rate fee of £35 per square metre would be required for each net additional square metre added to the site as part of the development.

The proposal would also be liable under the London Borough of Hillingdon's Community Infrastructure Levy (CIL), which was introduced in August 2014. The charging schedule requires a fee of £5 per square metre for B8 industrial use.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

Material considerations are those which are relevant to regulating the development and use

of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

The proposal is for the demolition of an existing multi-storey car park, followed by the erection of a four-storey storage and distribution warehouse facility (Use Class B8) with ancillary offices, and associated works including parking, service area, landscaping and

relocation of existing substation.

The proposed development would be acceptable in regards to its use, character and appearance within the Blyth Road/Printing House Industrial and Business Area and would not impact on residential amenity. The proposal would not cause harm to the highway network.

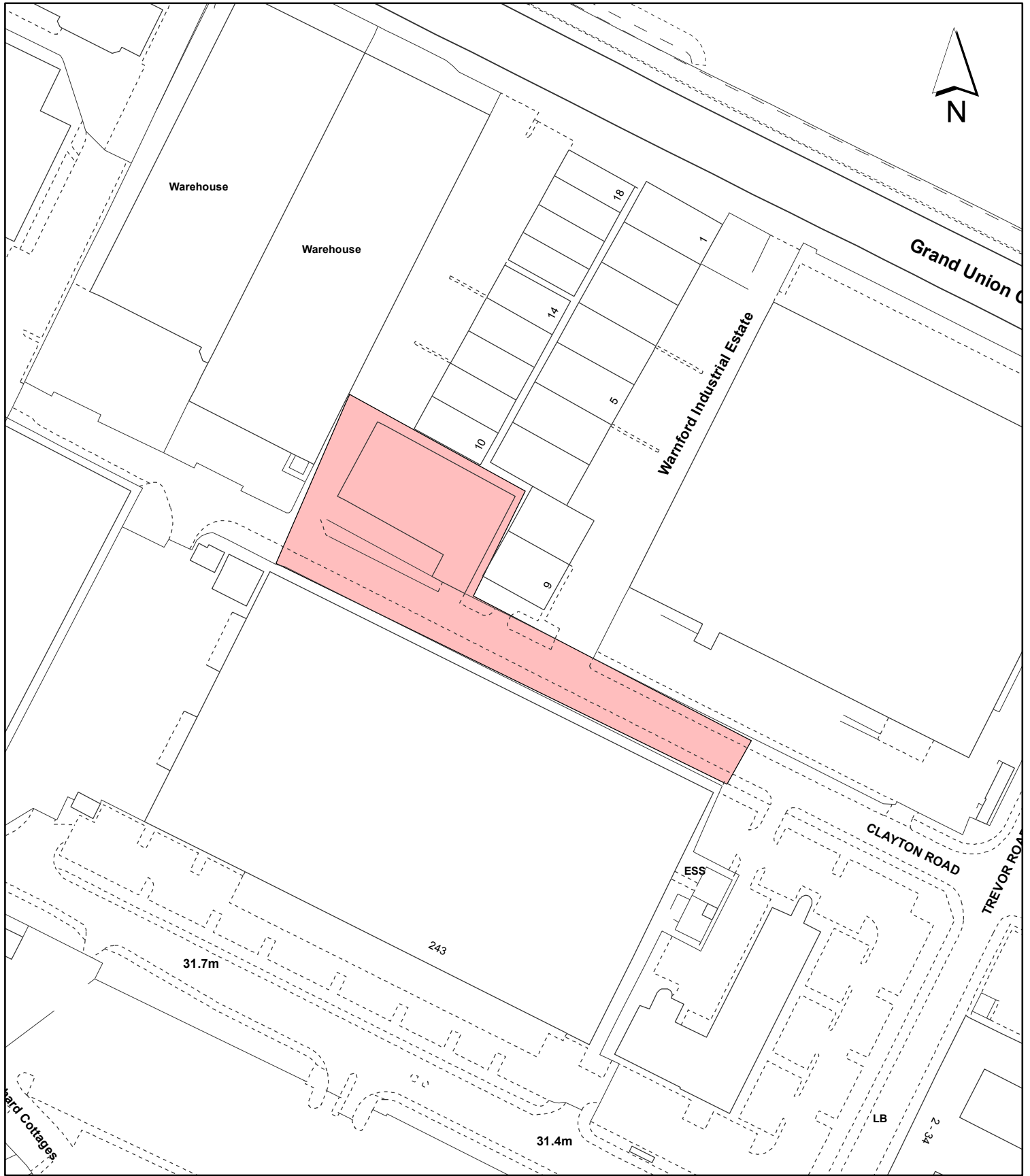
The proposal complies with Policies AM7, AM14, BE13, BE19, LE1 and LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). The application is therefore recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - UDP Saved Policies (November 2012)
London Plan 2016

Contact Officer: Katherine Mills

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address: **Existing Multi-Storey Car Park
 Warnford Industrial Estate
 Clayton Road
 Hayes**

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

Planning Application Ref:
73334/APP/2018/969

Scale:
1:1,250

Planning Committee:
Major Page 26

Date:
October 2018



Report of the Head of Planning, Transportation and Regeneration

- Address** 36-40 RICKMANSWORTH ROAD NORTHWOOD
- Development:** Section 73 application seeking Minor Material Amendments to Condition 2 of planning permission ref: 69978/APP/2016/2564 dated 07-09-2017 (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); namely to make internal and external alterations to the layout, changes to the unit mix to provide 8 x 1 bedroom, 13 x 2 bedroom and 3 x 3 bedroom units, dormers, windows, materials, removal of stair core and amendments to external landscaping, including the reorientation of bin stores and increase in the number of car parking spaces. (reconsultation)
- LBH Ref Nos:** 69978/APP/2018/417
- Drawing Nos:** CGI Ref: MG-467-KBA (Illustrative)
CGI 2 Ref: MG-467-KBA (Illustrative)
180620 - M4-3 Accessible compliant plan
- TPP - Rev F - June 2018
Arboricultural and Planning Integration Report Ref: GHA/DS/1660:1
170-PL-01 Issue Sheet
170-PL-200-05 Proposed Ground Floor Plan
170-PL-201-04 Proposed First Floor Plan
170-PL-202-05 Proposed Second Floor Plan
170-PL-203-05 Proposed Third Floor Plan
170-PL-300-05 Proposed South West Elevation
170-PL-301-05 Proposed North West Elevation
170-PL-302-05 Proposed North East Elevation
170-PL-303-05 Proposed South East Elevation
170-PL-304-05 Proposed Street Scene
S73 Cover Letter

Date Plans Received: 05/02/2018 **Date(s) of Amendment(s):**

Date Application Valid: 09/04/2018

1. SUMMARY

This application seeks minor material amendments to planning permission ref: 69978/APP/2016/2564 dated 07/09/2017 for 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.

The principle of a two/three storey height of the building with accommodation within the roof has already been established by virtue of the extant permission, which is currently being implemented. The proposal seeks to make the following changes:

- Modifications to the glazed intersections;
- Internal and external alterations to the building including removal of a stair core, re-orientation of the bin store, and reconfiguration of undercroft parking area and cycle store to provide 33 car parking spaces (increase of 4 from original approval);
- Reconfiguration of hard landscaping including provision of a footpath along the western side of the building;

- Installation of additional window at ground level to western side wall of building; and
- Replacement of dormer window on eastern roofslope with 2 dormer windows;
- There a number of proposed internal layout changes that will result in a unit mix change, resulting in a reduction of 5 one bedroom units and an increase of 5 two bedroom units, although the overall number of units will remain the same, as per the approved applicator

It is considered that the proposed changes to the design of the building will fit sensitively with existing streetscape. The proposed modifications to the approved scheme would be within the London Plan density guidelines, providing good internal and external living space. The proposed amendments would not have an adverse impact on the living conditions of surrounding occupiers in terms of overdominance, loss of privacy and loss of daylight/sunlight.

The revised housing mix proposed at this location is considered acceptable and meets a local housing need for the delivery of one, two, and family sized 3 bedroom homes.

Approval is recommended accordingly, subject to a S106 Agreement securing an affordable housing contribution and of site highway improvements.

2. RECOMMENDATION

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

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 provision of a site access, (which shall be constructed as a Heavy Duty Crossover)

(ii) Construction Training: Either a construction training scheme delivered during the construction phase of the development or a financial contribution

(iii) Affordable Housing: £25,000 in lieu of affordable housing on-site provision and an affordable housing review mechanism

(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 20 December 2018 (or such other timeframe as may be agreed by the Head of Planning, Transportation and Regeneration, delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of

highways, affordable housing and construction training). The proposal therefore conflicts with 'saved' policies AM7 and R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and the London Plan (2016).'

E) That subject to the above, the application be deferred for determination by the Head of Planning, Transportation and Regeneration 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, subject to any changes negotiated by the Head of Planning a Transportation and Regeneration, prior to issuing the decision:

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

170-PL-010-00: Site Location Plan (1:1250)
170-PL-011-00: Existing Site Plan (1:200)
170-PL-040-01: Existing Site Sections (1:200)
170-PL-050-00: Demolition Plan (1:200)
170-PL-100-02: Proposed Site Plan (1:200)
170-PL-200-02: Proposed Ground Floor Plan (1:200)
170-PL-201-01: Proposed First Floor Plan (1:200)
170-PL-202-02: Proposed Second Floor Plan (1:200)
170-PL-203-02: Proposed Third Floor Plan (1:200)
170-PL-204-02: Proposed Roof Plan (1:200)
170-PL-300-03: Proposed South West Elevation (1:200)
170-PL-301-03: Proposed North West Elevation (1:200)
170-PL-302-03: Proposed North East Elevation (1:200)
170-PL-303-03: Proposed South East Elevation (1:200)
170-PL-304-03: Proposed Street Scene (1:200)
170-PL-400-02: Proposed Site Section (1:200)
180620 - M4-3: Compliance plans

REASON

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

3 COM5 General compliance with supporting documentation

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

- Arboricultural & Planning Integration Report (GHA Trees) dated 7th June 2018
- Tree Protection Plan (GHA Trees) - TPP - Rev F - June 2018
- Noise Impact Assessment (NSL)
- Transport Statement & Appendices (Dermot McCaffery)
- Supplemental Letter to Transport Statement [06.06.16] (Dermot McCaffery)
- Surface Water & SuDs Drainage Statement (EAS)
- Energy Statement (Bluesky Unlimited)

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

The development shall be completed in accordance with the demolition and construction management plan approved under 69978/APP/2017/3742 dated 14/12/17.

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).

NB: The development shall be completed in accordance with the details approved under 69978/APP/2017/3695 dated 24/4/18.

6 RES8 Tree Protection

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

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures, particularly in reference to the protected pine (T9 (T1, TPO No. 648).
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall

be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

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

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

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

2.b No materials or plant shall be stored;

2.c No buildings or temporary buildings shall be erected or stationed.

2.d No materials or waste shall be burnt; and.

2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

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

REASON

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

NB: The development shall be completed in accordance with the details approved under 69978/APP/2017/3695 dated 24/4/18.

7 RES9 Landscaping (including treatment for defensible space)

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

1. Details of Soft Landscaping

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

1.b Replacement tree planting to compensate for the loss of existing trees,

1.c Written specification of planting and cultivation works to be undertaken,

1.d Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Means of enclosure/boundary treatments, including details of the screening required for the defensive space at the front, side and rear of flats to ensure the privacy of these residents.

2.b Hard Surfacing Materials

2.c Other structures (such as gates, steps, ramps, retaining walls and chains/treatment to provide defensible space to ground floor units)

3. Details of Landscape Maintenance

3.a Landscape Maintenance Schedule for a minimum period of 5 years.

3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

5. Other

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

5.b Proposed finishing levels or contours

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

REASON

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

8 RES10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

9 COM15 Sustainable Water Management

Prior to commencement of development, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall follow the strategy set out in 'Surface Water Drainage Strategy', produced by EAS dated June 2016 Revision Final 2.

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

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

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

the water on site by providing information on:

- i. Where a basement is proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).
- ii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.
- iii incorporate water saving measures and equipment.
- iv provide details of how rain and grey water will be recycled and reused in the development.
- v Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
- vi From commencement on site how temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.
- vii The Management and maintenance plan should be updated to incorporate any ground water mitigation that may need to be provided. Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

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

NB: The development shall be completed in accordance with the details approved under 69978/APP/2017/3803 dated 27/3/18.

10 RES26 Contaminated Land

- (i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:
 - (a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;
 - (b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use.
 - (c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement.

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

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

REASON

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

NB: The development shall be completed in accordance with the details approved under 69978/APP/2017/3943 dated 08/02/18.

11 NONSC Cycle Storage

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

REASON

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

12 RES16 Car Parking

The development shall not be occupied until 33 car parking spaces, including 4 disabled bays, 2 motorcycle bays, 6 electric charging bays with a further 6 bays with passive provision have been provided. Thereafter the parking bays/areas shall be permanently retained and used for no other purpose than the parking of motor vehicles associated with the consented residential units at the site.

REASON

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

13 RES18 Accessible Homes/Wheelchair Units

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

REASON

To ensure an appropriate standard of housing stock is achieved and maintained which meet the needs of disabled and elderly people in accordance with policies 3.1, 3.8, and 7.2

of the London Plan (2016) and the National Planning Policy Framework (2012).

14 NONSC Outdoor Amenity Areas

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

REASON

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

15 NONSC Details of Finish

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

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

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

REASON

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

16 NONSC Noise mitigation for future occupiers

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

REASON

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

17 RES13 Obscure Glazing

The east facing dormer windows in units 22 and 23 shall be glazed with permanently

obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

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

18 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).

19 COM31 Secured by Design

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

REASON

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

20 NONSC Details of the PV

Prior to occupation of the development hereby approved, details of the PV panels shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented and maintained for the life of the development, unless otherwise agreed in writing by the Local Planning Authority.

REASON

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

INFORMATIVES

1

The applicant is advised that where the conditions requiring the submission of details have been discharged in connection with the original permission, the Local Planning Authority will not require these details to be re-submitted as part of this new planning permission where those details would remain the same.

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 (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2016) and national guidance.

AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
EC3	Potential effects of development on sites of nature conservation importance
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
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 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.5	(2016) Public realm
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
NPPF	National Planning Policy Framework

4 I59 Councils Local Plan : Part 1 - Strategic Policies

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

5 I1 Building to Approved Drawing

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

6 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

7 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.

8 121 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).

9 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).

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

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

13

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

14

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

15

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

16

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

17 I62 **Potential Bird Hazards from Buildings**

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

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

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

18 IT05 **Wildlife and Countryside Act 1981**

Wildlife and Countryside Act 1981: Note that it is an offence under this act to disturb

roosting bats, nesting birds or any other protected species. Therefore, it is advisable to consult your tree surgeon / consultant to agree an acceptable time for carrying out the approved works.

19

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

3. CONSIDERATIONS

3.1 Site and Locality

The site is located on land previously occupied by three detached, two-storey dwellings Nos. 36, 38 and 40 Rickmansworth Road and has a total area of 3,466 sqm. These properties have now been demolished by virtue of planning permission ref: 69978/APP/2016/2564.

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

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

There are a number of trees on the site, with substantial planting along the Rickmansworth Road frontage. The trees include a Pine (T1) in the garden of No. 36, and a Beech (T3) in the garden of No. 38, both of which are protected by Tree Preservation Order No.648. The site is also situated within an Area of Special Local Character.

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

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

Rickmansworth Road (A404) is a classified road and is shown as a London Distributor Road in the Hillingdon Local Plan (2012). It is one of the main routes through the northern part of

the Borough and is used by buses and heavy goods vehicles. In the vicinity of the site it is largely fronted by residential properties and is subject to a 30 mph speed limit. There are bends in the road in the vicinity of the site which restrict visibility. The site has a PTAL score of 1 and is situated within a developed area as identified in the policies of the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

This application seeks minor material amendments to planning permission ref: 69978/APP/2016/2564 dated 07/09/2017 for demolition of 3 detached dwellings and redevelopment to provide 24 residential flats (13 x 1 bedroom units; 9 x 2 bedroom units; and 2 x 3 bedroom units), amenity space and associated car parking.

The proposal seeks to make the following changes:

- Modifications to the glazed intersections
- Internal and external alterations to the building including removal of a stair core, re-orientation of bin store, and reconfiguration of undercroft parking area and cycle store to provide 33 car parking spaces (increase of 4 from original approval);
- Reconfiguration of hard landscaping including provision of a footpath along the western side of the building;
- Installation of additional window at ground level to western side wall of building; and
- Replacement of dormer window on eastern roof slope with 2 dormer windows
- There a number of proposed internal layout changes that will result in a unit mix change, resulting in a reduction of 5 one bedroom units and an increase of 5 two bedroom units although the overall number of units will remain the same, as per the approved application.

The development as amended would provide 24 units with a housing mix of 8 x 1 bedroom, 2 person units; 13 x 2 bedroom 4, person units; and 3 x 3 bedroom, 6 person units

3.3 Relevant Planning History

Comment on Relevant Planning History

Planning permission ref: 69978/APP/2016/2564 was granted on 07/09/2017 for demolition of 3 detached dwellings and redevelopment to provide 24 residential flats (13 x 1 bedroom units; 9 x 2 bedroom units; and 2 x 3 bedroom units), amenity space and associated car parking. This permission has been partially implemented.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM11 (2012) Sustainable Waste Management

PT1.EM6 (2012) Flood Risk Management

PT1.H1 (2012) Housing Growth

PT1.H2 (2012) Affordable Housing

Part 2 Policies:

AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations

AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
(i) Dial-a-ride and mobility bus services
(ii) Shopmobility schemes
(iii) Convenient parking spaces
(iv) Design of road, footway, parking and pedestrian and street furniture schemes

AM14 New development and car parking standards.

AM15 Provision of reserved parking spaces for disabled persons

AM7 Consideration of traffic generated by proposed developments.

AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities

BE13 New development must harmonise with the existing street scene.

BE15 Alterations and extensions to existing buildings

BE20 Daylight and sunlight considerations.

BE21 Siting, bulk and proximity of new buildings/extensions.

BE23 Requires the provision of adequate amenity space.

BE24 Requires new development to ensure adequate levels of privacy to neighbours.

BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

BE4 New development within or on the fringes of conservation areas

BE8 Planning applications for alteration or extension of listed buildings

EC3 Potential effects of development on sites of nature conservation importance

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

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 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.5	(2016) Public realm
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **12th March 2018**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application has been advertised under Article 15 of the Town and Country Planning General Development Management Order 2015 as a Major Development. 20 adjoining owner/occupiers have been consulted and site notices were also posted. An additional reconsultation was carried out on 5 September 2018 clarifying the revised mix of units. 3 responses have been received to the neighbour consultations, the contents of which are summarised below.

- > Works have already commenced
- > Object to the request for more parking as it means more vehicles and more traffic in the Rickmansworth Road
- > Installation of dormers would affect privacy
- > Removal of soft landscaping would affect drainage
- > The internal changes confirms the lack of design and space of the building at initial planning stage
- > No explanation why the changes are deemed necessary
- > The proposed changes will increase the total population of the block (and hence the impact on local infrastructure)
- > Concern over the stair core removal
- > Further deterioration to the local environment.

- > increased traffic and safety implications
- > Concern over protected trees

NORTHWOOD RESIDENTS ASSOCIATION - No response.

Internal Consultees

URBAN DESIGN OFFICER

There are a number of proposed material changes to the facade and roof that will simplify the elevations, which could potentially reduce the overall quality of the development/ street scene. The proposed footprint of the building has changed slightly, with an increase in the recessed gaps between the triple fronted building bays, which are proposed to be brought forward. This reflects the proposed internal layout changes.

There a number of proposed internal layout changes that will result in a unit mix change, though the overall number of units will remain the same, as per the approved application. In summary, there will be a reduction in one bed units, with the duplex and w/c units removed. The result of these changes will see an increase in two and three-bed units.

TREE AND LANDSCAPE OFFICER

The amended landscape layout indicates a change to the parking arrangements immediately to the west of the site entrance. Re-located car park space No. 33 will be significantly closer to an existing / retained tree - and well within the root protection area (RPA). No Arboricultural Impact Assessment, with Method Statement and Tree Protection Measures has been submitted. This is required to check that the layout is compatible with tree retention.

RECOMMENDATION In discussion with the site manager it was agreed that :

1. The sales office and tarmac driveway will be removed and soft landscaped in accordance with the landscape plans
2. There is a dead cherry tree among the existing trees (central group) which needs to be removed
3. It was confirmed that all areas of hard surfacing close to trees have been constructed using cellular / no dig construction techniques.
4. It was confirmed that a low brick retaining wall in front of the central tree group was existing prior to the development. Its future will be decided with the landscape proposals.
5. The TPO'd Corsican pine and beech appear to be healthy and protected, together with the other trees to be retained except for the cherry.

(Officer note: An Arboricultural and Planning Integration Report and Tree Protection Plan has been submitted which shows the area of hardstanding for the additional surface level parking bay constructed using no dig method, to protect the roots of the nearby tree.

HIGHWAY ENGINEER

There are no objections to the minor material amendments to condition 2. The uplift in parking space quantum is welcomed.

ACCESS OFFICER

This Section 73 application represents a fundamental change to the previous consented scheme. In assessing this application, reference has been made to the London Plan 2015, Policy 3.8 (Housing

Choice), and Approved Document M to the Building Regulations 2015 (ADM 2015).

In line with the above policy requirement, percent of the residential units should meet the prescribed standards for an M4(3) Category 3 - wheelchair user dwelling, with all remaining units designed to the standards for Category 2 M4(2) - accessible and adaptable, as set out in ADM 2015.

The following access observations are provided:

1. The previous consented scheme included three Wheelchair Accessible/Wheelchair Adaptable units, with a step-free approach to the principal private entrances, via two lifts.
2. It is noted that this latest proposal appears not to have any wheelchair user dwellings, and the scheme has been further downgraded to incorporate only one passenger lift.
3. It is further noted that units 10, 22 and 23 would not achieve a step-free approach to the principal private entrance, and would therefore be contrary to the above policy requirement for all units to meet the minimum standards for an M4(2) dwelling.

Officer Note: Revised plans have been submitted demonstrating that 3 of the units would be compliant with Part M4(3) of the Building Regulations. Specific requirements for 'Communal Lifts and Stairs' is set out in M4(3) units within the Building Regulations do not require a second lift to be provided).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development has been established under the original grant of planning permission ref: 69978/APP/2016/2564 dated 07/09/2017.

7.02 Density of the proposed development

The density of the development has been established under the original grant of planning permission (Ref: 69978/APP/2016/2564). There are no changes proposed with respect to the number of units. However, the number of habitable rooms has been increased by 5.

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

Site densities are of only limited value when considering the suitability of housing schemes of this scale. The London Plan (2016) advises that an appropriate residential density for the site would range from 150-250 habitable rooms per hectare (hr/ha) and 50-95 units per hectare (u/ha) for units with a typical size of 2.7 - 3.0 habitable rooms per unit (hr/u). The development would remain at a density of 69 units per hectare with an uplift of 5 habitable rooms, which would remain within the range of acceptability for a site at this location. Therefore, in terms of density, the proposal would be considered acceptable and would secure the optimum potential of the site, in accordance with policy 3.4 of the London Plan (2016).

MIX OF UNITS

Policy 3.8 'Housing Choice' of the London Plan (2016) encourages a full range of housing choice and policies H4 and H5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) seek to ensure a practicable mix of housing units are provided within residential schemes. These policies are supported by the London Plan Housing SPG, which seeks to secure family accommodation within residential schemes, particularly within the social rented

sector, and sets strategic guidance for Councils in assessing their local needs. Policy 3.11 of the London Plan states that within affordable housing provision, priority should be accorded to family housing.

The development would provide 24 units with a housing mix of 8 x 1 bedroom, 2 person units; 13 x 2 bedroom, 4 person units; and 3 x 3 bedroom, 6 person units. In terms of comparison with the approved scheme, this represents a reduction of 5 one bedroom units and an increase of 5, two bedroom units. The housing mix proposed at this location is considered acceptable and meets a local housing need for the delivery of one, two, and family sized (3 bedroom plus) homes.

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

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

7.04 Airport safeguarding

There are no airport safeguarding considerations relevant to this application.

7.05 Impact on the green belt

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

7.06 Environmental Impact

The proposal would not have any environmental impacts over those considered within the original grant of planning permission ref: 69978/APP/2016/2564 dated 07/09/2017.

7.07 Impact on the character & appearance of the area

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the Local Planning Authority will seek to ensure that new development within residential areas complements or improves the amenity and character of the area. Policy BE1 of the Local Plan: Part 1 Strategic Policies (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

Policies 7.4 and 7.6 of the London Plan (2016) and chapter 7 of the National Planning Policy Framework (2018) stipulate that development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future. In addition, Architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context.

The principle of a two/three storey height of the building with accommodation within the roof has already been established by virtue of the extant permission, which is currently being implemented. It is proposed to alter the proposed scheme in a number of ways. Whereas the changes to the windows and choice of materials for the central gable are unfortunate and deviate from the overall vernacular appearance of the building, these changes are not considered to justify refusal on design grounds.

The main external changes to the approved scheme relates to the glazed intersections

between the main parts of the original approved building, which would be partially infilled to provide additional habitable rooms. The proposed footprint of the building would be changed slightly, with an increase in the recessed gaps between the triple fronted building bays, which are proposed to be brought forward. This reflects the proposed internal layout changes. However, these glazed intersections would remain set back from the main front walls of the building. In addition, these elements would retain their flat roofs which would keep them appearing subordinate to the main facade. Furthermore, the glazing, contrasting with the bricked main front elevation, would ensure that these intersections continued to break up the frontage of the building. It is not considered that the modest infilling would be appreciable when viewed from the street and as such, this change is therefore considered to be acceptable.

It is also noted that the potential for seeing through these glazed sections on the original scheme was extremely limited, given that at ground floor level, the rear of the development would be subterranean. In addition, the gaps at first and second floor level between the main segments of the building are narrow, thereby giving little opportunity for views through the building, particularly given that there are large trees located directly in front of the building that would obstruct a significant proportion of the frontage. As such, their infill and use as internal areas for the flats would not result in appreciable change to the appearance of the approved scheme.

Other changes sought include the replacement of a dormer window on the southeastern roof slope with 2 dormer windows. As this is a side elevation, the dormers would not be particularly visible in the streetscene. Their character and appearance are similar to the previously approved dormers and they would be modestly sized. Therefore, it is not considered that they would detract from the character and appearance of the streetscene to a detrimental degree. The additional head height provided by them would enhance the quality of the internal accommodation to the benefit of future occupiers.

The scale, siting and appearance of the building would remain fundamentally the same as the approved scheme and the resultant building is considered to be appropriate in relation to the surrounding context of the site.

7.08 Impact on neighbours

The proposal would not have any amenity impacts over those considered within the original grant of planning permission ref: 69978/APP/2016/2564 dated 07/09/2017.

The installation of an additional window at ground level to western side wall of the building is proposed to improve access to daylight, sunlight, and outlook for unit 1. This change would improve the internal accommodation proposed. The window would be at ground floor level and partially screened by the adjacent lightwell and fully screened by the boundary treatment beyond. As such, it would not raise any residential amenity concerns in terms of overlooking or loss of privacy to adjoining occupiers.

All the dormer windows on the side elevation would be obscure glazed and non opening. As such, they would not harm the residential amenity of neighbouring properties.

7.09 Living conditions for future occupiers

There are a number of proposed internal layout changes that will result in a unit mix change, though the overall number of units will remain the same, as per the approved application. In summary, there will be a reduction in one-bed units, with the duplex and w/c units removed. The result of these changes will see an increase in two-bed units. The proposed internal

changes will also reduce the circulation and access options, with one stair core and one lift removed.

With regard to the removal of a staircore, the applicant submits that this makes the building more efficient internally and in particular, makes the scheme more energy efficient, therefore, more sustainable.

The remaining core serves less than 8 units per floor in accordance with the Mayor's Housing SPD. In addition, the reconfigured layout satisfies Building Regulations in terms of fire safety and general circulation requirements. This change would not affect the external appearance of the building and is considered to be acceptable in policy terms.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Some external modifications are proposed, including the re-orientation of the bin store and reconfiguration of undercroft parking area and cycle store to provide 33 car parking spaces, an increase of 4 from the original approval. This equates to a parking ratio of 1:1.4, which is supported by the Highway Engineer.

The ground floor parking and associated areas have been reconfigured to become more efficient, enabling the provision of the 4 additional parking spaces. This area is below surrounding ground level and the proposed changes would not be visible externally.

7.11 Urban design, access and security

Issues of design and access have been discussed elsewhere in the relevant sections of this report. With respect of security, it is not considered that the proposal would have any significant adverse impacts. A condition would ensure that the scheme needed to comply with Secured by Design Standards.

7.12 Disabled access

In assessing this application, reference has been made to the London Plan 2016, Policy 3.8 (Housing Choice), and Approved Document M to the Building Regulations 2015 (ADM 2015). In line with the above policy requirement, 10 percent of the residential units should meet the prescribed standards for an M4(3) Category 3 - wheelchair user dwelling, with all remaining units designed to the standards for Category 2 M4(2) - accessible and adaptable, as set out in ADM 2015.

The previous consented scheme included three Wheelchair Accessible/Wheelchair Adaptable units, with a step-free approach to the principal private entrances, via two lifts.

Revised plans have been submitted demonstrating that 3 of the units (units 4, 12 and 19) would be compliant with M4(3) of the Building Regulations. In terms of the approach route to these flats, the development would provide safe, convenient and step free access from points of access such as from the communal parking areas.

Specific requirements for 'Communal Lifts and Stairs' is set out in M4(3) units within the Building Regulations. It does not require a second lift to be provided as this is unnecessary in well maintained modern blocks like this. The development proposals are therefore acceptable and accord with planning policy.

7.13 Provision of affordable & special needs housing

The original grant of planning permission (ref: 69978/APP/2016/2564 dated 07/09/2017) did not secure any affordable housing, as it was demonstrated that this was not viable. However, given the the proposed increase in net-saleable area, the larger unit sizes, the

reduction in lift and stair (core), and the simplifying of materials, these will make the scheme more viable. Therefore, officers considered that there is the potential to claw-back some S106 for affordable housing. In light of the uplift in the consented scheme, the applicant has agreed to an affordable housing off-site contribution of £25,000, in lieu of on-site provision

7.14 Trees, Landscaping and Ecology

The proposal would not significantly alter the development in terms of landscaping, trees and ecology from the scheme previously agreed within the original grant of planning permission (ref: 69978/APP/2016/2564). There is however some reconfiguration of landscaping, including provision of a footpath along the western side of the building and improved accesses to the entrances of the flats.

An Arboricultural and Planning Integration Report has been submitted in support of the application, which concludes that the principal arboricultural features within the site can be retained and adequately protected and that there will be no appreciable post development pressure. The Tree Protection Plan shows an area of hardstanding for an additional surface level parking bay that will be made with no digging during construction, to protect the roots of the nearby tree. In addition, access to / from the wider communal amenity areas would not change significantly. Therefore, the proposed changes are considered acceptable in planning terms. It is noted that that detailed landscaping and tree protection conditions are attached to the recommendation, which would enable the final details to be approved.

7.15 Sustainable waste management

The proposal would not significantly alter the development in terms of waste management or storage from the scheme previously agreed within the original grant of planning permission (Ref: 69978/APP/2016/2564).

7.16 Renewable energy / Sustainability

The proposal would not alter the development in terms of renewable energy/sustainability from the scheme previously agreed within the original grant of planning permission (Ref: 69978/APP/2016/2564).

7.17 Flooding or Drainage Issues

There are no specific flooding or drainage issues associated with this application, and the proposal would not alter the development in terms of drainage or flood risk.

7.18 Noise or Air Quality Issues

The proposal would result in no additional impacts on noise or air quality over those considered within the original grant of planning permission (Ref: 69978/APP/2016/2564)

7.19 Comments on Public Consultations

All matters are addressed elsewhere within this committee 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 openspace, 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 original Grant of planning permission secured the following planning obligations by way of a legal agreement:

- S278/S38 highway works to secure the proposed highway works.
- 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

Given the proposed increase in net-saleable area and larger unit sizes, the potential to accommodate more overall units, the reduction in lift and stair (core), and the simplifying of materials will make the scheme more viable. Therefore officers consider that there is justification in seeking an affordable housing contribution as a result of this uplift scheme. Following negotiations, the applicant has submitted a Unilateral Undertaking (UU) to provide an affordable housing off-site contribution of £25,000. The UU also commits the applicant to comply with all the other planning obligations contained in the S106 Agreement attached to the original planning permission ref: 69978/APP/2016/2564.

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

Subject to approval of this S73 application, there are no enforcement issues associated with this site.

7.22 Other Issues

There are no other issues relating to this application.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The principle of a two/three storey height of the building with accommodation within the roof has already been established by virtue of the extant permission. This S73 application seeks minor material amendments comprising internal and external alterations that will result in a unit mix change, although the overall number of units will remain the same, as per the approved application.

The scale, siting and appearance of the resultant building is considered to be appropriate to the surrounding context of the site.

The proposed housing mix is considered acceptable and meets a local housing need for the delivery of one, two, and family sized 3 bedroom homes. All units will comply with relevant standards.

The proposal would not have any amenity impacts over those considered within the original grant of planning permission

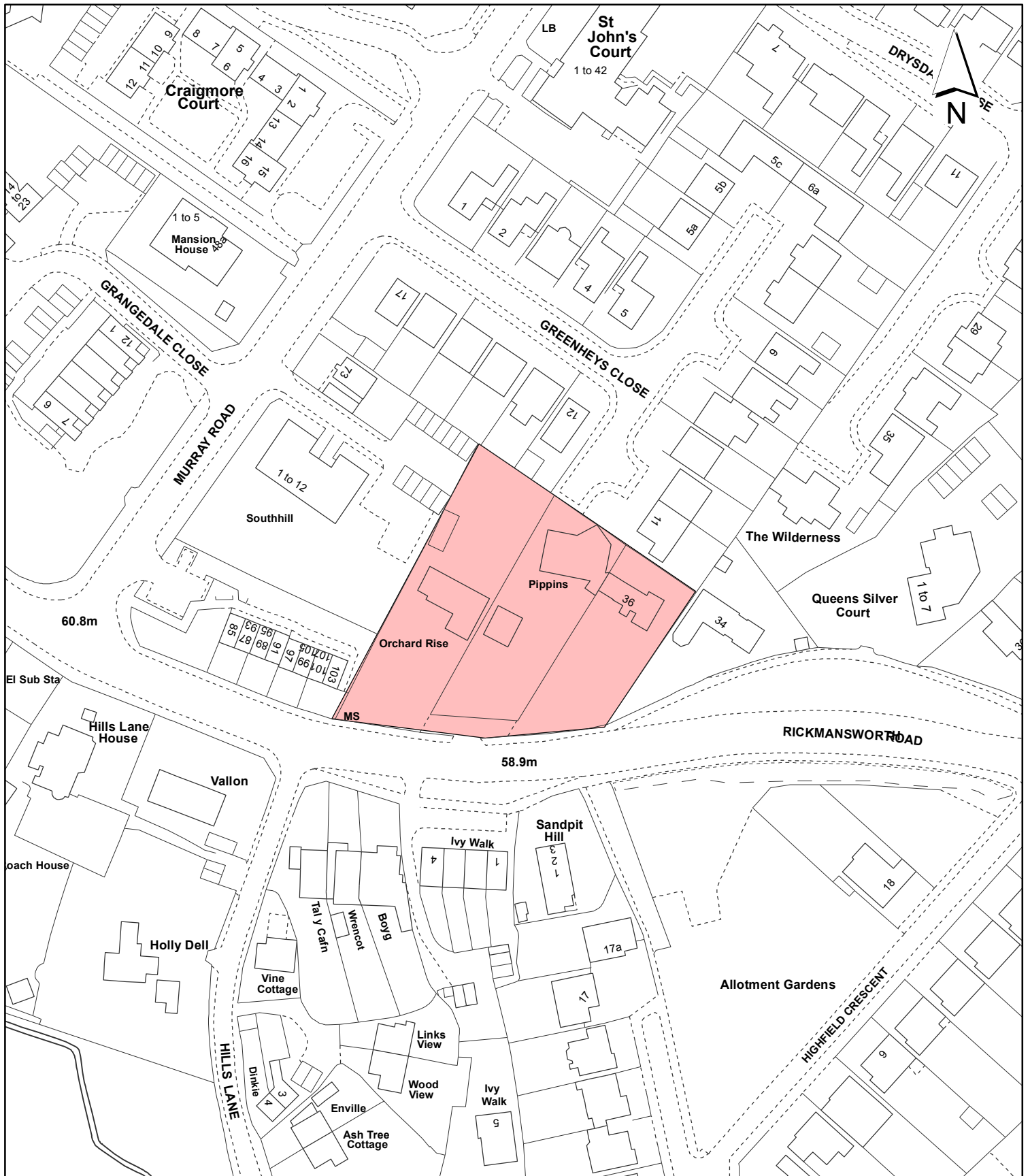
An off- site affordable housing contribution has been agreed. The applicant has offered an acceptable package of contributions, to be secured by way of a proposed S106 Agreement. In addition, access, parking, drainage, highway safety issues have been satisfactorily addressed, subject to conditions. It 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)
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document: Accessible Hillingdon (January 2010)

Contact Officer: Karl Dafe

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**36-40
Rickmansworth Road**

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

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

Planning Application Ref:

69978/APP/2018/417

Scale:

1:1,250

Planning Committee:

Major Page 54

Date:

October 2018



HILLINGDON
LONDON

Report of the Head of Planning, Transportation and Regeneration

- Address** FORMER BRITISH LEGION STATION ROAD WEST DRAYTON
- Development:** Variation of Condition 2 (Accordance with Approved Plans) of planning permission ref: 11332/APP/2016/1595 dated 19-06-2017 (Erection of 13 terrace dwelling houses with associated parking, landscaping and external works, following demolition of existing building) to allow for the replacement of dormer windows to doors with the addition of glazed juliet balconies on the front (east elevation) on Block 1; retention of glass balustrade railings fixed to parapet walls on Block 1; and re-positioning of the two disabled car parking spaces to the front.
- LBH Ref Nos:** 11332/APP/2018/2614
- Drawing Nos:** 02 Site Plan Proposed Parking Arrangement - 2018/D254/P02
03 Typical 3 Bed House Plans - 2018/D254/P03
04 Elevation Amendments - 2018/D254/P04
2018/D254/05
- Date Plans Received:** 13/07/2018 **Date(s) of Amendment(s):**
- Date Application Valid:** 27/07/2018

1. SUMMARY

This application seeks permission for the variation of condition 2 (Approved Plans) of planning permission reference:

11332/APP/2016/1595 dated 19-06-2017 (Erection of 13 terrace dwelling houses with associated parking, landscaping and external works, following demolition of existing building) to allow for the replacement of dormer windows to doors with the addition of glazed juliet balconies on the front (east elevation) on Block 1; retention of glass balustrade railings fixed to parapet walls on Block 1; and re-positioning of the two disabled car parking spaces to the front.

This is a part retrospective application involving the doors and the glass balustrade rails, and the new addition of glazed juliet balconies. The retrospective changes and proposed external alterations to the fenestration and appearance are minimal and do not adversely alter the overall character of the built form and would not cause any unacceptable harm to the visual appearance of the building or wider area. In addition the minor alterations do not impact on the amenity of either the occupants or neighbouring properties. Indeed the addition of the glazed juliet balconies ensures there would be no external access to the front terrace area at the second floor.

The re-positioning of the two disabled parking spaces is still within an appropriate location and are now side by side which results in an improvement in terms of layout and access.

Therefore it is considered the proposal is acceptable and is recommended for approval subject to the conditions and legal agreement as originally imposed.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning Regeneration and Transportation 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:

Deed of Variation to Section 106 Agreement relating to planning permission 11332/APP/2016/1595.

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 20th December 2018 (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 Regeneration and Transportation 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 Regeneration and Transportation prior to issuing the decision.

1 COM3 Time Limit

The alterations hereby permitted shall be completed within 8 months of 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 be carried out within 8 months of the date of this planning permission 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:

2018/D254/02

2018/D254/03 (Proposed 3 Bed House House Type 1 Floor Plans and Roof Plan)
2018/D254/04 (Proposed 3 Bed House Block 1 Elevations for Plots 1-10)
2018/D254/05 (Section plan and details for Juliet Balcony)
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-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-B1-F (Proposed 3 Bed House Block 1 Plans)
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 RPD4 Prevention of Balconies/Roof Gardens

The informal roof area to the front (west elevation) and to the rear (east elevation) of Block 1 comprising of Plots 1 -10 shall not be used as a balcony, roof garden or similar amenity area.

REASON

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

6 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).

7 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).

8 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).

9 COM15 Sustainable Water Management

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

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

a) Suds features:

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

b) Capacity of Receptors

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

c) Minimise water use.

- i. incorporate water saving measures and equipment.
- ii. provide details of how rain and grey water will be recycled and reused in the development.

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

- i. Provide a management and maintenance plan
- ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
- iii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
- iv. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

f) From commencement on site

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

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

REASON

To ensure that surface water run off is controlled, to ensure there is no increase in the risk of flooding, and to ensure water is handled as close to its source as possible in

accordance with policy EM6 Flood Risk Management of the Hillingdon Local Plan: Part 1- Strategic Policies (2012), policies 5.12 'Flood Risk Management', 5.13 'Sustainable Drainage', and 5.15 'Water use and supplies' of the London Plan (2016) and to the National Planning Policy Framework.

10 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).

11 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).

12 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).

13 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).

14 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).

15 NONSC Details of Finish

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

- 1) Samples and where appropriate, manufacturer's details, of all external materials, including roofing.
- 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).

16 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)

17 COM31 Secured by Design

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

REASON

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

18 NONSC 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).

19 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).

20 RES12 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England)Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved.

REASON

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

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (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
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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- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport

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

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The applicant is advised that where details pursuant to the conditions have been previously submitted to and approved by the Local Planning Authority, there would be no requirement for these details to be re-submitted where the details would remain the same.

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 originally comprised a single storey building that was previously used by the Royal British Legion. The building was demolished and replaced with the existing two blocks totalling 13 terrace dwelling houses with associated parking, landscaping and external works. The units comprise of two storey dwellinghouses with accommodation within a mansard roof at third floor level. Each dwelling also has their own outdoor private amenity area to the rear. 10 terrace dwellings form Block 1 which are located to the rear (east) of the site running vertically, north to south with the the last two on either end set back. The remaining 3 dwellings are located closer to the front of the site and form Block 2.

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.

3.2 Proposed Scheme

This application seeks permission for the variation of condition 2 (Approved Plans) of planning permission reference:

11332/APP/2016/1595 dated 19-06-2017 (Erection of 13 terrace dwelling houses with associated parking, landscaping and external works, following demolition of existing building) to allow for the replacement of dormer windows to doors with the addition of glazed juliet balconies on the front (east elevation) on Block 1; retention of glass balustrade railings fixed to parapet walls on Block 1; and re-positioning of the two disabled car parking spaces to the front.

3.3 Relevant Planning History

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

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

Decision: 14-03-2017 Approved

Comment on Relevant Planning History

11332/APP/2016/1595 - Erection of 13 terrace dwellinghouses with associated parking, landscaping and external works, following demolition of existing building. Planning permission was granted on 19th June 2017 subject to conditions and legal agreement.

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.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.C11 (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
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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
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- 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
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- NPPF- 12 NPPF-12 2018 - Achieving well-designed places
- NPPF- 2 NPPF-2 2018 - Achieving sustainable development
- NPPF- 9 NPPF-9 2018 - Promoting sustainable transport

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- 13th September 2018

5.2 Site Notice Expiry Date:- Not applicable

7th September 2018

6. Consultations

External Consultees

44 neighbouring properties were consulted on 14.08.2018 and a site notice was displayed to the front of the site on 15.08.2018.

One comment has been received seeking clarification on what the application involved as it appears they thought it involved additional development and they are aware the site is already built and state there is no more space. A telephone enquiry was also made raising concerns regarding overlooking and privacy from a small number of properties opposite on Thornton Avenue.

OFFICER COMMENT: Clarification has been sent in writing via email to the responder which confirms the nature of the proposal and the minor changes involved. In addition the caller was spoken to and advised that the proposal would restrict the occupants of the development gaining access onto the roof and thus being visible from the properties on Thornton Avenue. Furthermore the caller was also advised that the development was around 30 metres away from these residential properties.

METROPOLITAN POLICE

Please advise the applicant that condition 15 is to achieve SBD accreditation. If the above variations have an impact on security and the advice they may have received in relation to SBD then to contact myself and to ensure that they are still on track to achieve their planning condition.

HISTORIC ENGLAND

No need to comment.

WEST DRAYTON CONSERVATION AREA

I am writing on behalf of West Drayton Conservation Area Advisory Panel. We have no objection to the proposed changes to some of the windows (including those which will become Juliet balconies) and to the addition of glazed railings.

Internal Consultees

HIGHWAYS

Upon assessing the submitted information, I note that a further 2 parking bays (O and P) have been separated to provide additional disabled parking. I can confirm that the Highway Authority has no objections to the proposals.

FLOOD AND WATER MANAGEMENT

The proposal does not affect the drainage proposals, therefore there are no objections subject to the application of the same conditions as previously applied to the application. These should clearly reference the Nimbus Flood Risk Assessment dated 1st December 2016. Following the submission of this document which carefully considers a number of different options and provides a sustainable solutions including rain gardens and water butts as well as permeable paving. It also reduce the run off from the site to greenfield rates from 50.5 l/s for a 1 in 1 year storm event and 159.9 l/s for a 1 in 100 year storm to 5 l/s. It also includes a management and maintenance plan.

TREES/LANDSCAPE

No objections.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of development was established under planning ref: 11332/APP/2016/1595, for the erection of 13 terrace dwellinghouses with associated parking, landscaping and external works, following demolition of existing building. The committee therefore only needs to consider the impacts of the changes to the scheme.

The proposals under this application are modest and do not impact on the nature, scale of the development or use and are therefore acceptable in planning policy terms.

7.02 Density of the proposed development

This was assessed under the original planning application, reference 11332/APP/2016/1595 and it was considered acceptable and remains unchanged.

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. The site is not within however does front onto the West Drayton Green Conservation Area.

The proposal to vary minor details to the external appearance of the building are considered acceptable and would not adversely affect the nearby conservation area.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.06 Environmental Impact

This was assessed under the original planning application, reference 11332/APP/2016/1595 and it was considered acceptable and remains unchanged.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to maintain the quality of the built environment including providing high quality urban design. Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fails to harmonise with the existing street scene, whilst Policy BE19 seeks to ensure that new development within residential areas complements or improves the amenity and character of the area.

Policy 3.5 of the London Plan states that the design of all new housing developments should enhance the quality of local places, taking into account physical context and local character and Policy 7.4 states that buildings, should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass and allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area is informed by the surrounding historic environment.

Under the original application, the two storey dwellinghouses with accommodation within a mansard roof at third floor level was 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 was 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.

This application involves the replacement of the dormer windows to doors with the addition of glazed juliet balconies on the front (east elevation) and the retention of glass balustrade railings fixed to the parapet walls on Block 1. The retrospective changes and proposed external alterations to the fenestration and appearance are minimal and do not adversely alter the overall character of the built form and would not cause any unacceptable harm to the visual appearance of the building or wider area.

As such, the proposal is considered to comply with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and policies BE4, BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 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 addition of glazed juliet balconies on the front (east elevation) ensure the amenity of neighbouring properties remain unharmed as there would be no external access to the front terrace area at the second floor. An additional section plan has been submitted which confirms that the overall height of the glazed juliet balcony would be 1.5 metres from the finished floor level. Furthermore the minor alterations do not impact on the amenity of the existing occupants as there is adequate private outdoor amenity space at ground level with the rear gardens.

In addition 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 considered acceptable.

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.

Accordingly it is considered that there would be no adverse issues raised in regard to overlooking or privacy. Therefore, it is considered that the proposed development would not constitute an un-neighbourly form of development in accordance with Policies BE19, BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

This was assessed under the original planning application, reference 11332/APP/2016/1595 and it was considered acceptable and remains unchanged. Whilst access to the informal roof terrace has been restricted there is adequate outdoor private amenity space for each property via the rear gardens.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan

Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards.

The proposal involves the re-positioning of two disabled parking spaces only and the Highways Officer has confirmed he has no objections to the proposal. As such it is considered that the proposal is acceptable in accordance with Policies AM7 and AM14 of the Hillingdon Local Plan - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

This has been discussed elsewhere within the report.

7.12 Disabled access

The proposal has an appropriate level of disabled parking spaces.

7.13 Provision of affordable & special needs housing

This was assessed under the original planning application, reference 11332/APP/2016/1595 and it was considered acceptable.

7.14 Trees, Landscaping and Ecology

This was assessed under the original planning application, reference 11332/APP/2016/1595 and it was considered acceptable.

7.15 Sustainable waste management

This was assessed under the original planning application, reference 11332/APP/2016/1595 and it was considered acceptable.

7.16 Renewable energy / Sustainability

This was assessed under the original planning application, reference 11332/APP/2016/1595 and it was considered acceptable.

7.17 Flooding or Drainage Issues

This was assessed under the original planning application, reference 11332/APP/2016/1595 and it was considered acceptable.

7.18 Noise or Air Quality Issues

This was assessed under the original planning application, reference 11332/APP/2016/1595 and it was considered acceptable.

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.

Under the original planning permission the following contributions were secured:

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.

Whilst the obligations have in the most been delivered, a Deed of Variation is proposed to ensure the affordable housing is secured in perpetuity.

7.21 Expediency of enforcement action

The application is part retrospective and, if refused, it will be necessary to consider the expediency of enforcement action.

Since the end of August 2015 applications which are for development which was not authorised need to be assessed as to whether the unauthorised development was intentional. If so, then this is a material planning consideration. In this case officers have no indication that this was an intentional breach of planning control.

7.22 Other Issues

There are no other issues for consideration with this application.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including

regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

None.

10. CONCLUSION

The retrospective changes and proposed external alterations to the fenestration and appearance are minimal and do not adversely alter the overall character of the built form and would not cause any unacceptable harm to the visual appearance of the building or wider area. In addition the minor alterations do not impact on the amenity of either the occupants or neighbouring properties. Indeed the addition of the glazed juliet balconies ensures there would be no external access to the front terrace area at the second floor.

The re-positioning of the two disabled parking spaces is still within an appropriate location and are now side by side which results in an improvement in terms of layout and access.

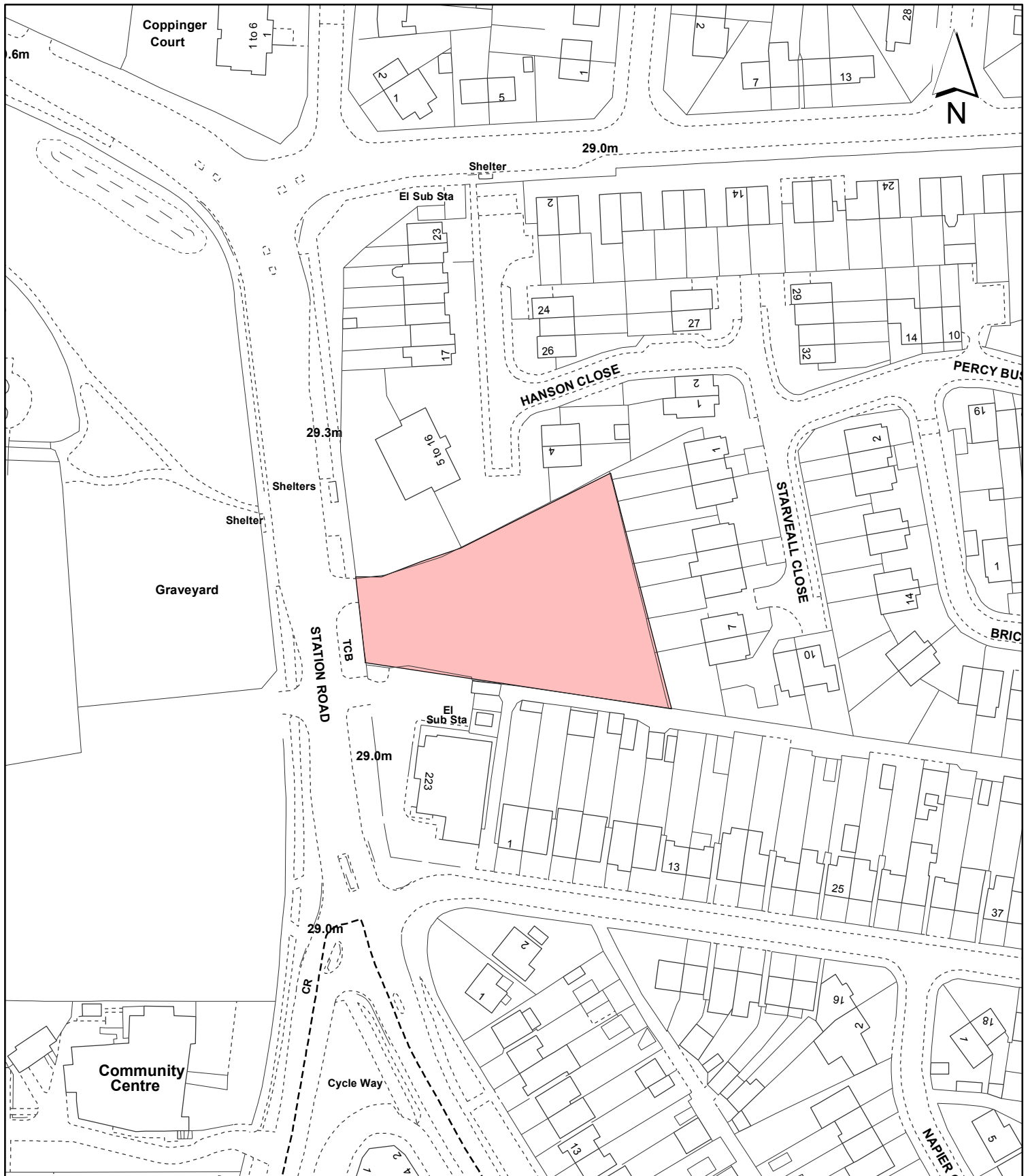
Therefore it is considered the proposal is acceptable and is recommended for approval subject to the conditions and legal agreement as originally imposed.

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: Hardeep Ryatt

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Former British Legion
 Station Road**

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

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

Planning Application Ref:

11332/APP/2018/2614

Scale:

1:1,250

Planning Committee:

Major Page 81

Date:

October 2018



HILLINGDON
 LONDON

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Plans for Major Applications Planning Committee

Tuesday 2nd October
2018



HILLINGDON
LONDON



INVESTOR IN PEOPLE

www.hillingdon.gov.uk

Page 83

Report of the Head of Planning, Transportation and Regeneration

Address EXISTING MULTI-STOREY CAR PARK, WARNFORD INDUSTRIAL ESTATE
CLAYTON ROAD HAYES

Development: Demolition of existing multi-storey car park, followed by erection of four-storey warehouse facility with ancillary offices, and associated works including parking, service area, landscaping and relocation of existing substation.

LBH Ref Nos: 73334/APP/2018/969

Date Plans Received:	14/03/2018	Date(s) of Amendment(s):	14/08/2018
Date Application Valid:	19/03/2018		10/07/2018
			19/09/2018
			06/09/2018
			14/03/2018
			03/09/2018
			08/08/2018

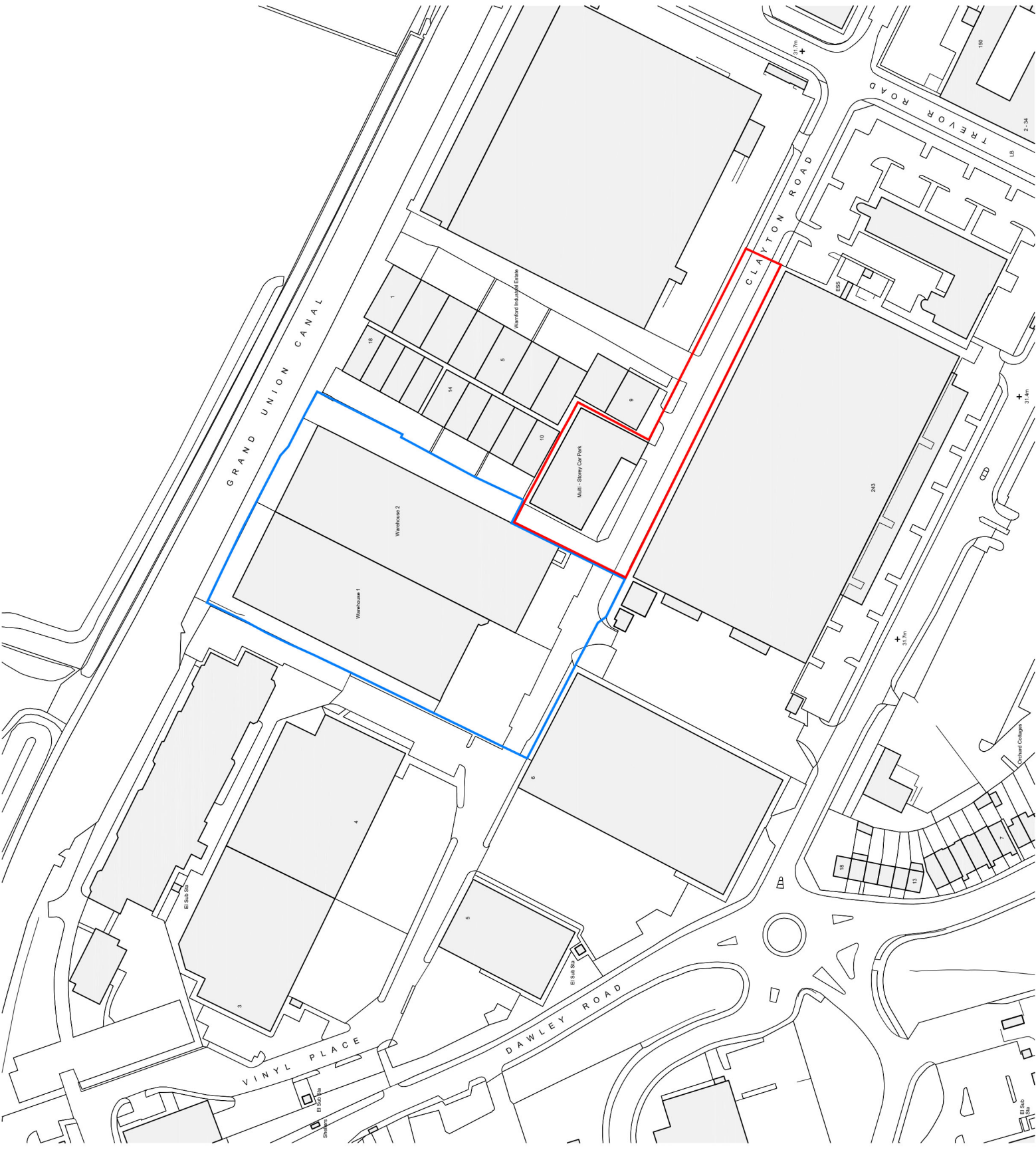
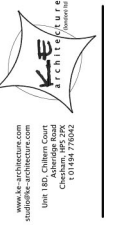


B. 06.03.18 Red line boundary updated.
A. 25.10.17 Boundary updated.

PROJECT
Martinspeed
Clayton Road
Hayes, UB5 1BQ

DRAWING
Site Location Plan

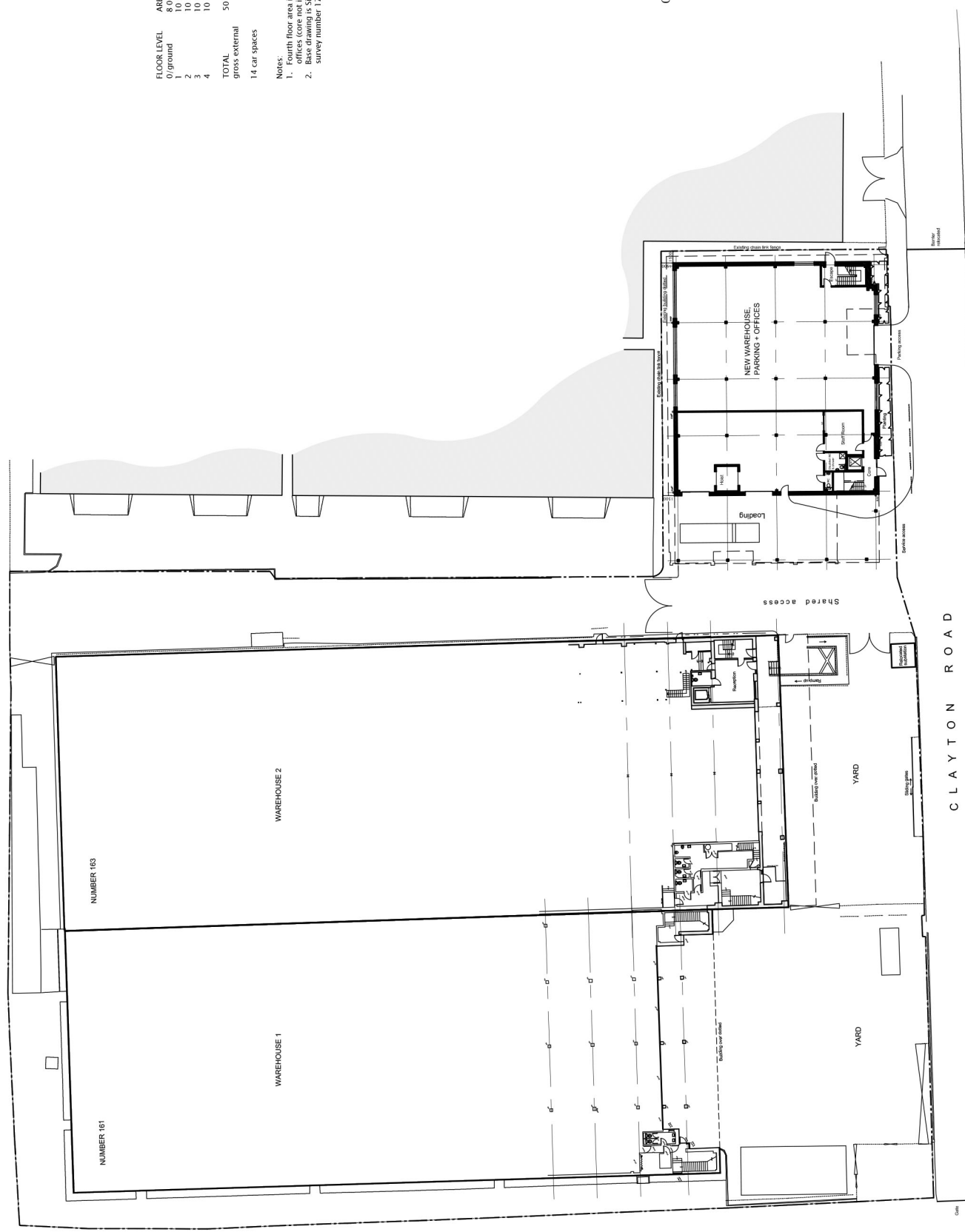
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1:1250	A3	19.07.17	
DRAWING NO	REVISION		
173.01.01	B		
COPY REF. 173.01.01 & site location plan.dwg			





FLOOR LEVEL	AREA
0/ground	8 076
1	0 724
2	10 524
3	10 524
4	10 524
TOTAL	50 172 sqft (4 661.1 sqm)
gross external	
14 car spaces	

Notes:
 1. Fourth floor area includes circa 2 600 sqft gross external offices (core not included in office area).
 2. Base drawing is Silkstone Environmental Ltd., topographic survey number 17173-3D(11), dated August 2017.



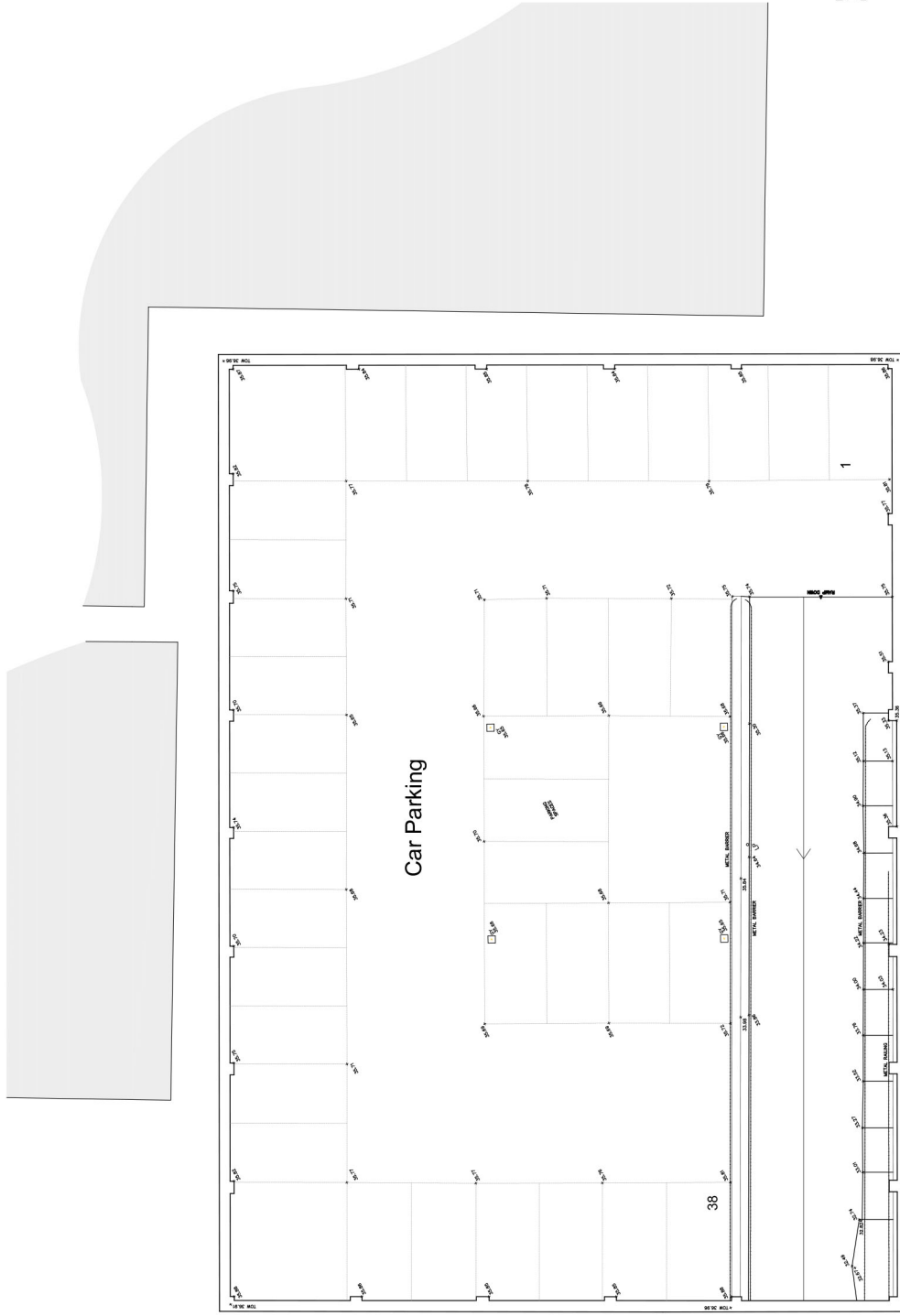
REV.
 PROJECT
 Martinspeed
 Clayton Road
 Hayes, UB5 1BQ

DRAWING
 Proposed Site Layout Plan

SCALE	PAPER SIZE	DATE	DRAWN BY
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DRAWING N°	REVISION		
17310105			

GDN REF: 17310105 proposed site layout plan.dwg

www.k-e-architecture.com
 info@k-e-architecture.com
 Unit 100, Chiltern Court
 Aylesbury, Bucks HP8 5PR
 Chester, WY4 7JL
 01494 770041



Notes:
 1. Base drawing is Silkstone Environmental Ltd., First Floor Plan number 17172/1 (2), dated August 2017.

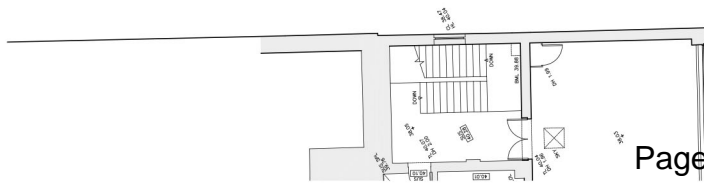
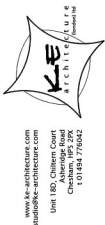


REV. _____
 PROJECT
 Martinspeed
 Clayton Road
 Hayes, UB5 1BQ

DRAWING
 Existing First Floor Car Park Plan

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DRAWING NO.	REVISION		
173.01.EX02	-		

Car Ref: 173.01 EX02 existing first floor car park plan.dwg





Notes:
 1. Base drawing is Silkstone Environmental Ltd., Ground Floor Plan number 17173/G/2, dated August 2017.

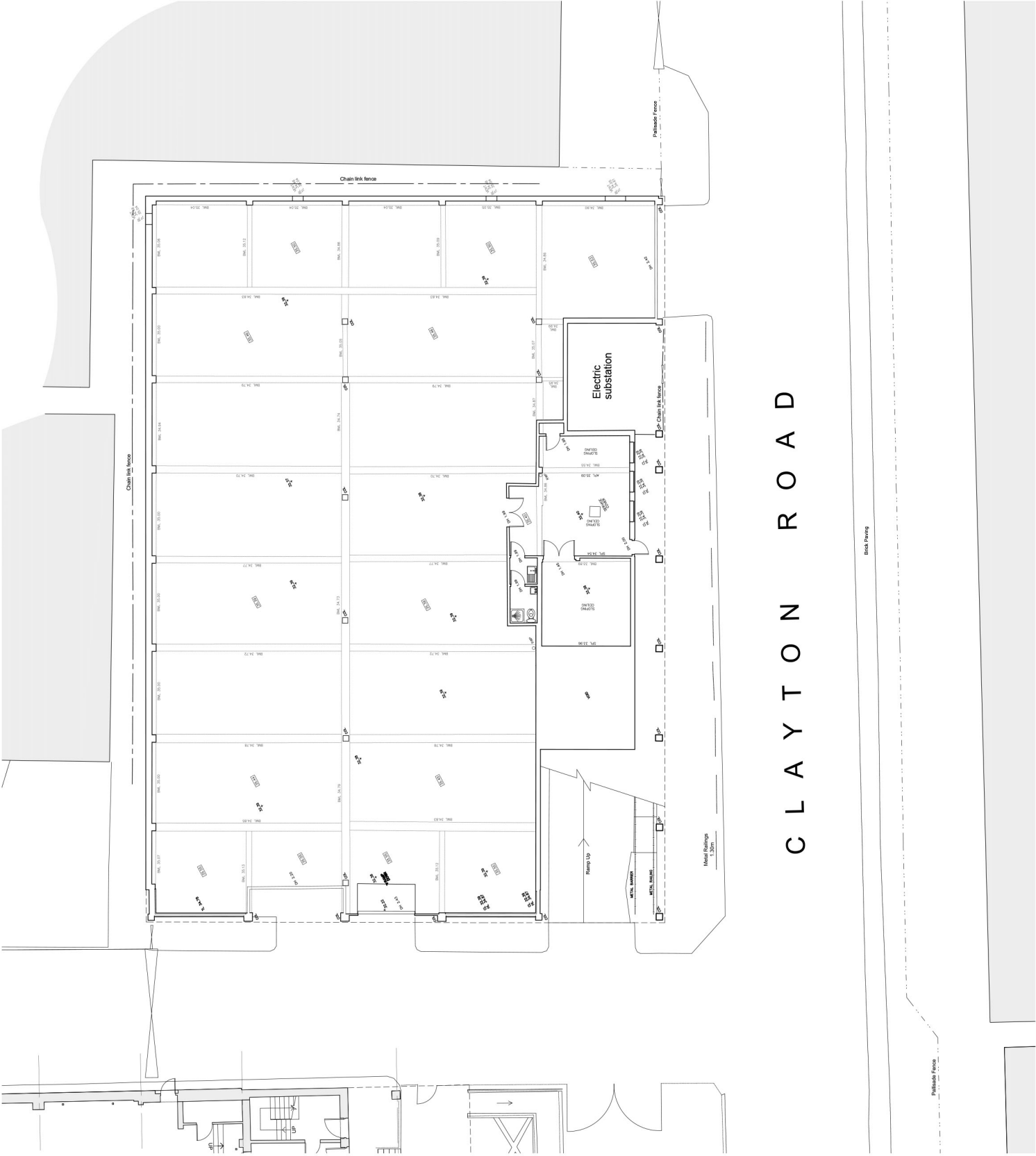


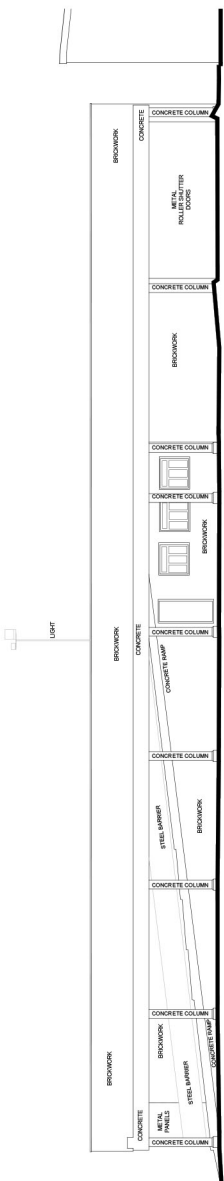
REV. _____
 PROJECT
 Martinspeed
 Clayton Road
 Hayes, UB5 1BQ

DRAWING
 Existing Ground Floor Car Park Plan

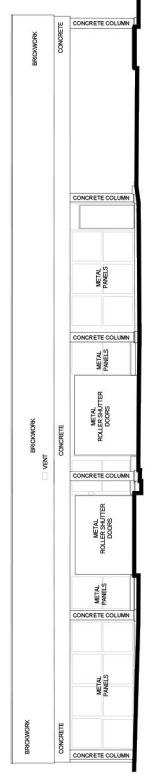
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DRAWING N°	REVISION		
173.01.EX01			

Car Ref: 173.01 EX01 existing ground floor car park plan.dwg





ELEVATION 5 - FRONT ELEVATION TO CLAYTON ROAD



ELEVATION 4 - SIDE ELEVATION TO ACCESS ROAD



ELEVATION 7 - REAR ELEVATION



ELEVATION 6 - SIDE ELEVATION

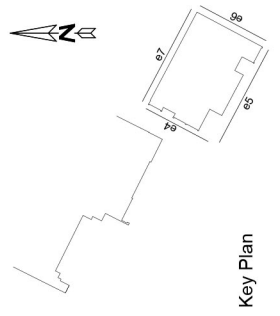
Notes:
 1. Base drawing is Silkstone Environmental Ltd., Elevations number 17173-E, dated August 2017.



REV.
 PROJECT
 Martinspeed
 Clayton Road
 Hayes, UB5 1BQ

DRAWING
 EXISTING Car Park Elevations

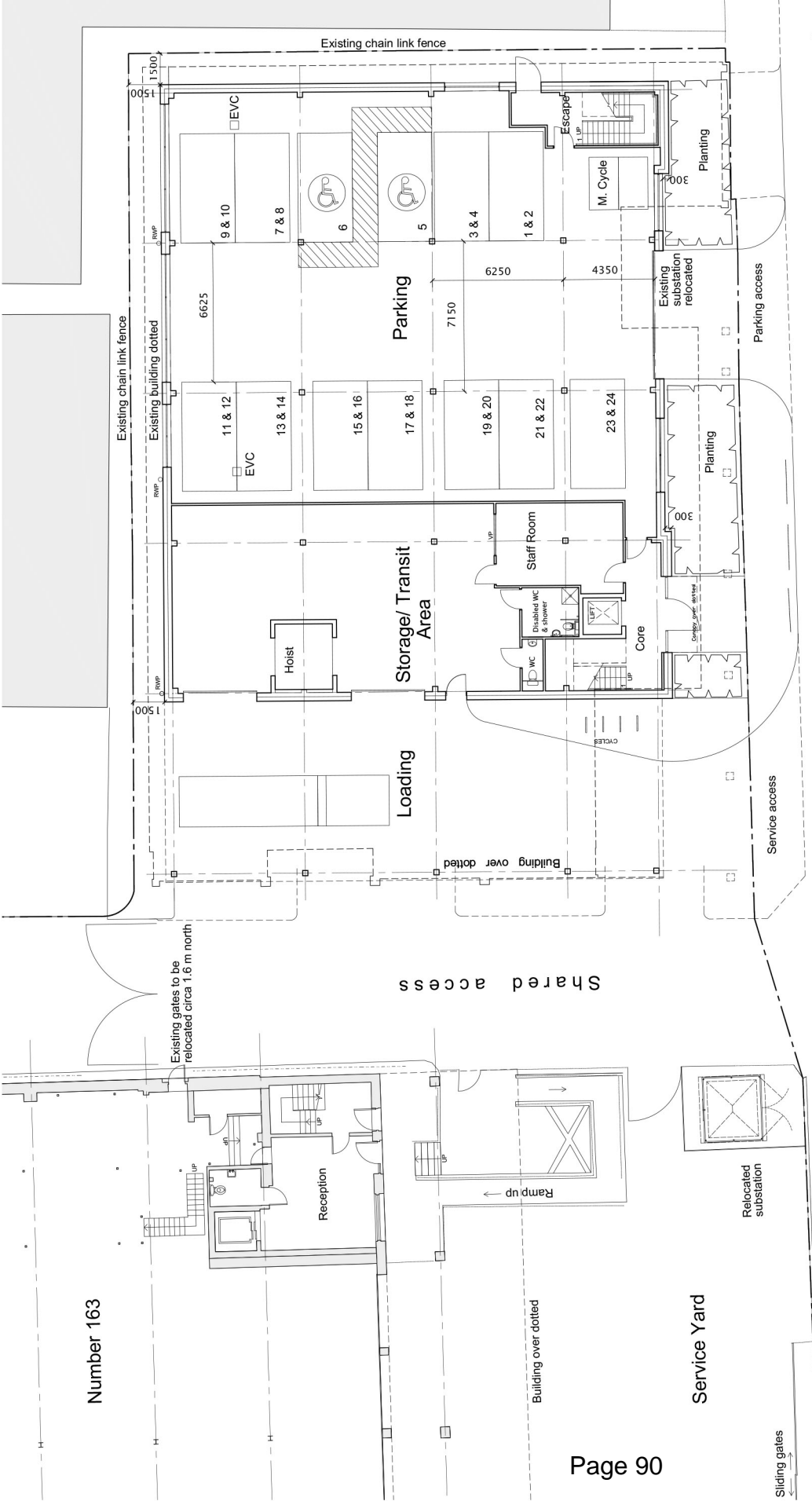
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DRAWING N°	REVISION		
173.01.EX03	-		
Car Ref: 173.01 EX03 existing car park elevations.dwg			



Key Plan



Number 163



Notes:
 1. Base drawing is Sifttek Environmental Ltd. topographic survey number 17175-30701, dated August, 2017.
 □ EVC - Denotes Electric Vehicle Charging point.

C L A Y T O N R O A D

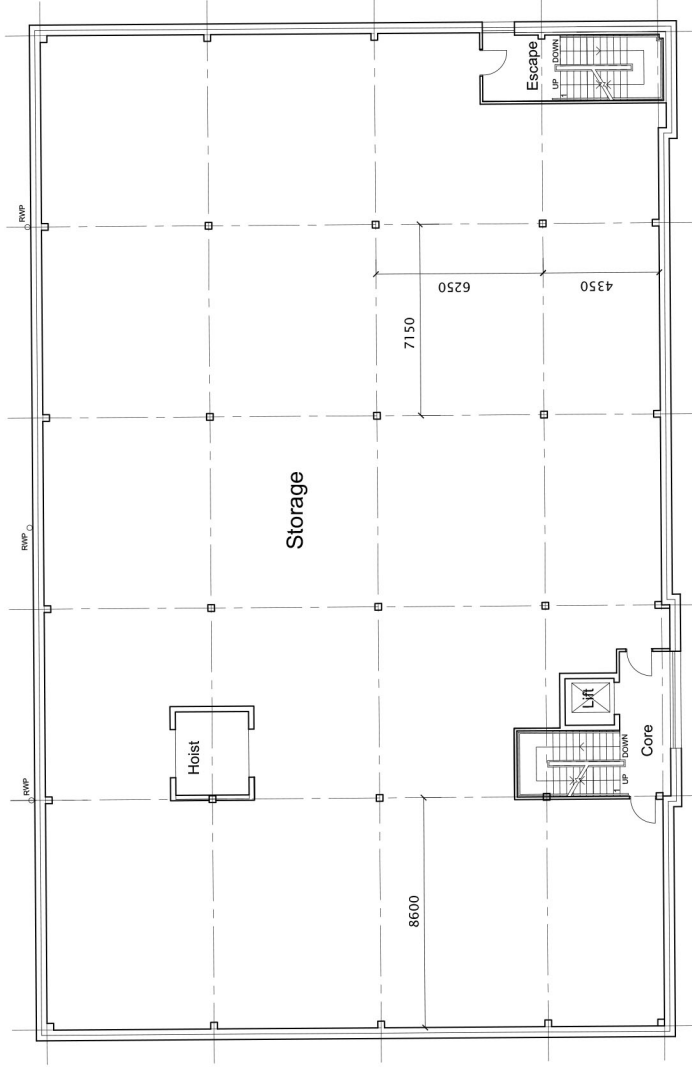
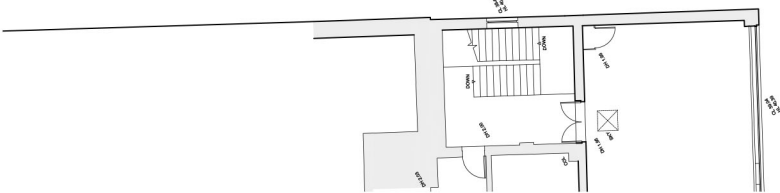
PROJECT
 Martinspeed
 Clayton Road
 Hayes, UB3 1BQ

DRAWING
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CAD REF: 173.01.10 rev C proposed ground floor plan.dwg





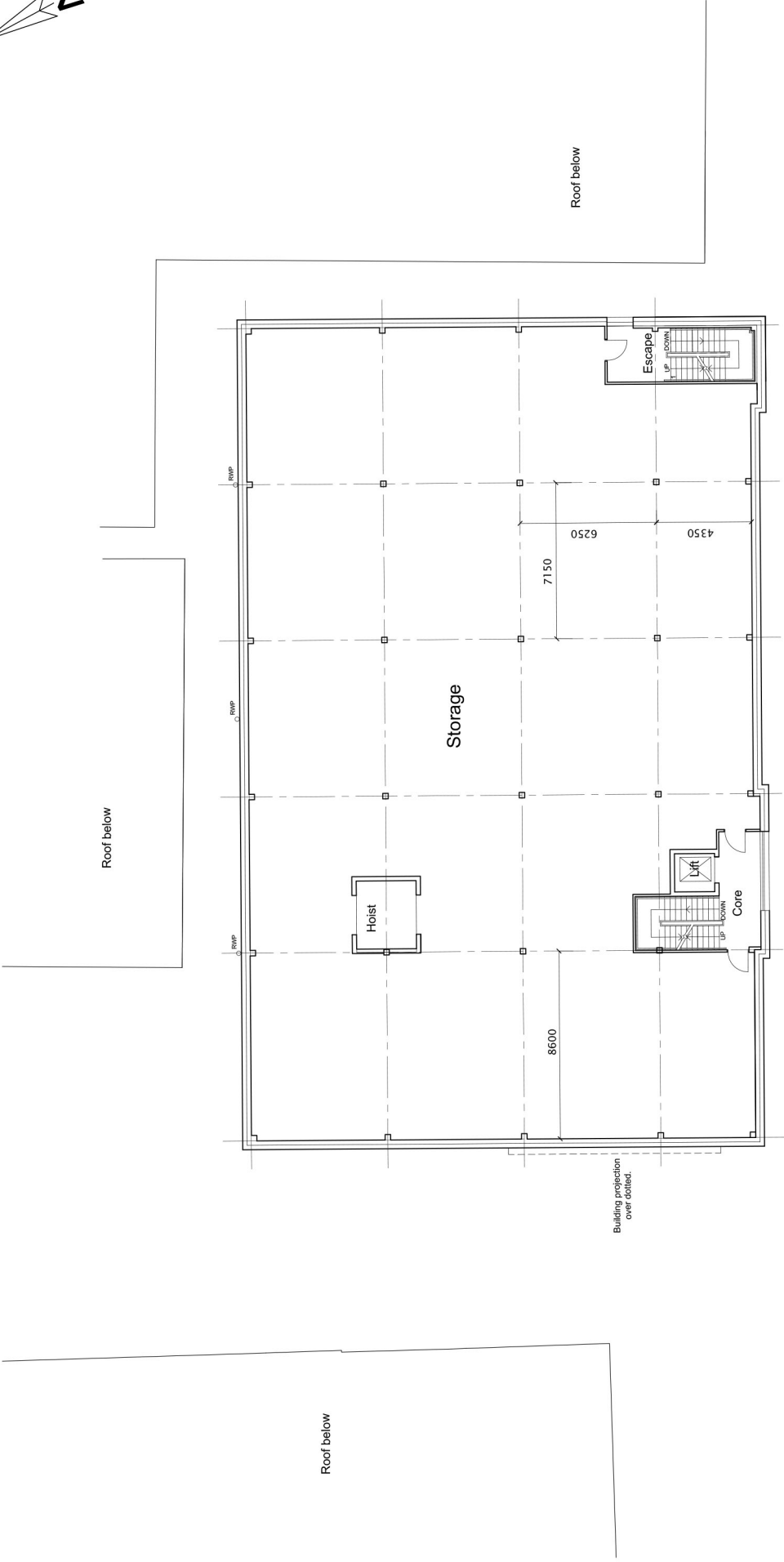
A. 13.08.18 Building formwork line revised
 rev.

PROJECT
 Martinspeed
 Clayton Road
 Hayes, UB3 1BQ

DRAWING
 Proposed First Floor Plan

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DRAWING N°	REVISION		
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CAD FILE: 173.01.11_proposed first floor plan.dwg			





A. 13.08.18 Building Heritage line revised
 rev.

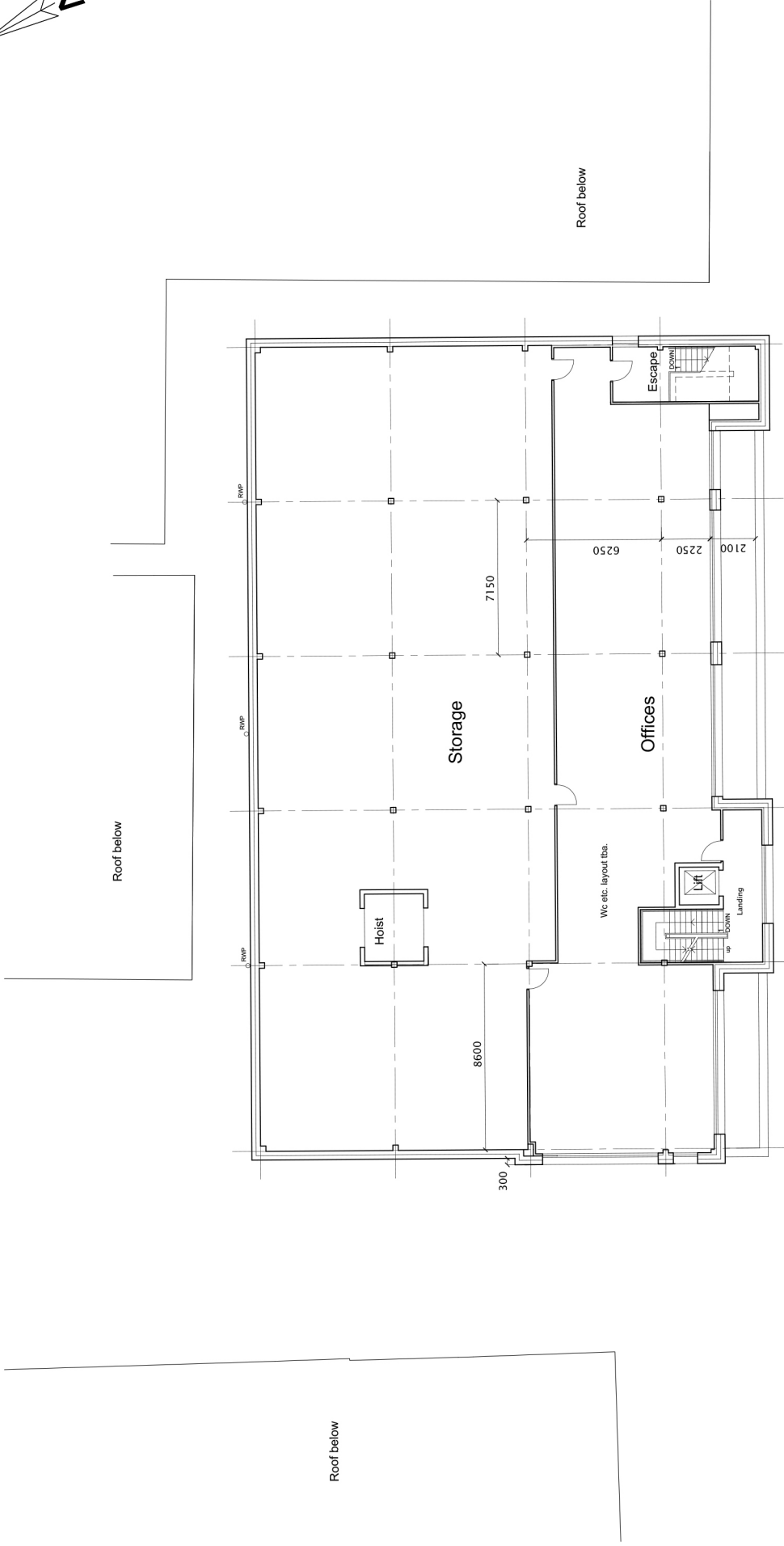
PROJECT
 Martinspeed
 Clayton Road
 Hayes, UB3 1BQ

DRAWING
 Proposed Second Floor Plan

SCALE	PAPER SIZE	DATE	DRAWN BY
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DRAWING N°	REVISION		
173.01.12	A		

CAD FILE: 173.01.12 proposed second floor plan.dwg





A. 13.08.18 Building Heritage line revised
 rev.

PROJECT
 Martinspeed
 Clayton Road
 Hayes, UB3 1BQ

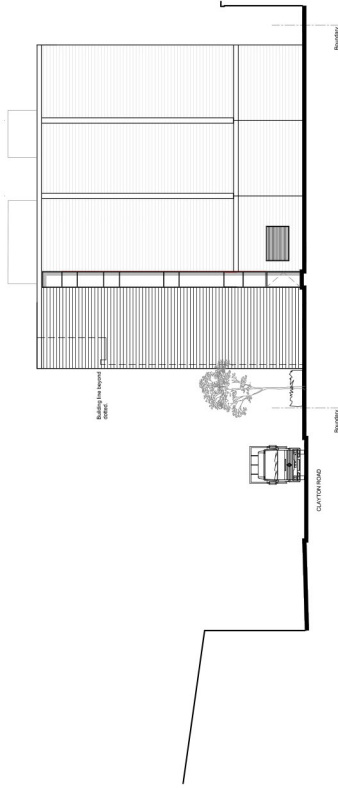
DRAWING
 Proposed Third Floor Plan

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CAD FILE: 173.01.13 proposed third floor plan.dwg			

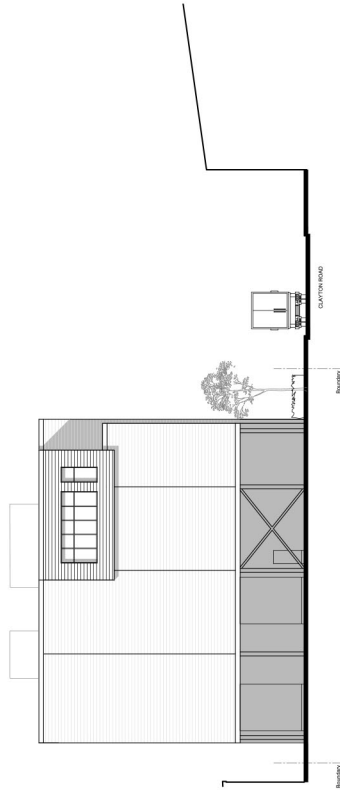




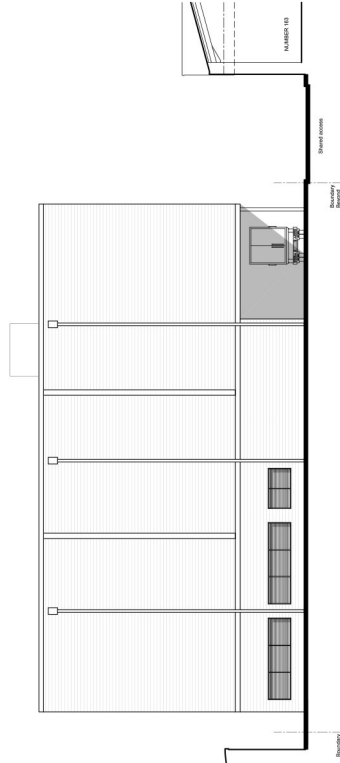
Front Elevation - South



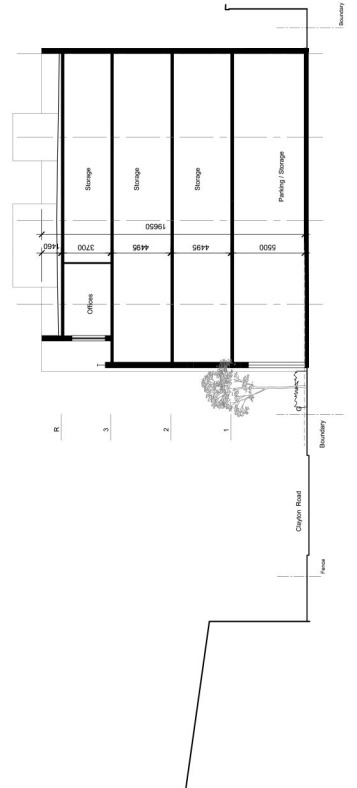
Side Elevation - East



Side Elevation - West



Rear Elevation - North



Cross section



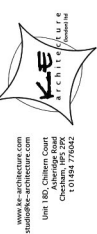
- REV.
- E. 18.08.18 Proposed materials schedule updated.
 - D. 31.08.18 Updated
 - C. 10.08.18 Building frontage line further revised
 - B. 04.07.18 Trees indicated.
 - A. 29.06.18 Final design approved
- Further glazing added.

PROJECT
 Marinspeed
 Clayton Road
 Hayes, UB5 1BQ

DRAWING
 Proposed Elevations

SCALE	PAPER SIZE	DATE	DRAWN BY
1:200	A1	18.01.18	
DRAWING NO.	REVISION		
173.01.22	E		

Client Ref: 215 215 proposed elevations.dwg



SCHEDULE OF PROPOSED EXTERNAL MATERIALS

ROOF
 Dark grey, melamine or colour coated profiled metal cladding (HPS Coocorwing Grey RAL 7038) to shallow pitched main roof.
 Laminated glass to office entrance canopy.

RAINWATER GOODS
 RAL 9005 colour coated metal feature hopper heads with matching circular rainwater pipes.

WALLS
 Colour coated horizontally ribbed profiled metal cladding throughout.
 Dark grey (Prisma RAL 9007) half round profile to front elevation (ground to first floor), main entrance (full height), stair tower (full height) and third floor office areas.
 Metallic silver (Prisma RAL 9005) trapezoidal profile to remaining areas.
 Vertical and horizontal cladding feature bands to be dark grey (Prisma RAL 9007).

WINDOWS, LOUVERES AND DOORS
 Dark grey (RAL 9007) powder coated aluminium.
 Metallic silver (RAL 9005) panels at floor levels to entrance glazing.



A. 13.08.18 Building Heritage line revised

REV.

PROJECT
Martinspeed
Clayton Road
Hayes, UB3 1BQ

DRAWING
Proposed Roof Plan

SCALE	PAPER SIZE	DATE	DRAWN BY
1:100	A1	24.08.17	ARD
DRAWING N°	REVISION		
173.01.16	A		

CAD FILE: 173.01.16 Proposed Roof Plan.dwg





DETAIL 1
Horizontal and vertical recessed contrast colour flashing
(grey/silver proposed)



DETAIL 2
Mitred external corner to half round profile cladding



DETAIL 3
Vertical finger flashing in contrast colour



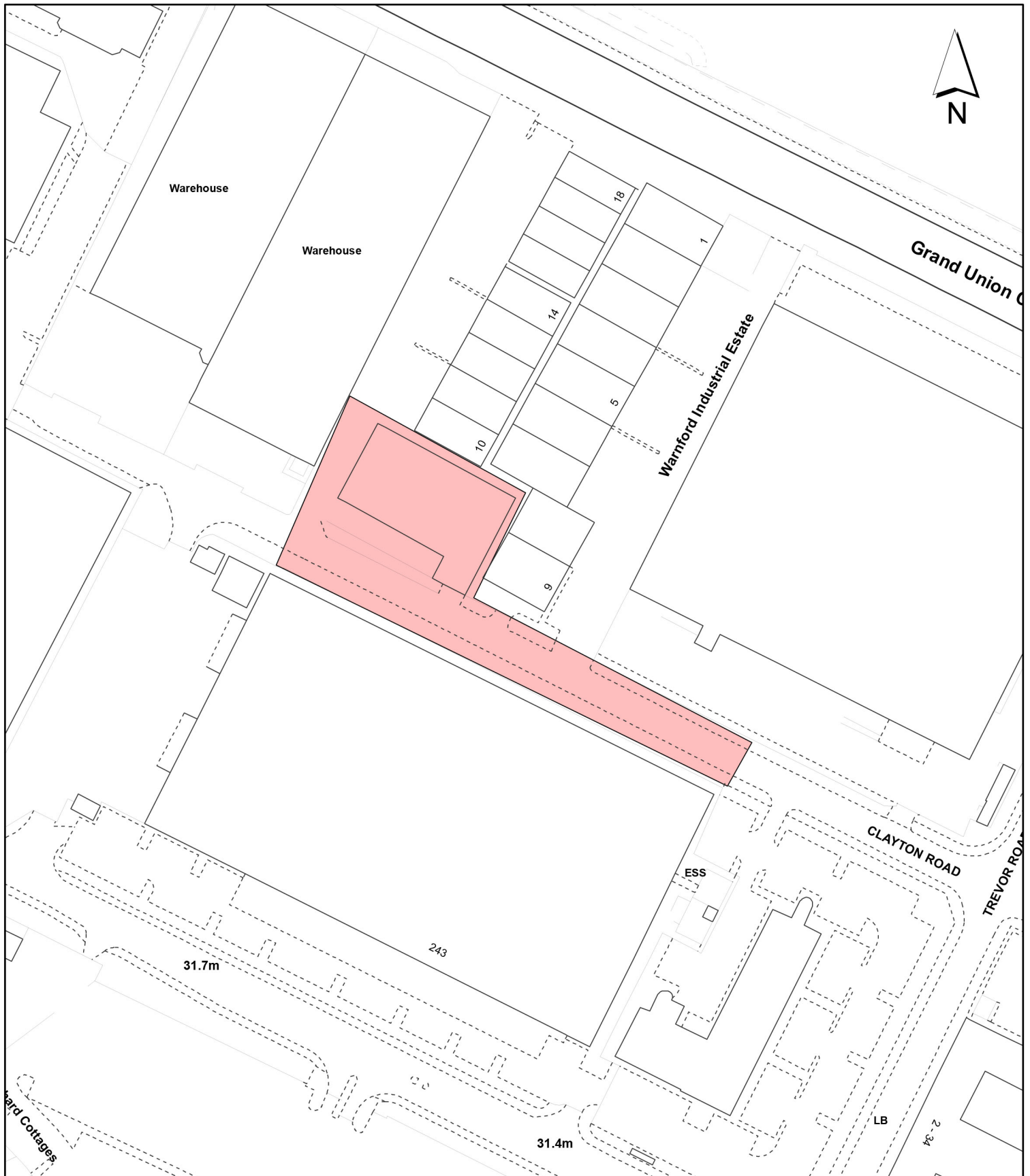
DETAIL 4
External rainwater goods in contrast colour



CLADDING TYPE A
Dark grey half round profile cladding



CLADDING TYPE B
Metallic silver profiled metal cladding



Notes:

 Site boundary

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Site Address: **Existing Multi-Storey Car Park
 Warnford Industrial Estate
 Clayton Road
 Hayes**

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

Planning Application Ref:
73334/APP/2018/969

Scale:
1:1,250

Planning Committee:
Major Page 97

Date:
October 2018



Report of the Head of Planning, Transportation and Regeneration

Address 36-40 RICKMANSWORTH ROAD NORTHWOOD

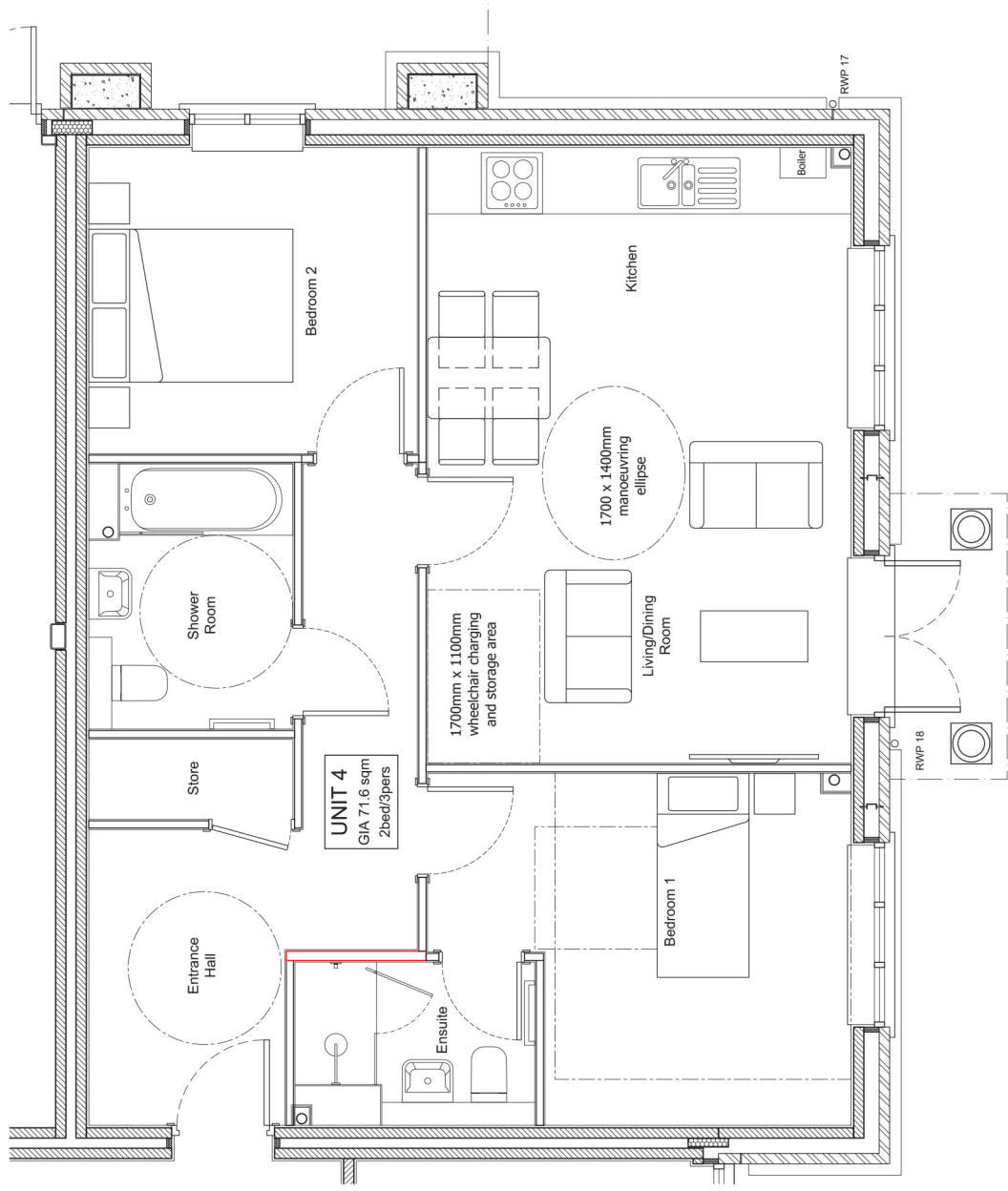
Development: Section 73 application seeking Minor Material Amendments to Condition 2 of planning permission ref: 69978/APP/2016/2564 dated 07-09-2017 (Demolition of 3 detached dwellings and redevelopment to provide 24 residential flats (13 : 1 bedroom units; 8 x 2 bedroom units; and 3 x 3 bedroom units), amenity space and associated car parking); namely to make internal and external alterations to the layout, changes to the unit mix to provide 8 x 1 bedroom, 13 x 2 bedroom and 3 x 3 bedroom units, dormers, windows, materials, removal of stair core and amendments to external landscaping, including the reorientation of bin stores and increase in the number of car parking spaces. (reconsultation)

LBH Ref Nos: 69978/APP/2018/417

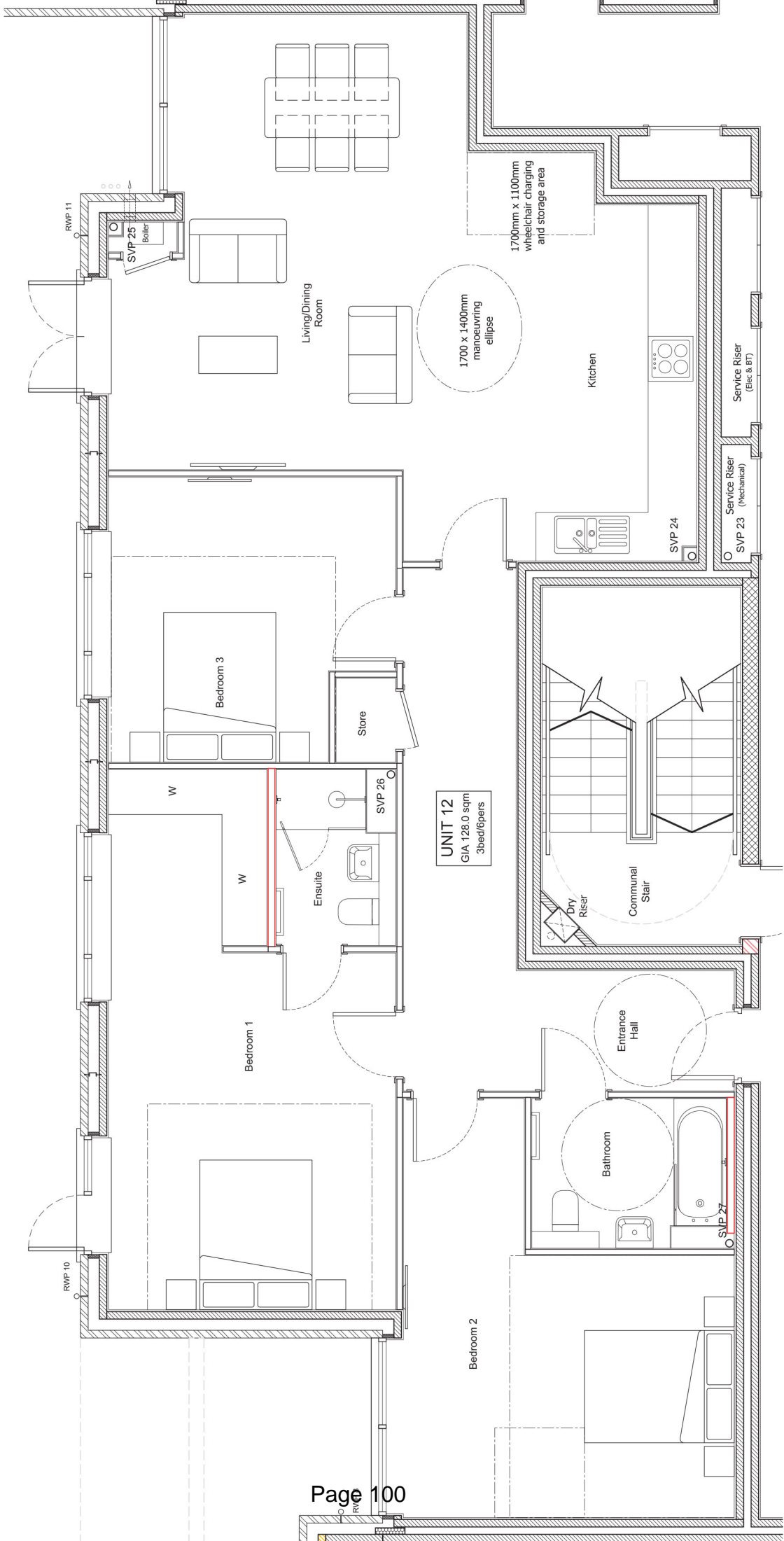
Date Plans Received: 05/02/2018

Date(s) of Amendment(s):

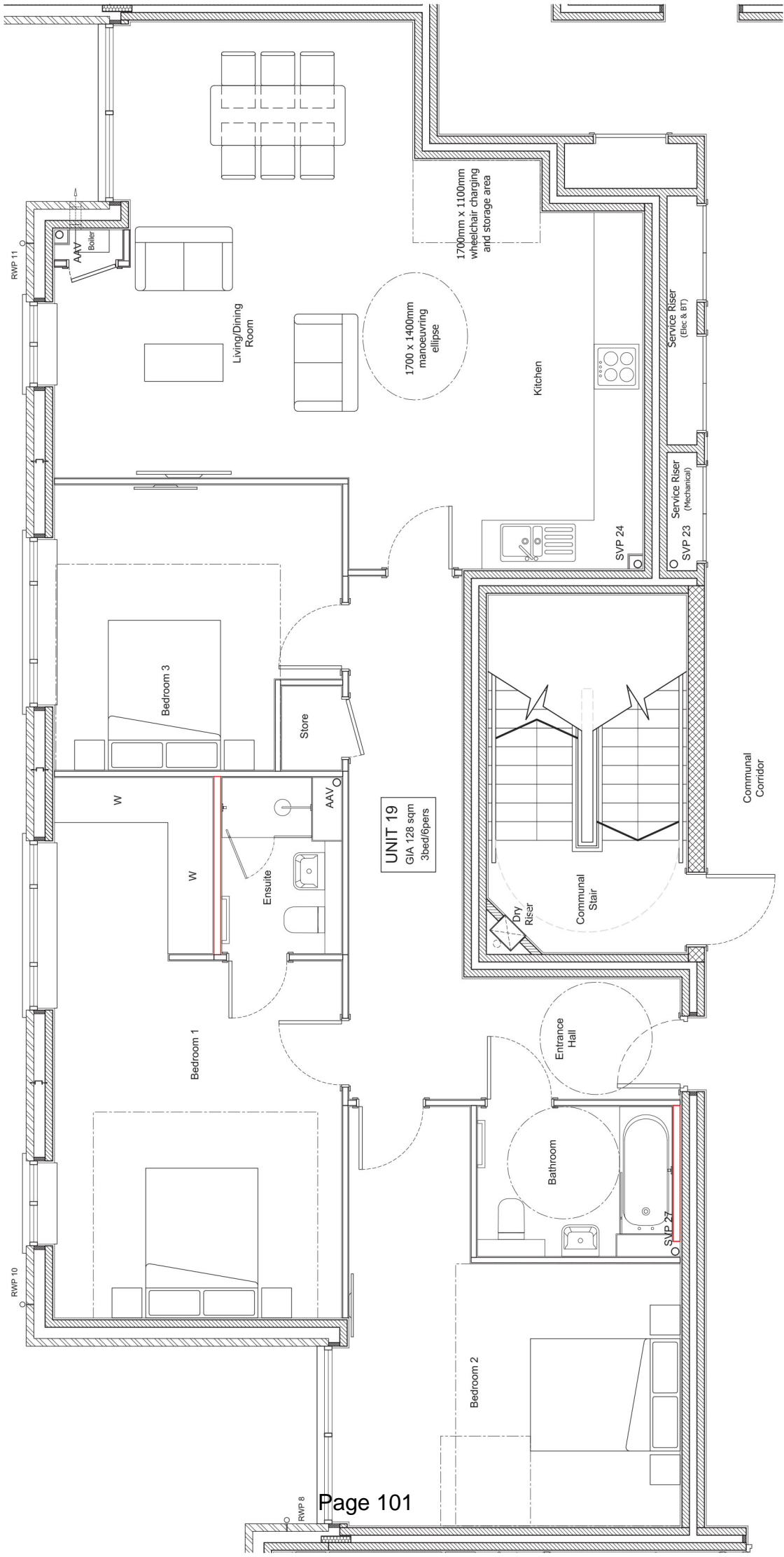
Date Application Valid: 09/04/2018



UNIT 4 - Part M4(3) compliant plan
Scale 1:50 @ A3



UNIT 12
 GIA 128.0 sqm
 3bed/6pers





willcox and meilwes

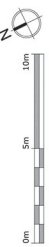
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01	21/03/2016	Issue for planning	UK	

REV	DATE	DESCRIPTION	CHKD	STATUS
05	21/03/2016	For Approval	BW	For Approval

PROPERTY TITLE	PROJECT	DATE	SCALE
Howard Homes	Rickmansworth Road Northwood	21/03/2016	1:200 @ A2

PROJECT NO.	DRAWN	CHECKED	DATE
200	BW	BW	21/03/2016

Drawing of a residential development. It is a ground floor plan. It shows four units. Unit 1 is 3 Bed, Unit 2 is 1 Bed, Unit 3 is 1 Bed, and Unit 4 is 2 Bed. There are also cycle stores, a bin store, and a plant room. The drawing is for approval.

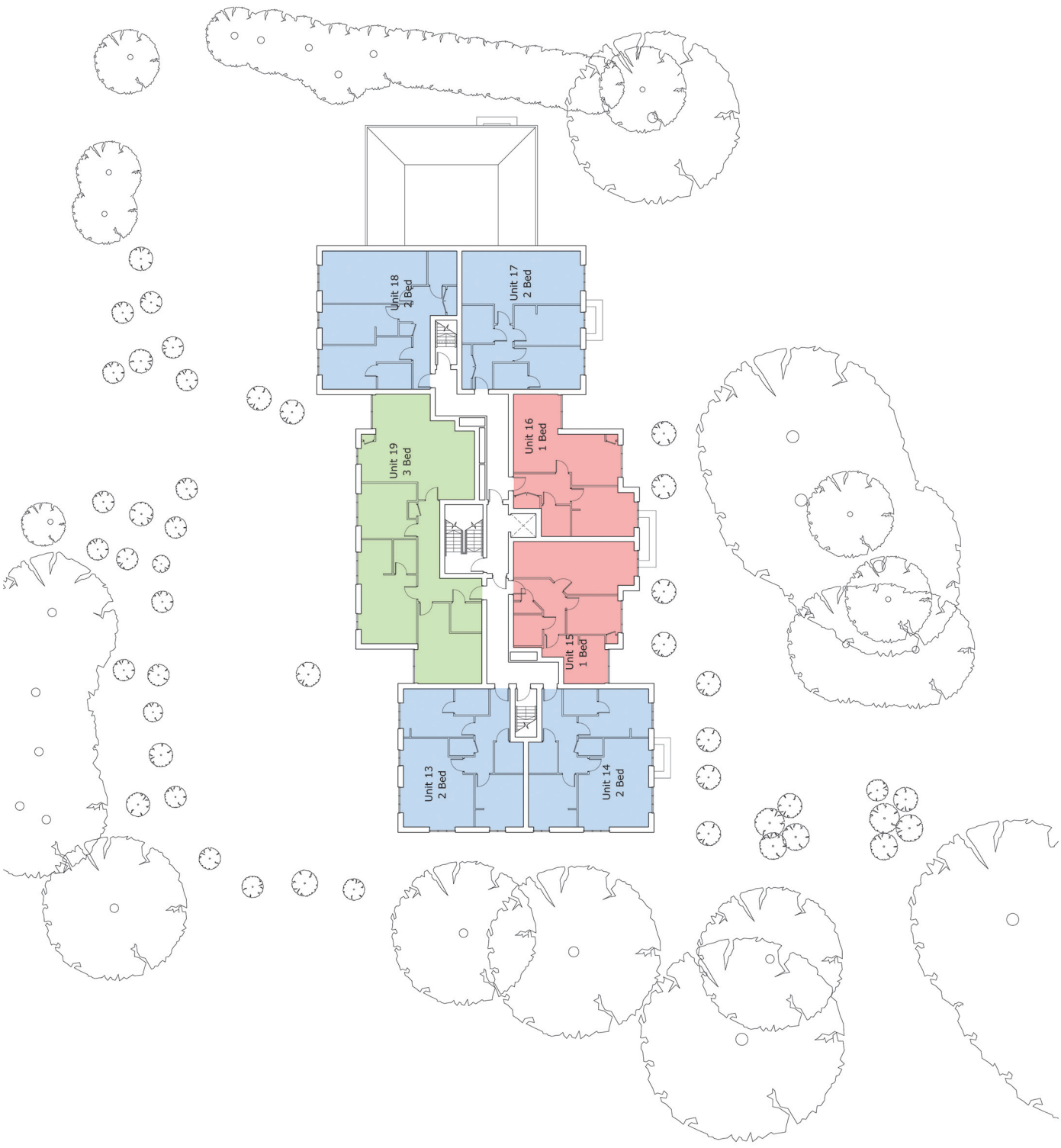


RIBA #



REV DATE DESCRIPTION		DRAWN																							
04	2016.08	Issued for planning	UK																						
<table border="1"> <tr> <td>CLIENT</td> <td>Howarth Homes</td> </tr> <tr> <td>PROJECT</td> <td>Rickmansworth Road Northwood</td> </tr> </table>				CLIENT	Howarth Homes	PROJECT	Rickmansworth Road Northwood																		
CLIENT	Howarth Homes																								
PROJECT	Rickmansworth Road Northwood																								
<table border="1"> <tr> <td>ISSUING TITLE</td> <td>Proposed First Floor Plan</td> </tr> <tr> <td>PROJECT No.</td> <td>170</td> </tr> <tr> <td>DATE</td> <td>21/03/2016</td> </tr> </table>		ISSUING TITLE	Proposed First Floor Plan	PROJECT No.	170	DATE	21/03/2016	<table border="1"> <tr> <td>REV</td> <td>NO</td> <td>DATE</td> <td>SCALE</td> </tr> <tr> <td>03</td> <td>201</td> <td>1:200 @ A2</td> <td></td> </tr> <tr> <td>STATUS</td> <td>CHECKED</td> <td>DRAWN</td> <td>FOR APPROVAL</td> </tr> <tr> <td></td> <td>BW</td> <td>BW</td> <td></td> </tr> </table>		REV	NO	DATE	SCALE	03	201	1:200 @ A2		STATUS	CHECKED	DRAWN	FOR APPROVAL		BW	BW	
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PROJECT No.	170																								
DATE	21/03/2016																								
REV	NO	DATE	SCALE																						
03	201	1:200 @ A2																							
STATUS	CHECKED	DRAWN	FOR APPROVAL																						
	BW	BW																							
<p>willcoxandmeilwies</p> <p><small>The information contained in this drawing is the property of Willcox and Meilwies and should not be reproduced or used without express permission.</small></p>																									
<p>RIBA #</p>																									

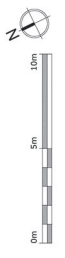


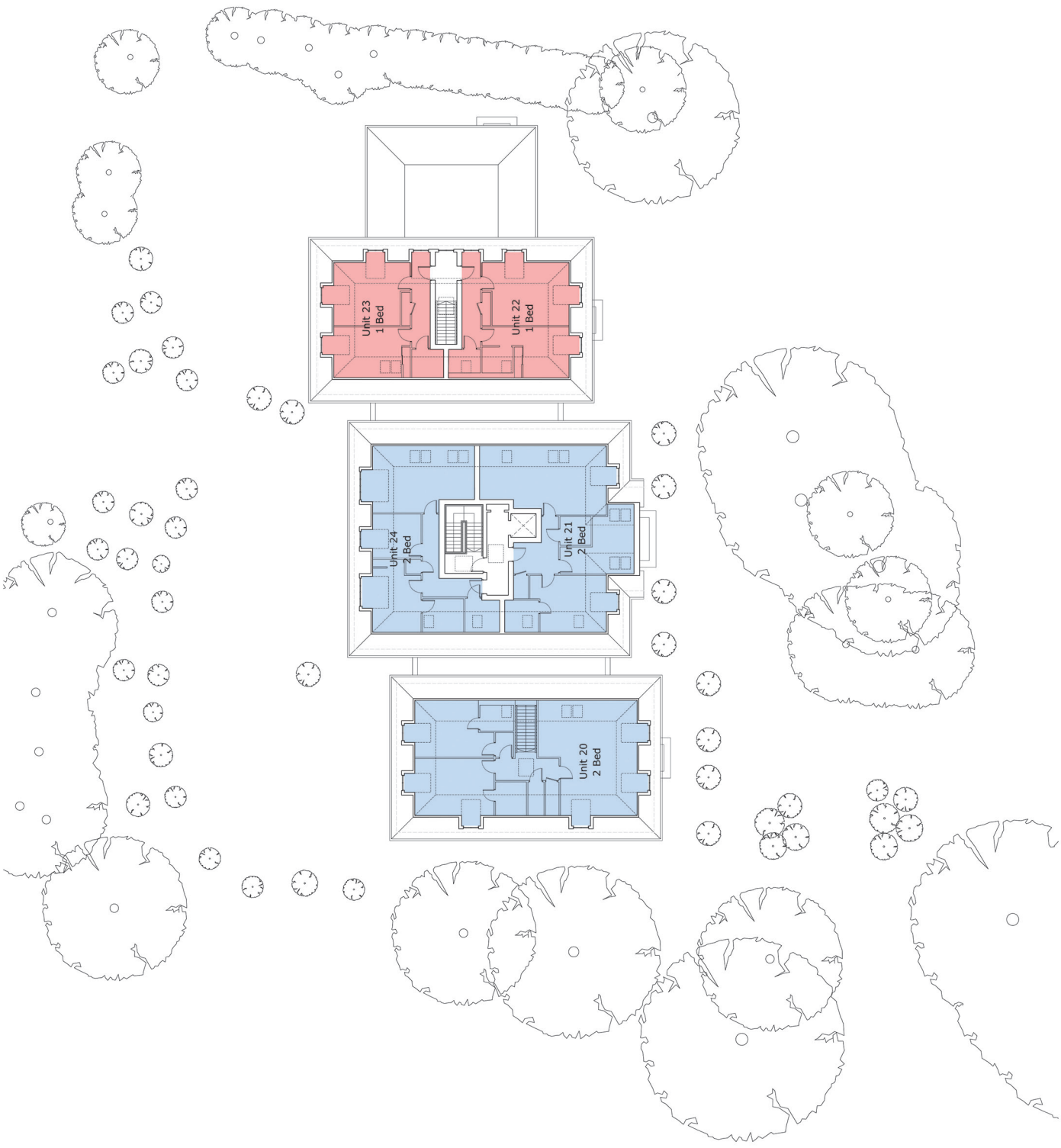


willcoxandmeilwes	
CLIENT Howard Homes	PROJECT TITLE Project Second Floor Plan
PROJECT Rickmansworth Road Northwood	PROJECT No. 170
DATE 21/03/2016	DATE 21/03/2016
PL PL	PL PL
CHKD BW	CHKD BW
DATE 21/03/2016	DATE 21/03/2016
REV 05	REV 05
STATUS For Approval	STATUS For Approval
SCALE 1:200 @ A2	SCALE 1:200 @ A2
RIBA #	

REV	DATE	DESCRIPTION	DRAWN
01	20/03/16	Issued for planning	UK

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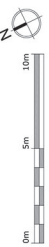


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PROJECT No.	170	05	1:200 @ A2
DATE	21/03/2016	203	For Approval
		BW	

CITY	Howarth Homes
PROJECT	Rickmansworth Road
	Northwood

REV	DATE	DESCRIPTION	DRAWN
01	20/03/16	Issued for planning	UK

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willcoxandmeilwes

REV	DATE	DESCRIPTION	DRAWN
05	Jun 18	Issued for planning	UK

DRAWING TITLE	CLIENT
Proposed North East Elevation	Howarth Homes
PROJECT No 170	PROJECT Rickmansworth Road Northwood
DWG No 302	
DWG TYPE PL	
DATE 25/08/2015	
DRAWN JP	
CHECKED BW	
REV 05	
SCALE 1:200 @ A3	
STATUS For Approval	

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--	--



RIBA



REV	DATE	DESCRIPTION	DRAWN
05	Jan 18	Issued for planning	US

CLIENT	DRAWING TITLE
Howarth Homes	Proposed North West Elevation
PROJECT Rickmansworth Road Northwood	PROJECT No 170
	DWG TYPE PL
	DATE 25/08/2015
	DRAWN JP
	CHECKED BW
	REV 05
	SCALE 1:200 @ A3
	STATUS For Approval

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willcoxandmeilwes

REV	DATE	DESCRIPTION	DRAWN
05	Jun 18	Issued for planning	RS

CLIENT		DRAWING TITLE	
Howarth Homes		Proposed South East Elevation	
PROJECT		DWG No	REV
Rickmansworth Road		PL	05
Northwood		DATE	SCALE
		25/08/2015	1:200 @ A3
		DRAWN	CHECKED
		JP	BW
		STATUS	
		For Approval	

<p>Client: Will Homes, 13 Colville Hill, Windsor, Berkshire, SL4 1PD t: +44 (0) 1753 839860 f: +44 (0) 1753 831113 www.willhomes.co.uk</p>		<p>Do not scale drawings. Use only the dimensions shown. The Contractor to check site dimensions and report any variations or omissions to Willcox and Meilwes. The drawing is Copyright of Willcox and Meilwes and must not be reproduced or used without express permission.</p>	
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RIBA #H



SITE BOUNDARY

SITE BOUNDARY



willcoxandmeilwes

REV DATE DESCRIPTION 05 Jun 18 Issued for Planning		DRAWN UK	
CLIENT Howarth Homes		DRAWING TITLE Proposed South West Elevation	
PROJECT Rickmansworth Road Northwood		DWG No 300	REV 05
05/08/2015		DATE 25/08/2015	SCALE 1:200 @ A3
Rickmansworth, UK only. The Client is to check all dimensions and report any variations of dimensions to Willcox and Meilwes. The drawing is Copyright of Willcox and Meilwes and must not be reproduced or used without explicit permission.		DRAWN BW	CHECKED BW
Rickmansworth, UK only. The Client is to check all dimensions and report any variations of dimensions to Willcox and Meilwes. The drawing is Copyright of Willcox and Meilwes and must not be reproduced or used without explicit permission.		STATUS For Approval	
Rickmansworth, UK only. The Client is to check all dimensions and report any variations of dimensions to Willcox and Meilwes. The drawing is Copyright of Willcox and Meilwes and must not be reproduced or used without explicit permission.		RIBA # #	



REV	DATE	DESCRIPTION	DRAWN
05	Jun 18	Issued for planning	UK

CLIENT
Howarth Homes

PROJECT
Rickmansworth Road
Northwood


Circle Hill Works, 13 Circle Hill,
Winchester, Berkshire, S.O.1 1PD
t: +44 (0) 1753 839600 f: +44 (0) 1753 831113
www.rhb.co.uk

DRAWING TITLE		PROPOSED Street Scene		DWG No	REV	SCALE
PROJECT No	PL	DWG TYPE	304	304	05	1:200 @ A3
DATE	25/08/2015	DRAWN	JP	CHECKED	BW	STATUS
						For Approval

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RIBA

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 9 Pender Way
 Burnham
 Suffolk
 UK
 Tel: 01753 645 700
 Fax: 01753 645 705
 Mob: 07789 035025
 Email: gha@gha-trees.co.uk
 www.gha-trees.co.uk

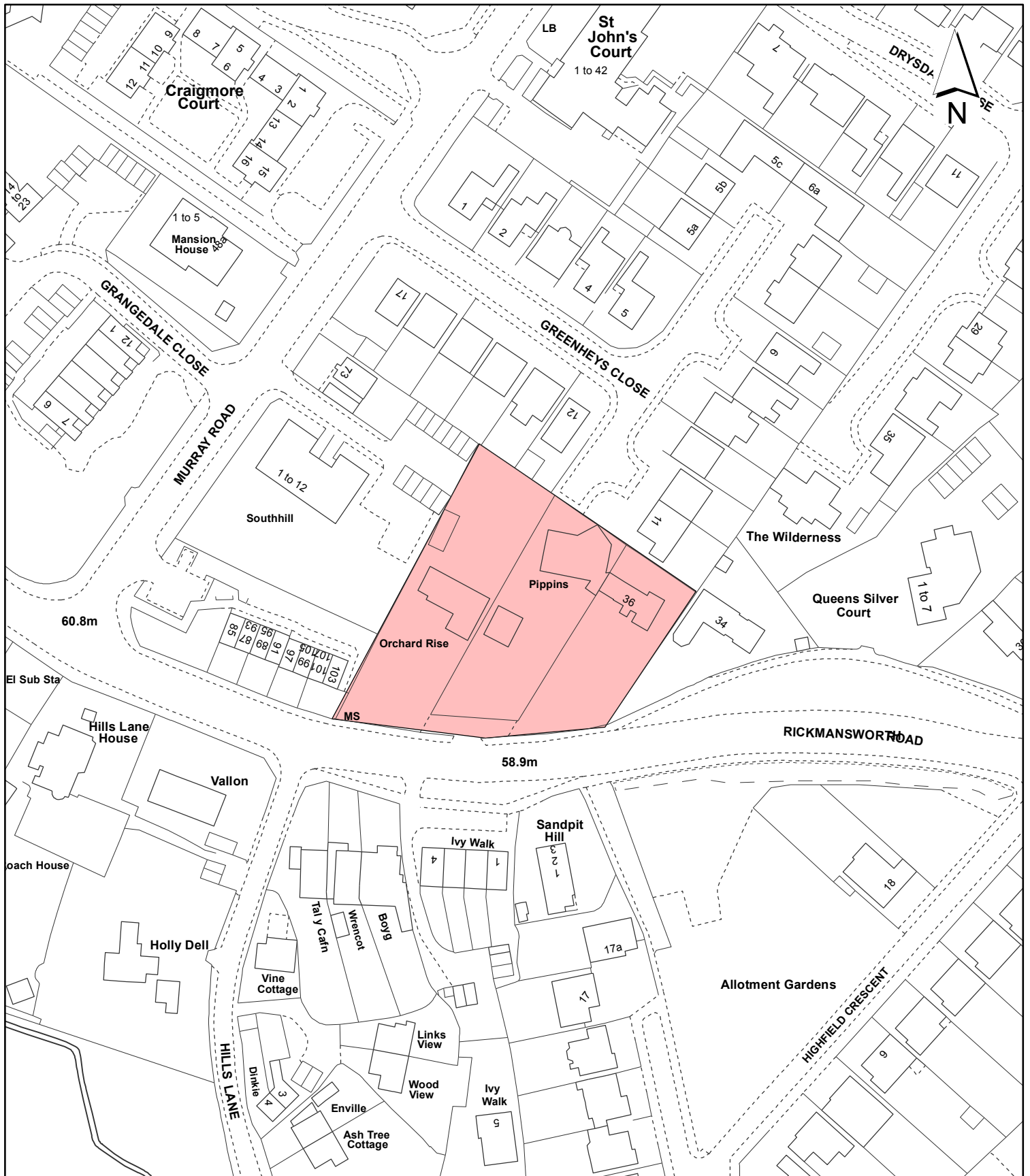
1:200@A1
 Rev F
 June 2018
 Drawing Title: Tree Protection Plan

Key:
 Category A
 Category B
 Category C
 Category U
 Tree Protection Fencing
 Ground Protection
 Crown Spread
 Tree Number
 Species
 Category
 Tree Position Approximate
 (not shown on original survey)
 Tree Proposed for Removal
 No Dig Construction









Notes:

 Site boundary

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Site Address:

**36-40
Rickmansworth Road**

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

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

Planning Application Ref:

69978/APP/2018/417

Scale:

1:1,250

Planning Committee:

Major Page 114

Date:

October 2018



HILLINGDON
LONDON

Report of the Head of Planning, Transportation and Regeneration

Address FORMER BRITISH LEGION STATION ROAD WEST DRAYTON

Development: Variation of Condition 2 (Accordance with Approved Plans) of planning permission ref: 11332/APP/2016/1595 dated 19-06-2017 (Erection of 13 terrace dwelling houses with associated parking, landscaping and external works, following demolition of existing building) to allow for the replacement of dormer windows to doors with the addition of glazed juliet balconies on the front (east elevation) on Block 1; retention of glass balustrade railings fixed to parapet walls on Block 1; and re-positioning of the two disabled car parking spaces to the front.

LBH Ref Nos: 11332/APP/2018/2614

Date Plans Received: 13/07/2018

Date(s) of Amendment(s):

Date Application Valid: 27/07/2018

NOTES

The Contractor shall verify all dimensions at the site before starting work. If any discrepancy is found, the Contractor shall immediately notify the Architect. The Contractor shall be responsible for any discrepancies in the drawings. DO NOT SCALE FROM THE DRAWING. G

Rev	Revision notes	Issued	Date

HILLINGDON
LONDON

CORPORATE PROPERTY & CONSTRUCTION GROUP
140, CHIC CENTRE, LUSMAGE ROAD, UXTON, MIDDLESEX, UB8 1UW
Tel: 01895 259 111
Fax: 01895 277 224

PROJECT
FORMER BRITISH LEGION
WEST DRAYTON
UB7 5SF

DESCRIPTION
SITE PLAN SHOWING
PROPOSED PARKING ARRANGEMENT

SCALE
1:250 @ A3

DRAWN BY
ST

CHECKED BY
SV

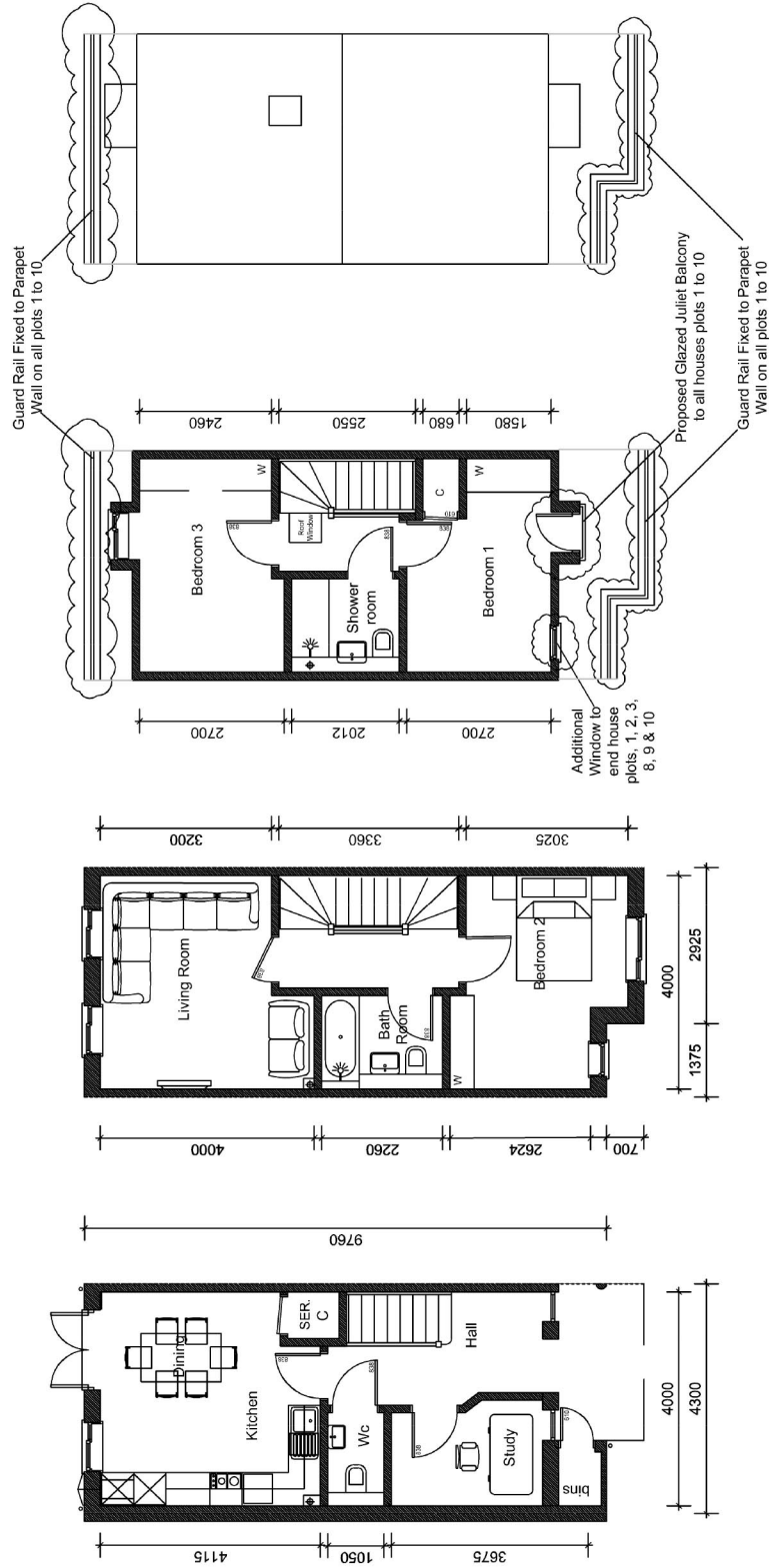
DATE
JULY 2018

PROJECT NO.
2018/D254/P/02



NOTES

The Contractor shall verify all dimensions at the site before work commences. Any discrepancy shall be reported to the Contractor immediately. Any discrepancy shall be reported to the Contractor immediately. Any discrepancy shall be reported to the Contractor immediately. DO NOT SCALE FROM THIS DRAWING.

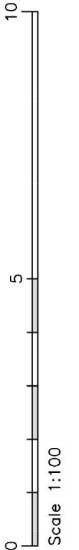


Ground Floor
36 sq m

First Floor
38 sq m

Second Floor
31 sq m

Typical Plans Plots 1 - 10



Rev	Revision notes	Issued	Date

HILLINGDON
LONDON

CORPORATE PROPERTY & CONSTRUCTION GROUP
25/10, CHIC CENTRE, LUXURGE, WOLLESEY, URB 10W
Tel: 01895 253 111
Fax: 01895 277 224

PROJECT:
FORMER BRITISH LEGION
WEST DRAYTON
UB7 5SF

DESCRIPTION:
TYPICAL 3 BED HOUSE, FLOOR & ROOF PLANS
SHOWING JULIET BALCONY & ADDITIONAL
WINDOW TO BEDROOM 1, PLOTS 1-10

SCALE:
1:100 @ A3

DATE:
JULY 2018

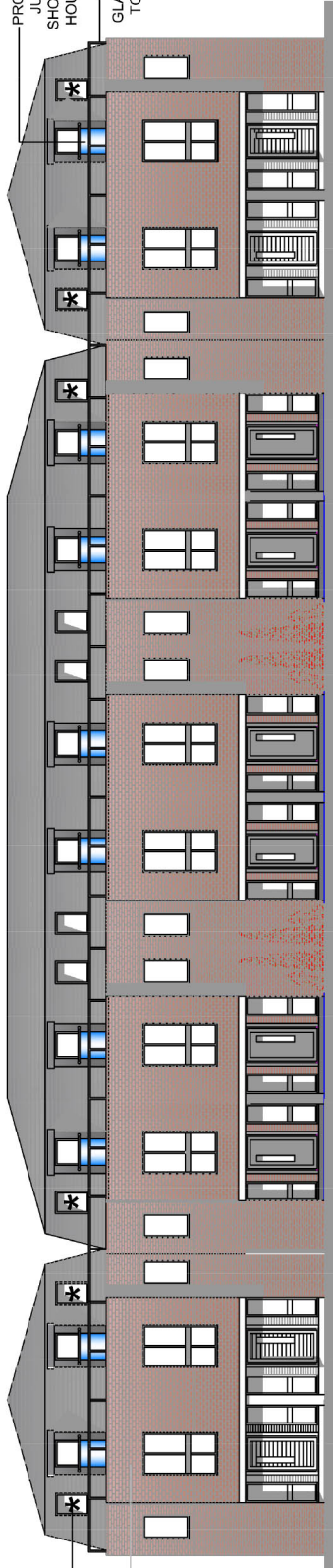
REF:
2018/D254/P/03

NOTES

The Contractor shall verify all dimensions at the job before starting work. All dimensions shall be taken from the finished floor level unless otherwise stated. DO NOT SCALE FROM THIS DRAWING.

PROPOSED GLAZED JULIET BALCONY SHOWN THUS TO ALL HOUSES PLOT 1 - 10

RETENTION OF GLASS GUARD RAIL TO PARAPET WALLS



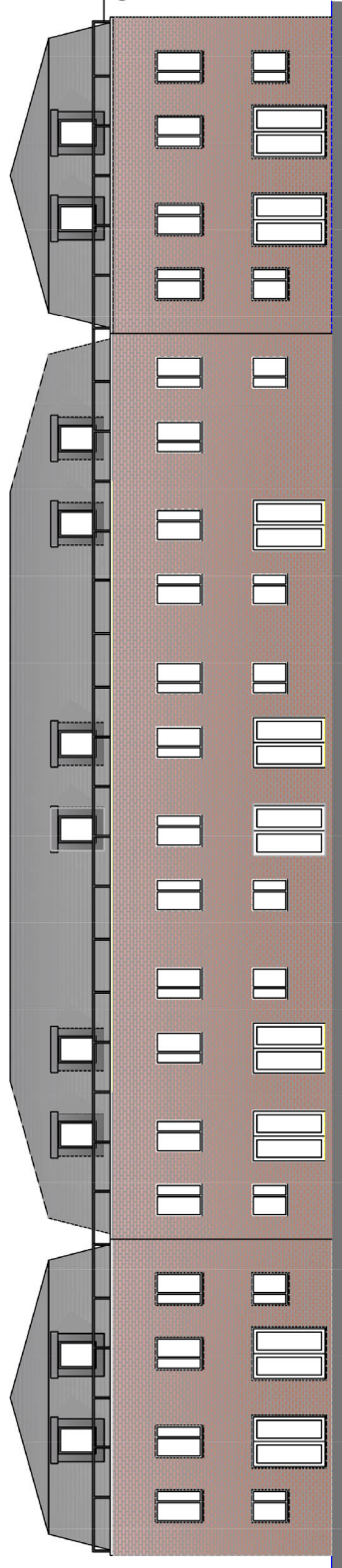
ADDITIONAL WINDOWS MAKED THUS

BUILDING SET BACK

BUILDING TO FRONT

FRONT WEST ELEVATION - BLOCK 1

RETENTION OF GLASS GUARD RAIL TO PARAPET WALLS

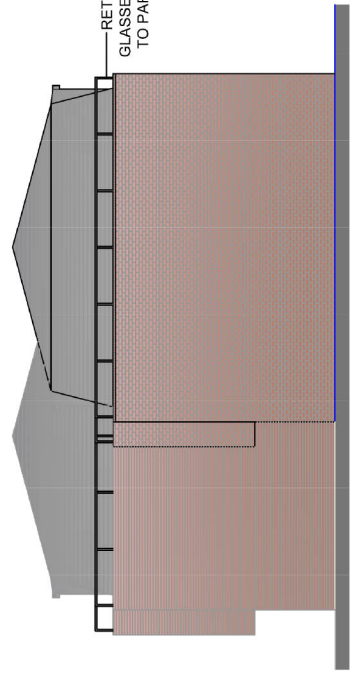


BUILDING SET BACK

BUILDING TO FRONT

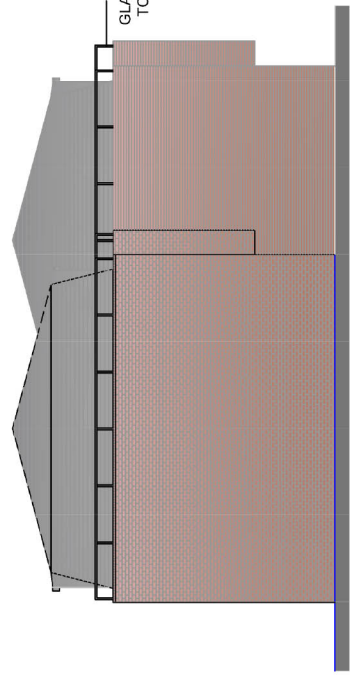
REAR EAST ELEVATION - BLOCK 1

RETENTION OF GLASS GUARD RAIL TO PARAPET WALLS



SIDE SOUTH ELEVATION - BLOCK 1

RETENTION OF GLASS GUARD RAIL TO PARAPET WALLS

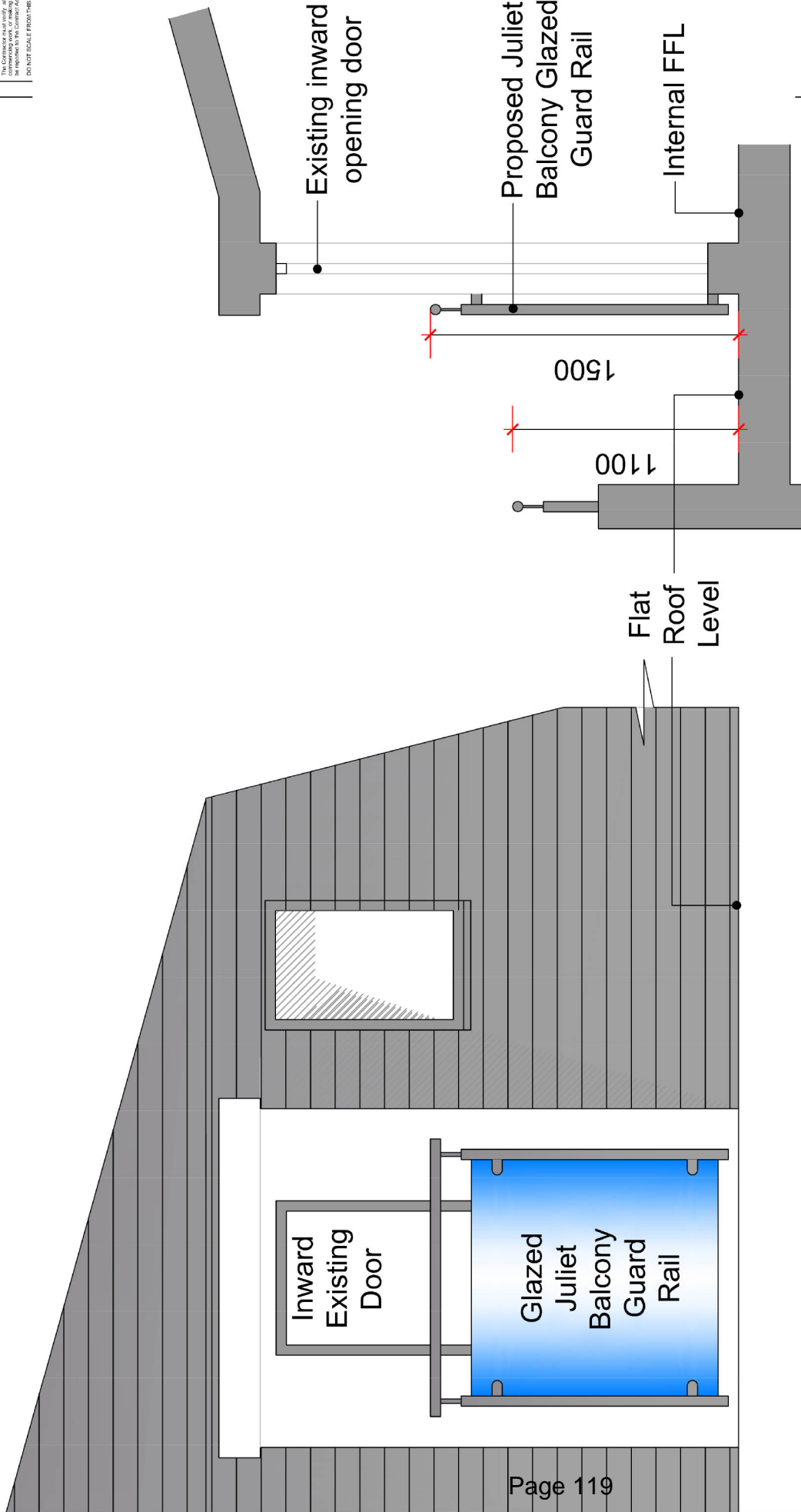


SIDE NORTH ELEVATION - BLOCK 1

Rev	Revision notes	Issued	Date
			
CORPORATE PROPERTY & CONSTRUCTION GROUP 25/10, CHIC CENTRE, LUXURANCE, MOOREHOUSE, WOLFECA, 088 10W Tel: 01895 253 111 Fax: 01895 277 224			
PROJECT: FORMER BRITISH LEGION WEST DRAYTON UB7 8SF			
DESCRIPTION: ELEVATION SHOWING PROPOSED JULIET BALCONIES AND GUARD RAILS TO PARAPET WALLS			
SCALE: 1:100 @ A3	DRAWN BY: ST	CHECKED BY: SV	DATE: JULY 2018
DRAWING NO: 2018/D254/04			REV:

NOTES

The Contractor shall verify all dimensions at the job before work commences. All dimensions shall be taken from the face of the work unless otherwise stated. Dimensions shall be taken from the face of the work unless otherwise stated. DO NOT SCALE FROM THE DRAWING.



Elevation

Section

Rev	Revised notes	Issued	Date

HILLINGDON
LONDON

CORPORATE PROPERTY & CONSTRUCTION GROUP
PROPERTY MANAGEMENT
25/10, CHIC CENTRE, LUXURIOUS APARTMENTS, 100B-100W
Tel: 01895 250 111
Fax: 01895 277 224

PROJECT
FORMER BRITISH LEGION
WEST DRAYTON
UB7 8SF

DESCRIPTION
JULIET BALCONY DETAILS

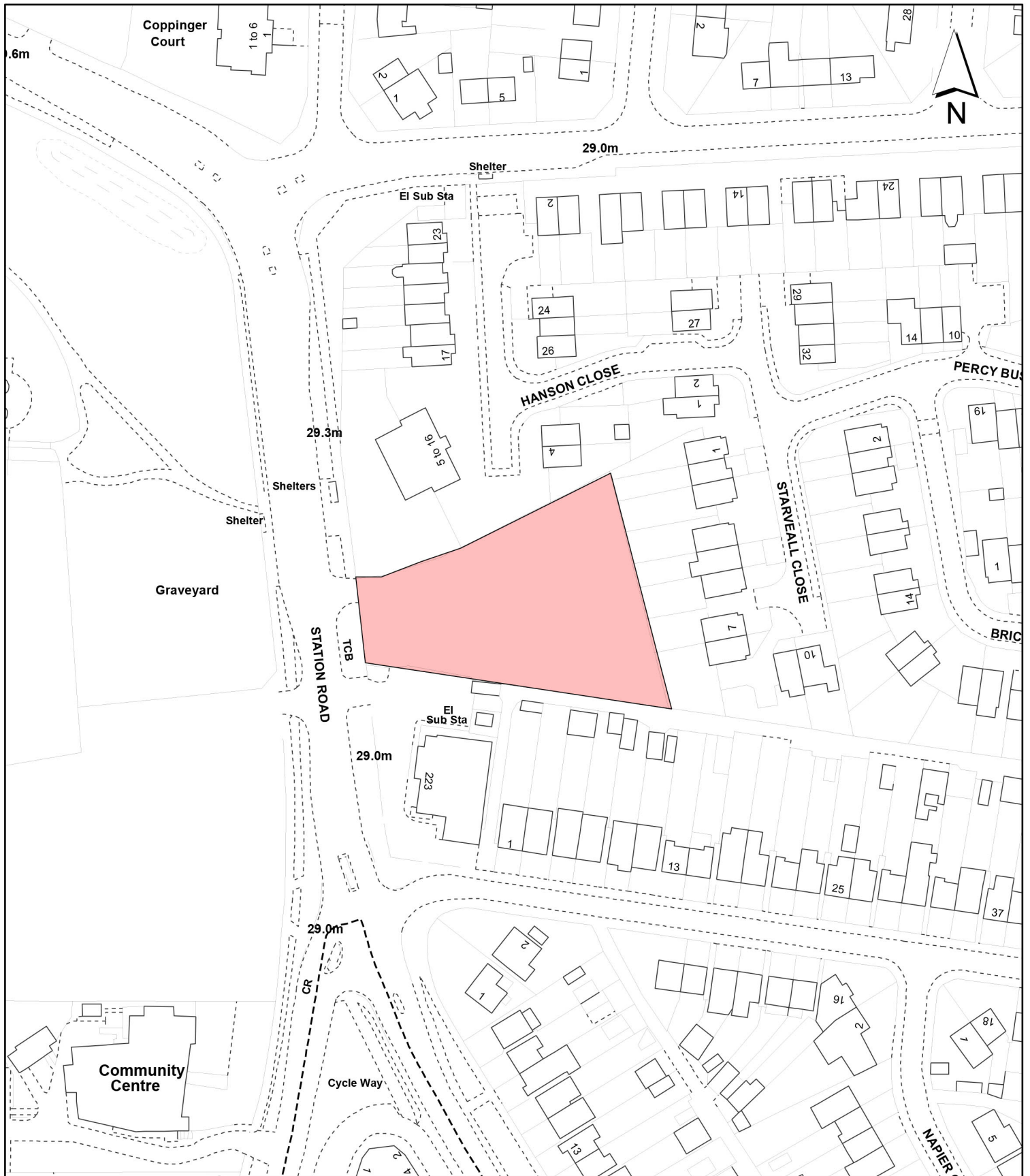
SCALE
1:20 @ A3

DRAWN BY
ST

CHECKED BY
SV

DATE
SEPT 2018

PROJECT NO.
2018/D254/05



Notes:

 Site boundary

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Site Address:

**Former British Legion
 Station Road**

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

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

Planning Application Ref:

11332/APP/2018/2614

Scale:

1:1,250

Planning Committee:

Major Page 120

Date:

October 2018



HILLINGDON
 LONDON



HILLINGDON LONDON

Meeting:	Major Applications Planning Committee	
Date:	2 October 2018	Time: 6:00pm
Place:	Committee Room 5, Civic Centre, Uxbridge	

ADDENDUM SHEET

Item: 3	Meeting Minutes
<p>Revised meeting minutes were re-circulated to committee members with the following corrections:</p> <ul style="list-style-type: none"> • Correction to the Officers that were present at the meeting • Alteration to first paragraph of minute relating to St John's School • Updated text in relation to lead petitioner's comments on St John's School 	<p>The committee are requested to consider the revised minutes.</p>

Item: 6- 73334/APP/2018/969	Location: Clayton Road, Hayes
Amendments/Additional Information:	Officer Comments:
<p>A letter received from Trimlane Ltd (the applicant) was received on 27th September and circulated to all Members on receipt.</p> <p>The letter raised no new planning issues.</p>	<p>The recommendation for Approval remains</p>
<p>The ground floor of the existing multi-storey car park has previously been converted to provide an area of informal warehouse storage. The first floor provides parking for 38 vehicles, although the applicant states that the car park is currently used by a maximum of six to eight vehicles at a time and that there is sufficient alternative provision to meet their current parking needs within their existing warehouse premises. The proposed development would provide marginally less parking (5 parking spaces) than the existing situation. This is considered acceptable given the nature of this section of Clayton Road (which is not maintained by the LBH) and that it is lightly trafficked, and given that the Council's current adopted Car Parking Standards are maximum standards for employment uses. The Highway Authority considers that the marginal shortfall in parking would not be defensible at appeal given the above circumstances.</p>	<p>For clarity</p>

Add "15 existing staff and three additional staff" after "associated staffing levels" in Section 7.10.	For clarity
Swept paths for a 16.5m articulated vehicle and a 10m rigid vehicle have been provided within the submitted Transport Statement; whilst the vehicles would need to enter the site in reverse gear, it is considered that due to the low level of traffic movements along this section of Clayton Road, and the fact that this section of Clayton Road is a private road, this would be acceptable. Vehicles are able to exit the site in forward gear.	For clarity
Amend condition 4.2.b to amend number of cycle parking spaces "Cycle Storage for 11 bicycles and 2 motorcycle bays"	To accord with policy requirements for cycle parking
Amend condition 4.2.d to include number of electrical charging points "Car Parking Layouts for 22 parking spaces within 11 car stackers and two disabled parking spaces (including demonstration that 4 parking spaces are served by electrical charging points)"	For clarity
Remove condition 11 (Green Walls/Screens)	Condition is not required as environmental improvements would be provided through on-site landscaping, which will be dealt with through condition 4 (Landscaping).