



HILLINGDON
LONDON



Major Applications Planning Committee

To Councillors on the Committee

Councillor Edward Lavery (Chairman)*
Councillor Ian Edwards (Vice-Chairman)*
Councillor Henry Higgins*
Councillor Janet Duncan*
Councillor Martin Goddard*
Councillor John Morse*
Councillor John Oswell*
Councillor Steve Tuckwell*
Councillor Carol Melvin*

Date: WEDNESDAY 15 MAY 2019

Time: 6.00 PM

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

Meeting Details: Members of the Public and Media are welcome to attend. This meeting may also be broadcast live.

** Subject to Council approval on 9 May 2019*

This Agenda is available online at:
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Contact: Anisha Teji
Tel: 01895 277655
Email: ateji@hillingsdon.gov.uk

Putting our residents first

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

Useful information for residents and visitors

Watching & recording this meeting

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

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



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

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

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A useful guide for those attending Planning Committees

Petitions, Speaking and Councillors

Petitions – Those who have organised a petition of 20 or more people who live 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. The Chairman may vary speaking rights if there are multiple petitions

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 meeting works

The Planning Committees consider the more complex or controversial proposals for development and also 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 discuss 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.

How the Committee makes decisions

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. 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 - 4
- 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	Malt House 281 Field End Road, Ruislip 23156/APP/2019/339	Cavendish	Change of use of offices (B1) to 47 (31 x 1 beds and 16 x 2 beds) residential apartments (C3). (Prior Approval Application). Recommendation: Approve + Sec 106	5 – 22 106 – 116
7	Paddington Packet Boat Public House, Cowley 1058/APP/2018/4486	Brunel	Redevelopment of the site including the demolition of existing public house (Use Class A4) and erection of a building of staggered height up to 7-storeys comprising 36 units (14 x 1 bed, 16 x 2 bed, 2 x 3 bed and 4 maisonettes) including the excavation of a 2-storey basement, associated access, car parking and landscaping Recommendation: Refusal	23 – 64 117 – 146

8	Northwood College Educational Foundation, Northwood 2082/APP/2018/3819	Northwood	The erection of a 4-storey block to accommodate a new science and sixth form centre, and the re-surfacing of the play space fronting Vincent House to facilitate car parking with associated works Recommendation: Refusal	65 – 92 147 – 160
9	Garib Nawaj Springfield Road, Hayes 1033/APP/2019/52	Townfield	Replacement of the existing site boundary fence Recommendation: Approval	93 – 104 161 – 166

PART I - Plans for Major Applications Planning Committee 105 – 166

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Agenda Item 3

Minutes



MAJOR Applications Planning Committee

4 April 2019

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, Janet Duncan, Martin Goddard, John Morse, John Oswell, Steve Tuckwell and David Yarrow</p> <p>LBH Officers Present: Nicole Cameron (Legal Advisor), Mandip Malhotra (Strategic and Major Applications Manager), James Rodger (Head of Planning, Transportation and Regeneration), Luke Taylor (Democratic Services Officer) and Alan Tilly (Transport and Aviation Manager)</p>
142.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>There were no apologies for absence.</p>
143.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest.</p>
144.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>RESOLVED: That the minutes of the meeting held on 12 March 2019 be approved as a correct record.</p>
145.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
146.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED IN PUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items were marked as Part 1, and would therefore be considered in public.</p>
147.	<p>BOURNE COURT SITE, BOURNE COURT, RUISLIP - 11891/APP/2018/3414 (<i>Agenda Item 6</i>)</p> <p>Redevelopment to provide 87 residential units in two blocks, together with associated access, car and cycle parking; communal and private amenity space; and landscaping.</p>

Officers introduced the report and noted the addendum. The Head of Planning, Transportation and Recycling also noted that extant permission had already been granted for an application for 69 residential units, and it was considered that this was a better scheme than that previously approved.

Members agreed that the scheme was improved and met the Committee's concerns, despite fears that the application may still impact on local traffic when vehicles leave Bourne Court, although on balance, it was considered acceptable. The Committee also heard that the Refuse Officer was happy with the proposals for refuse collection.

The officer's recommendation was moved, seconded and put to a vote, with seven votes in favour and one abstention.

RESOLVED: That the application be approved.

148. **CHAILEY INDUSTRIAL ESTATE - 2102/APP/2018/4231** (*Agenda Item 7*)

Redevelopment of the site to provide three buildings ranging from 2 to 11 storeys in height delivering 333 residential units and 710 sq.m of ground floor commercial floorspace (Use Classes A1, A2, A3, B1, D1 or D2), including the provision of private and communal amenity areas, child play space, car parking, secure cycle parking, refuse storage areas and other associated development.

Officers introduced the application for three buildings from two to 11 storeys with 333 residential units, and noted the addendum.

A petitioner spoke in objection to the application, and cited concerns regarding density, parking, traffic, fire safety, the affordability of the proposed homes and the mix of housing which is not required in the area. Members heard that if the Committee was minded to approve the application, the local residents would like conditions requesting a secure perimeter with CCTV, maintaining the closure of Chalfont Road and Little Road, reducing the density of the application, controlled hours of business for the commercial buildings and construction working hours, and the use of dust prevention systems and vehicle cleaning for all residents affected by the demolition of the existing buildings.

The agent for the application addressed the Committee and stated that the design reflects the emerging architectural character of the area, and the development would use high quality materials. The high density application was consistent with national regional and local area planning policies, and exceeded space standards required with a range of parking, sufficient parking and a S106 agreement. Members were also informed that the application provided 35% affordable housing.

The Committee asked what the future of the commercial buildings currently on site held, and heard that a number of tenants have already served notice to vacate, but one business may like to return to the site. Responding to questioning from Councillors, the agent also commented that the application received no objections from the national air traffic control service and will provide 35% affordable housing, comprising 27% affordable rent, 35.6% London living rent and 37.4 shared ownership.

Councillor Lynne Allen, Ward Councillor for Townfield, addressed the Committee and thanked the residents for their report. Cllr Allen confirmed that the application would cause more traffic concerns and that parking issues would be exacerbated, while the application provides a number of one, two and three-bed homes, but the local area

requires more four or five-bed homes for families. Cllr Allen also stated that air quality in the area was poor, and it was important that the S106 money goes to the local residents in Townfield.

Councillor Peter Curling, Ward Councillor for Townfield, also noted that there was high demand for family homes at affordable social rents in the area, and this application did not provide that. Furthermore, there were already parking issues which would be intensified and traffic would be worsened in the surrounding area too.

The Head of Planning, Transportation and Recycling stated that car ownership was much higher in houses than in flats, and this was an entirely flatted development, unlike others in the area, which explains the parking provided.

The Committee agreed that brownfield site developments were good for housing in the Borough, but noted that Hayes does require more four and five bedroom homes for families, and it was disappointed that these were not included in the application. Members were informed by the Head of Planning, Transportation and Recycling that there was a need for all homes in the Borough and it was difficult to defend at appeal unless a very low number of family homes were provided, but three-bed homes were considered family homes and the application provided 55 of these units.

Members expressed concerns regarding the height of the application, and stated that 10 and 11 storeys would be out of character and inappropriate next to two-storey suburban housing, while there were concerns regarding the density of the application, refuse collection leading to traffic, the impact on local residents and the opening and delivery hours for the commercial units. Furthermore, it was noted that the application exceeded air quality limits in a location that was already within an Air Quality Focus Zone. The Committee also noted that screening may be required near the 4m high deck on the edge of the development to protect the privacy of residents. Members also welcomed a condition regarding fire safety at the properties and a refuse plan review.

Councillors moved a motion to defer the application to allow for further discussions with the developer and a site visit. This motion was seconded, and upon being put to a vote, was agreed unanimously.

RESOLVED: That the application be deferred.

149. **LAND AT 3, 233-236 NESTLES AVENUE, HAYES - 73238/APP/2018/1145** (*Agenda Item 8*)

Demolition of existing buildings, site clearance and redevelopment to provide a mixed use scheme, including 457 residential units, 264 sq.m (GEA) A1 retail use, 229 sq.m (GEA) A3 café use and 2,273 sq.m (GEA) B1 office, together with 237 car parking spaces and 1,070 cycle parking spaces, hard and soft landscaping, refuse and recycling facilities, and public and private amenity space.

Officers introduced the report and noted the addendum, which included support from the Greater London Authority and agreement with Transport for London's requests.

Councillors noted that the majority of the units were one or two-bedroom, but these were suitable in this location. The Committee agreed that this was a good scheme, in keeping with the local area, although concerns were expressed about the proposal as it was in an Air Quality Focus Zone. Responding to questioning, officers confirmed that the application proposed 24 units at the London Affordable Rent rate, which was akin to social rent.

	<p>The officer's recommendation was moved, seconded and upon being put to a vote, agreed with seven votes in favour and one abstention.</p> <p>RESOLVED: That the application be approved.</p>
150.	<p>LAND AT STATUS PARK - 74423/APP/2018/4437 (<i>Agenda Item 9</i>)</p> <p>Redevelopment of the existing car park to provide a six-storey building comprising 140 room hotel (Use Class C1), including the reconfiguration of car parking spaces across the site to secure 1:1 parking for the residential buildings (Building 2,3 and 4), associated access, car parking and hard and soft landscaping (Re-consultation March 2019).</p> <p>Officers introduced the report and noted the addendum.</p> <p>Following assurances from officers that emergency vehicle access was acceptable and there was a coach drop-off zone, Members moved, seconded and unanimously agreed the officer's recommendation.</p> <p>RESOLVED: That the application be approved.</p>
	<p>The meeting, which commenced at 6.00 pm, closed at 8.03 pm.</p>

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

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

Report of the Head of Planning, Transportation and Regeneration

Address MALT HOUSE, 281 FIELD END ROAD RUISLIP

Development: Change of use of offices (B1) to 47 (31 x 1 beds and 16 x 2 beds) residential apartments (C3). (Prior Approval Application).

LBH Ref Nos: 23156/APP/2019/339

Drawing Nos: Report VA2586.190212.NIA 13.2.1!
285_PD1_S_00 Rev P2
285_PD1_EX_00 Rev P2
285_PD1_EX_01 Rev P1
285_PD1_EX_02 Rev P1
285_PD1_EX_03 Rev P2
285_PD1_GA_00 Rev P3
285_PD1_GA_01 Rev P2
285_PD1_GA_02 Rev P2
285_PD1_GA_03 Rev P1
AEL-4491-SSC-965855 5th March 2019
R01-KH-Transport Statement 190125 January 2019
Cover Letter 29th January 2019

Date Plans Received:	30/01/2019	Date(s) of Amendment(s):	30/01/2019
Date Application Valid:	30/01/2019		05/03/2019
			07/03/2019
			27/02/2019

1. SUMMARY

The application seeks prior approval for the change of use of offices (Class B1) to 47 (31 x 1 beds and 16 x 2 beds) residential apartment (Class C3).

The proposal falls within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required in respect of the transport and highways impacts of the development, contamination, flooding risks and the impact of noise on the site, whilst also taking into account any representations received within the 21 day consultation period.

The application has been assessed against the above criteria. It is recommended that prior approval is required and granted subject to conditions and a Section 106 Legal Agreement, to secure a permit free development.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning, Transportation and Regeneration to confirm Prior Approval is Not Required 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:

1. An obligation to prevent future residents from applying for parking permits.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in the review and preparation of the Unilateral Undertaking 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 31st May 2019 (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 the application for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to the highways necessary as a consequence of demands created by the proposed development. The proposal therefore conflicts with the Town and Country Planning (General Permitted Development) (England) Order 2016, policies R17, AM2, AM7 and AM9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the London Plan (March 2016) and the NPPF.'

E) That subject to the above, the application be deferred for determination by the Head of Transportation and Regeneration 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, Transportation and Regeneration prior to issuing the decision.

1 PAA Prior Approval - Approval

The proposed development constitutes permitted development by virtue of the provisions of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), as the Council has assessed the impacts of the proposal and considers that there would be no unacceptable implications with regard to transportation, highway safety, contamination, noise or flooding.

2 RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers Cover Letter 29th January 2019, 285_PD1_S_00 Rev P2, 285_PD1_EX_00 Rev P2, 285_PD1_EX_01 Rev P1, 285_PD1_EX_02 Rev P1, 285_PD1_GA_00 Rev P3, 285_PD1_GA_01 Rev P2, 285_PD1_GA_02 Rev P2, 285_PD1_GA_03 Rev P1, AEL-4491-SSC-965855 5th March 2019, Report VA2586.190212.NIA 13.2.19, R01-KH-Transport Statement 190125 January 2019 and 285_PD1_EX_03 Rev P2, and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 NONSC Construction Logistics Plan

Prior to the commencement of development a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. This plan shall consider the cumulative impacts of construction traffic and provide details of likely construction trips generated, and mitigation proposed. Details should include;

- i) site 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),
- ii) vehicular routes,
- iii) scope for load consolidation in order to reduce the number of road trips generated,
- iv) measures to improve safety to vulnerable road users'

The CLP would also need to take account of construction of other developments in the area.

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

REASON

To reduce the impacts of construction on the surrounding highway network and to safeguard the amenity of surrounding areas in accordance with Policies OE1 and AM2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 6.14 of the London Plan (2016)."

4 NONSC Refuse Management Plan

Prior to occupation of the development hereby approved, the applicant shall submit a refuse management plan to the Local Planning Authority for its approval. The plan shall include details of refuse and recycling storage enclosure/s and shall detail how the refuse and recycling bins shall be moved to a predefined collection point, together with details of a management company responsible for it. The approved measures shall be implemented and maintained for so long as the development remains in existence.

REASON

To ensure appropriate refuse storage is provided on site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with policies OE1, AM2 and AM7 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policy 5.17 of the London Plan (2016).

5 NONSC Noise

The noise level in rooms at the development hereby approved shall meet the internal noise standard specified in BS8233:2014 for internal rooms and external amenity areas.

Reason:

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic and other noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan (2012).

6 NONSC Separation of Noise Sensitive Rooms in Neighbouring Flats

Prior to occupation of the development hereby approved, details of enhanced sound insulation value $D_{nT,w}$ and $L_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/uses in adjoining dwellings, namely living room and kitchen above bedroom of separate dwelling shall be submitted to and approved in writing by the Local Planning Authority.

The approved details shall be implemented on site and thereafter permanently retained on site.

Reason:

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan (2012).

7 NONSC Motorcycle/Scooter Parking

Prior to the residential occupation of the building, details of 1 motorcycle/scooter parking space shall be submitted to and approved in writing by the Local Planning Authority.

The approved details shall be implemented on site and thereafter permanently retained on site.

REASON

To ensure adequate parking is provided, in accordance with policy AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policy 6.13 of the London Plan (2016).

8 SUS8 Electric Charging Points

Prior to the residential occupation of the building, details of electric vehicle charging points to include 7 spaces having active provision and a minimum of a further 7 spaces being capable of easy conversion in the future (passive provision) shall be submitted to and approved in writing by the Local Planning Authority.

The approved details shall be implemented on site and thereafter permanently retained on site.

REASON

To ensure adequate parking is provided, in accordance with policy AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policy 6.13 of the London Plan (2016).

9 B8 Parking Arrangements (Residential)

The parking areas (including where appropriate the marking out of parking spaces) shown on the approved plans shall be constructed prior to occupation of the development, thereafter permanently retained and used for no other purpose.

REASON

To ensure adequate parking is provided, in accordance with policy AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policy 6.13 of the London Plan (2016).

INFORMATIVES

1 I47 Damage to Verge - For Council Roads:

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

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

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

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

2 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

3 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).

4 I53 Compulsory Informative (2)

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

alterations since 2011 (2016) and national guidance.

AM14	New development and car parking standards.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments

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.

3. CONSIDERATIONS

3.1 Site and Locality

The site is located on the corner of Field End Road and Sunningdale Avenue and is occupied by a L-shaped 3-storey office building with onsite parking. Soft landscaping is present along the rear site boundary. To the north-west of the building is the adjoining office building and south-east is Kia Motors.

Field End Road is characterised by 3-storey residential properties with ground level retail uses while Sunningdale Avenue predominately consists of 2-storey semi-detached residential dwellings. The site is located approximately 180 metres from Eastcote Underground Station. There are bus stops along Field End Road and Southbourne Gardens. The PTAL score for the site is 3, which is moderate. There is an open green space nearby at Cavendish Recreation Ground, approximately 210 metres to the south.

3.2 Proposed Scheme

This Prior Approval application seeks permission for the change of use of offices (Class B1) to 47 (31 x 1 beds and 16 x 2 beds) apartments residential apartment (Class C3) with 36 car parking spaces at ground floor level under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

3.3 Relevant Planning History

23156/APP/2016/1284 Malt House, 281 Field End Road Ruislip

Change of use from office (Use Class B1) to 3 x studio, 13 x 1 bed and 14 x 2 bed flats (Use Class C3) (Prior Approval Application)

Decision: 17-06-2016 Approved

23156/APP/2016/3229 Malt House, 281 Field End Road Ruislip
Demolition of vacant office building (Application for prior notification of proposed demolition)

Decision: 22-09-2016 Approved

23156/APP/2016/3429 Malt House, 281 Field End Road Ruislip
Erection of four storey residential building comprising 26 flats (7 x 1 beds; 16 x 2 beds; and 3 x 3 beds) and erection of 4 terrace houses with associated car parking, landscaping, access, and related works following demolition of existing building.

Decision: 20-01-2017 Refused **Appeal:** 24-07-2017 Dismissed

23156/APP/2017/4464 Malt House, 281 Field End Road Ruislip
Demolition of existing building and erection of 27 residential units (Class C3) comprising 24 flats and 3 houses including car parking, landscaping, access and associated works.

Decision: 13-03-2018 Approved

23156/PRC/2016/49 Malt House, 281 Field End Road Ruislip
Redevelopment to provide 30 residential units (Use Class C3) at Malt House, involving demolition of existing office building and construction of 5 houses at the Woodlands Avenue car park.

Decision: 10-08-2016 PRC

Comment on Relevant Planning History

Planning consent was issued under application 23156/APP/2017/4464 on 11-07-18 for the demolition of existing building and erection of 27 residential units (Class C3) comprising 24 flats and 3 houses including car parking, landscaping, access and associated works.

Application for prior notification was approved under application reference 23156/APP/2016/3229 on 22-09-16 for the demolition of vacant office building.

Planning application reference 23156/APP/2016/3429 was dismissed at appeal for the erection of four storey residential building comprising 26 flats (7 x 1 beds; 16 x 2 beds; and 3 x 3 beds) and erection of 4 terrace houses with associated car parking, landscaping, access, and related works following demolition of existing building. However, the issue of Parking was considered in detail by the Inspector and the Council's grounds for refusal on car parking grounds were not accepted. Text from appeal decision.

"The proposal includes one on-site car parking space per terraced dwelling and twenty one car parking spaces for the 26 flats. There is no dispute between the parties that the site has a PTAL score of 3 and hence has moderate accessibility to public transport. Bus services in the area are relatively good and the Eastcote Tube Station is about 250 metres away from the site. The Council contend that the proposal is not acceptable as it would

result in the loss of five on-street overnight and Sunday parking spaces on Sunningdale Avenue; provides insufficient on-street car parking; would increase parking demand and would lead to parking stress on surrounding streets. The appellant submitted a car parking survey with the planning application submission and the Council did not dispute the findings of it which indicated that parking stress within the CPZ surrounding the site was 56% and that the proposal would increase such stress to 60%. This therefore suggests that the area is not currently suffering from significant car parking stress. Notwithstanding the above, the Council contend that on-street car parking demand would be much greater if other committed and proposed developments are taken into account. Consequently, the appellant has submitted a report Appeal Decision APP/R5510/W/17/3173568 5 completed by WSP Parsons Brinckeroff (dated April 2017) which includes further car parking surveys and an assessment of the proposal against committed and proposed developments in the immediate area (i.e. a 500 metre radius). 23. I have no reason to doubt the results of the car parking surveys and I am satisfied, that from a technical point of view, they have been carried out in an appropriate manner. On the evidence that is before me, I do not consider that the loss of five on-street overnight and Sunday parking spaces would give rise to significant on-street car parking demand or stress. The proposal includes the requisite number of spaces to a mobility standard. Furthermore, both the car parking standards outlined in appendix 1 of the UDP and Policies 6.13 and 6.43 of the London Plan 2016 are maximums. Given the PTAL score of 3, the London Plan 2016 states that there would be scope to reduce maximum on-site car parking requirements from the maximum standard. These are more up to date when compared to the UDP 1998 standards, but, in any event, in the notes to annex 1 (car parking standards) of the UDP it states "all of the standards are maximum (unless otherwise stated) allowing for flexibility to enable developers to provide fewer car parking spaces where this is appropriate, particularly in locations which are accessible to those walking, cycling or arriving by public transport". 24. Taking into account the results of all of the appellant's car parking surveys; the PTAL score of 3; the assessment of committed and proposed development in the immediate area; the existing lawful use of the site and the proposed provision of on-site secure cycle parking spaces, I am satisfied that the proposed off-street car parking numbers would be acceptable and that the development would not give rise to significant on-street car parking demand or stress. Consequently, I do not consider that the proposal would conflict with the car parking aims of the UDP or the London Plan 2016. 25. For the above reasons, I conclude that the development would accord with the car parking and sustainable transport aims of saved Policies AM14 and AM15 of the UDP and policies 6.9 and 6.13 of the London Plan 2016. "

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

- | | |
|----------|---|
| AM14 | New development and car parking standards. |
| AM2 | Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity |
| AM7 | Consideration of traffic generated by proposed developments. |
| LPP 6.13 | (2016) Parking |

- LPP 6.3 (2016) Assessing effects of development on transport capacity
- LPP 6.9 (2016) Cycling
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE5 Siting of noise-sensitive developments

5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- Not applicable
- 5.2 Site Notice Expiry Date:- **12th March 2019**

6. Consultations

External Consultees

A total of 29 nearby occupiers were consulted and a site notice was displayed between 20/2/2019 and 12/3/2019. Three responses were received in total, two comments and one against the proposal.

The main concerns raised were:

- noise generation
- parking and traffic stress in reference to Newnham school and yoga centre nearby
- safety of children and parent walking to school

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT COMMENT:

I have read through the planning application and related documents. Please apply the following noise conditions.

Condition: The noise level in rooms at the development hereby approved shall meet the internal noise standard specified in BS8233:2014 for internal rooms and external amenity areas.

Reason: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic and other noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan

Separation of noise sensitive rooms in neighbouring flats

Condition: The approved development shall have an enhanced sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings, namely [eg. living room and kitchen above bedroom of separate dwelling. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

INFORMATIVE

Control of environmental nuisance from construction work.

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

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

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

FLOOD AND WATER MANAGEMENT COMMENT:

No objection to proposed change of use. The applicant has submitted a summary that concludes the risk of flooding to the site is low. There are no external changes to the property that will require additional surface water drainage infrastructure.

CONTAMINATED LAND COMMENT:

No objection.

HIGHWAY (TRANSPORT/TRAFFIC) COMMENT:

Site Characteristics

The address is currently an office use located on the junction of Field End Road and Sunningdale Avenue which is predominantly residential in nature. It is bound by Field End Road to the west, 269 Field End Road (Television House) to the north, 2 Sunningdale Avenue to the east and Sunningdale Avenue to the south.

The surrounding road network features a relatively extensive range of parking controls which include a controlled parking zone (CPZ) which operates Monday to Saturday 9am to 5pm with a mix of double yellow lines on select road junctions. Parking stress within the CPZ is considered as moderate which is mainly due to the relatively generous off-street parking provisions of nearby residential dwellings in Sunningdale Avenue which inherently lessen on-street parking demand.

The site exhibits a PTAL rating of 3 which is considered as average but is not truly reflective of the 'real world' public transport provision which is exemplified by the proximity of Eastcote Underground station and the plethora of local bus services.

Parking Provision

Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP policy states that new development will only be permitted where it is in accordance with the Council's adopted parking standards.

The site currently has a provision of approximately 40 spaces located to the rear of the 3 -storey office block which has laid dormant for the past several years. The new proposal seeks to provide 47 residential flatted units within the build and a total of 36 on-plot communal spaces are proposed with 4 disabled compliant spaces which equates to an overall site

It is noted however that the site has a Prior Approval consent for the change of use from office (Use Class B1) to form 3 x studio, 13 x 1 bed and 14 x 2 bed flats (Use Class C3) (23156/APP/2016/1284) which amounts to 30 flats with 31 parking spaces and equates to a parking ratio 1.03 per unit.

It is also highlighted that the address has been subject to a subsequent and refused application (23156/APP/2016/3429) consisting of 26 flatted units with a similar overall site parking ratio (0.8) to that now proposed. This refusal was subsequently appealed. Although the appeal was dismissed, the Planning Inspectorate accepted the parking ratio and disagreed with the Council's 'parking under-provision' related refusal reason based partly on a sub-standard parking ratio. The Inspectorate's acceptance of the lower on-plot parking provision was related to the demonstration of the significant spare on-street car parking capacity which could comfortably cater for any marginal parking overspill from the development site without detriment to the surrounding residential catchment.

Henceforth a subsequent application was submitted and approved for 27 residential units with 24 on-plot parking spaces (23156/APP/2017/4464). This development proposed 3 houses with 6 on-plot

car parking spaces and 24 flatted units served by 18 on-plot spaces. The flatted development therefore had an approved parking ratio of 0.75.

On this premise the level of parking provision for this current proposal is considered acceptable further justified by the good 'real world' public transport accessibility which assists in promoting a modal shift toward sustainable travel coupled with substantive parking controls in the area which would inherently reduce the likelihood of untoward parking displacement onto the public domain.

To further assist with the aim of parking restraint, it is also recommended that the site address be made 'Resident Permit Restricted' in order to prevent future occupiers from obtaining parking permits for the surrounding CPZ.

Disabled Compliant Parking

In accord with the saved UDP standard - 10% of parking spaces should be disabled compliant. With the provision of 36 spaces this equates to 3-4 spaces. This has been indicated by the applicant and the spaces are suitably positioned in proximity of new building entrance/exit points.

Electric Vehicle Charging Points (EVCP's)

The parking requirement for EVCP's in line with London Plan 2016 (LP 2016) standards for this C3 use would equate to 7 EVCPs for 'active provision' with a minimum of a further 7 spaces acting as 'passive' provision for future activation. This has not been indicated but such provision can be secured via planning condition.

Cycle Parking Provision

In terms of cycle parking there should be a provision of at least 1 secure and accessible space for each of the flatted units totalling 47 spaces in order to conform to the borough's adopted minimum cycle parking standard. This level of provision is proposed and is located within a secure and accessible area within the car park which renders the arrangement acceptable.

Motorcycle/Scooter (M/S) Parking

The Council's UDP saved policy standard requires that 1 motorcycle/scooter parking space per 20 parking spaces is to be provided within new development. Consequently there should be at least 1 such space provided in total for the site as a whole, possibly located within a redundant area of the car park which does not serve a purpose. Again provision can be secured via planning condition.

Vehicular Trip Generation

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policy requires the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

The applicant has applied the industry recognised TRICS database to determine the trip rates for the proposed residential use. When comparing the prior office use to the predicted traffic generation, it is accepted that there would in fact be a net reduction in movements during both the morning and evening peak hour traffic periods. A two-way movement in the region of 12 vehicles per hour during both peaks would be anticipated which is considered de-minimus in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Vehicular Access Arrangements

The current access arrangement is provided and directly adjoins no.2 Sunningdale Avenue (north side). It is proposed to retain this access for the proposal. This arrangement is considered fit for purpose as it meets all necessary safety and design criteria. There are no further observations.

Operational Refuse Requirements

Refuse collection will continue via Sunningdale Avenue. A specific bin store location is shown located close to the car park entrance in proximity of the public highway. This is welcomed as it helps to ensure that waste collection distances do not exceed 10m from the point of collection in order to conform to good practice. However there is a substantial distance between the new bin store and the building itself hence a suitable on-site management planning condition may be of benefit in order to ensure that all waste generated by the 47 flats be placed within the proposed bin store on collection days.

Construction Logistics Plan (CLP)

A full and detailed CLP will be a requirement given the constraints and sensitivities of the local residential road network in order to avoid/minimise potential detriment to the public realm. It will need to be secured under a suitable planning condition.

Conclusion

In accord with the Town and Country Planning General Permitted Development (GPD) (Amendment) Order 2016 (class O of part 3 of schedule 2) there is broadly no specific objection to the conversion from B1 to C3 residential use in transport and highways impact terms as the proposal would not be expected to exacerbate congestion or parking stress to any measurable degree, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3,6.9, and 6.13 of the London Plan (2016).

In summary, the proposal does not demand a requirement for prior approval under condition O.2 (part a) (transport and highway impacts of the development) of the class O GPD (Amendment) Order 2016.

CASE OFFICER COMMENT:

The current application site has provision for 36 parking spaces, however in accordance to policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), a total provision of 47 parking spaces are required. Due to the shortfall of parking provision on the site, a S106 agreement to remove the right of future occupants applying for a parking permit is recommended.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Under Part 3 Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016, from 30 May 2013 development consisting of the change of use of a building to a use falling within Class C3 (dwellinghouses) from a use falling within Class B1(a) (offices) constitutes 'permitted development', subject to a number of criteria; namely permitted development rights do not apply if:

- the building is on article 1(6A land);
- the building was not used for a use falling within Class B1(a) immediately before 30th May 2013, or, if the building was not in use immediately before that date, when it was last in use;
- the site is or forms part of a military hazard area;
- the site is or forms part of a military explosives storage area;
- the building is a listed building (or within its curtilage) or a scheduled monument;
- permitted development rights have been removed.

The site and buildings do not meet any of the criteria listed above. As such the site benefits from permitted development rights.

7.02 Density of the proposed development

Not applicable as this is not an application for planning permission.

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

Not applicable as this is not an application for planning permission.

7.04 Airport safeguarding

Not applicable as this is not an application for planning permission.

7.05 Impact on the green belt

Not applicable as this is not an application for planning permission.

7.06 Environmental Impact

A Land contamination report was submitted in support of the application and the Council's Contaminated Land officer was consulted. The officer was satisfied with the information provided and no objection was raised.

Therefore, the proposal is acceptable in regards to contamination, in accordance with Policy OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 5.21 of the London Plan (March 2016).

7.07 Impact on the character & appearance of the area

Not applicable as this is not an application for planning permission.

7.08 Impact on neighbours

Not applicable as this is not an application for planning permission.

7.09 Living conditions for future occupiers

Not applicable as this is not an application for planning permission.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

A transport statement was submitted in support of this application.

The current application proposes a car parking on-plot ratio of 0.77 spaces per unit. The most recently approved application (ref 23156/APP/2017/4464) approved an on-plot parking ratio of 0.75 parking spaces per flatted unit. This ratio was approved following a planning inspectors comments on a previous appeal (planning ref 23156/APP/2016/3429) that the council should not be refusing a parking ratio of 0.8 as there was sufficient parking and local on-street capacity. Whilst the current proposal is below the adopted local plan car parking ratios, it exceeds the recently approved scheme and is therefore acceptable.

The Council's highway officer was consulted and has submitted the following comment:

"In accord with the Town and Country Planning General Permitted Development (GPD) (Amendment) Order 2016 (class O of part 3 of schedule 2) there is broadly no specific objection to the conversion from B1 to C3 residential use in transport and highways impact terms as the proposal would not be expected to exacerbate congestion or parking stress to any measurable degree, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3,6.9, and 6.13 of the London Plan (2016)."

Whilst no objection was raised, the current proposal has a provision of 36 car spaces for a total of 47 apartment units proposed. Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that new development is only permitted where it is in accordance with the Council's adopted car parking standards, in this instance, 47 car spaces are required. The proposal is deemed acceptable in parking terms if subject to a S106 agreement to remove the right of future occupants applying for a parking permit.

Subject to the completion of the Legal Agreement and proposed conditions the Highway's impact of the development is acceptable.

7.11 Urban design, access and security

- Not applicable as this is not an application for planning permission.
- 7.12 Disabled access**
- Not applicable as this is not an application for planning permission.
- 7.13 Provision of affordable & special needs housing**
- Not applicable as this is not an application for planning permission.
- 7.14 Trees, landscaping and Ecology**
- Not applicable as this is not an application for planning permission.
- 7.15 Sustainable waste management**
- Not applicable as this is not an application for planning permission.
- 7.16 Renewable energy / Sustainability**
- Not applicable as this is not an application for planning permission.
- 7.17 Flooding or Drainage Issues**
- A flood report was submitted in support of the application. The Council's Flood and Water Management consultee raised no objections to the proposed change of use. The risk of flooding to the site is low and no external changes to the property is proposed, therefore it is considered acceptable in this respect.
- On this basis, the proposal is considered acceptable with regards to flooding and water management, in accordance with strategic policy EM6 of the Local Plan: Part 1 (2012); policy EM6 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012); and policy 5.12 of the London Plan (2016).
- 7.18 Noise or Air Quality Issues**
- A Noise Impact Assessment was submitted in support of the application. The council's environmental protection unit was consulted and raised no objections subjected to the imposition of conditions and informatives requiring enhanced sound insulation for the future occupiers of this development.
- 7.19 Comments on Public Consultations**
- Refer to "External Consultees".
- 7.20 Planning obligations**
- In order to mitigate against the impact of the proposals, the following obligation will be sought:
- Prevent future residents from applying for parking permits.
- 7.21 Expediency of enforcement action**
- Not applicable to this application.
- 7.22 Other Issues**

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

This application seeks prior approval for the conversion of the existing office building to provide 47 residential apartments.

The proposal falls within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required.

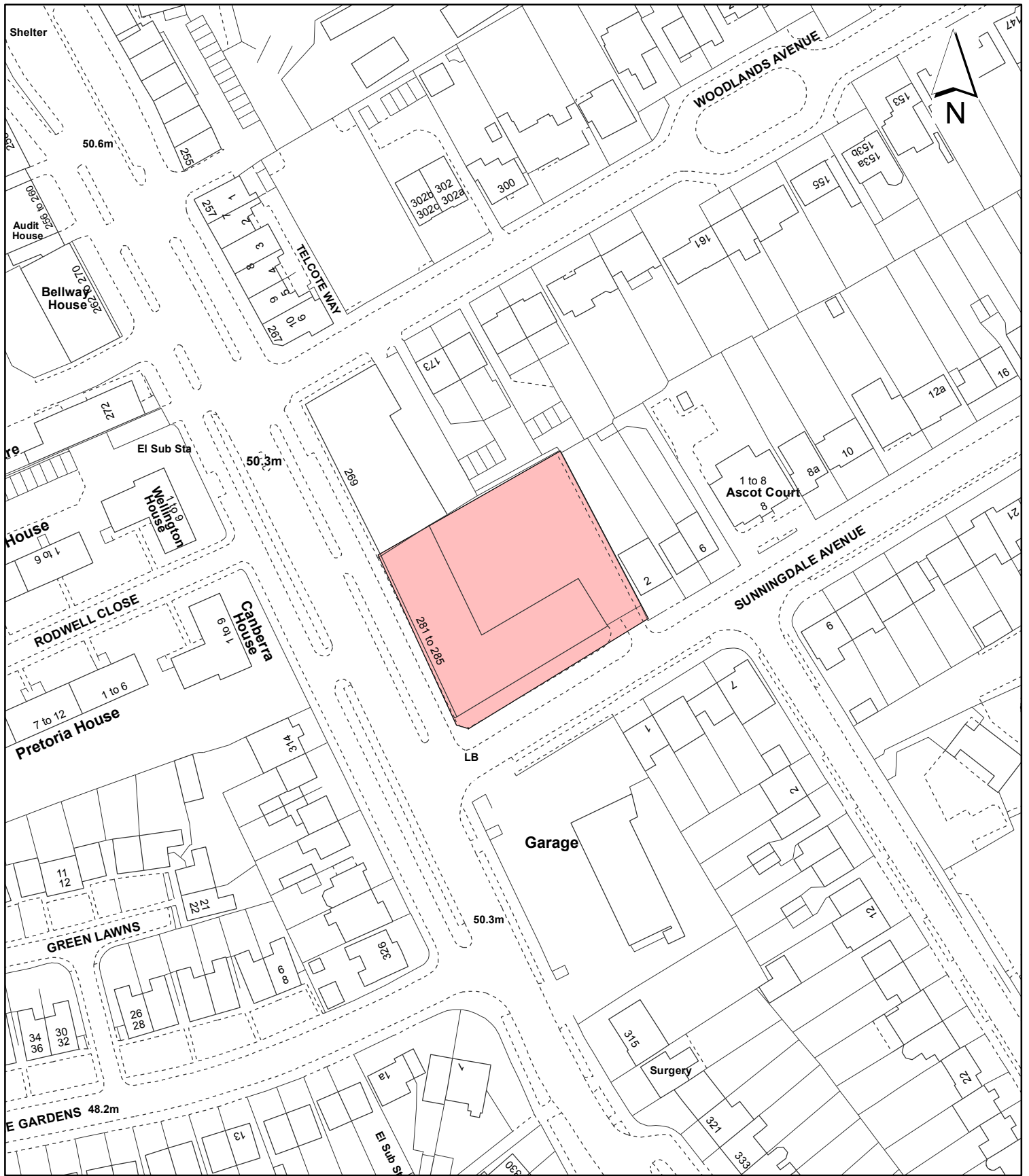
The application has been assessed against the relevant criteria and subject to conditions and securing an obligation through Section 106 Legal Agreement, prior approval is required and granted.

11. Reference Documents

Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

Contact Officer: Rebecca Lo

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Malt House
 281 Field End Road
 Ruislip**

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

Planning Application Ref:
23156/APP/2019/339

Scale:
1:1,250

Planning Committee:
Major Page 21

Date:
May 2019



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Report of the Head of Planning, Transportation and Regeneration

Address	PADDINGTON PACKET BOAT PUBLIC HOUSE HIGH ROAD COWLEY UXBRIDGE
Development:	Redevelopment of the site including the demolition of existing public house (Use Class A4) and erection of a building of staggered height up to 7-storeys comprising 36 units (14 x 1 bed, 16 x 2 bed, 2 x 3 bed and 4 maisonettes) including the excavation of a 2-storey basement, associated access, car parking and landscaping
LBH Ref Nos:	1058/APP/2018/4486
Drawing Nos:	Air Quality Assessment SuDS Ref: 4020 SWDS Sustainability Statement Transport Assessment Residential Travel Plan Viability Report Energy Report 02-03-000 Rev.H Acoustic Design Statement Design and Access Statement Planning Statement BES18172 DRG No. 1 Rev. A BES18172 DRG No. 2 Rev. A 02-91-002 02-91-003 02-91-004 02-91-005 02-91-006 02-91-010 02-91-011 02-91-012 02-03-099 Rev. D 02-03-098 Rev. D 02-03-000 Rev. H 02-03-001 Rev. B 02-03-002 Rev. B 02-03-003 Rev. B 02-03-004 Rev. B 02-03-005 Rev. B 02-03-006 Rev. B 02-03-007 Rev. C 02-04-001 Rev. A 02-04-002 Rev. A 02-05-001 Rev. B 02-05-002 Rev. B 02-05-003 Rev. B 02-05-004 Rev.B 02-05-005 Rev. B 02-05-006 Rev.B

02-91-001

Date Plans Received: 24/12/2018

Date(s) of Amendment(s):

Date Application Valid: 24/12/2018

1. SUMMARY

The application seeks permission for the erection of a detached staggered building with a 2-storey basement to create 36 self contained flats (14 x 1 bed, 16 x 2 bed and 2 x 3 bed and 4 maisonettes) with associated landscaping works following demolition of existing building which comprises a public house.

A number of objections have been received which raise a number of concerns primarily regarding the impact of the proposal on the visual amenity of the area and on neighbours. The Hayes Canal Partnership similarly raise an objection to the proposal.

The Council's Conservation and Urban Design Team has raised an objection regarding the loss of the non designated heritage asset (the existing Paddington Packet Boat Public House) and the impact on the visual amenity of the area by virtue of the design, bulk, scale, built form, and positioning of the proposed development within the site.

In addition, the proposed development results in loss of privacy, daylight, outlook, and a detrimental sense of enclosure to neighbouring properties, particularly Nos. 3 and 4 Linden Terrace and Flats 10, 21, 22 , 37, 38 and 39 of Packet Boat House.

Furthermore, insufficient external amenity space provision has been provided and due to its layout and orientation of windows the the proposal would result in a cramped form of development that offers substandard residential accommodation for future occupiers.

It has also not been demonstrated that the proposal would not result in an adverse impact on air quality and drainage, flooding, ground water conditions, and structural stability.

The proposal fails to comply with relevant planning policies within the development plan. The development is not considered acceptable and should be refused for the reasons outlined within this report.

2. RECOMMENDATION

To refuse this application for the reasons outlined below:

1 NON2 Public House - Marketing

This application has failed to demonstrate that there has been marketing of the site more widely for its continued use as a public house or other community use resulting in the loss of a community facility contrary to Para 92 of the NPPF (2018), adopted policies C11 and

CI2 of the Local Plan Part 1 (2012), Policy 3.1 and 4.8 of the London Plan (2016) and Policy DMCI 1 of the emerging Local Plan: Part Two (March 2019).

2 NON2 Loss of Heritage Asset

The development proposal would result in the loss of a non designated heritage asset of significant historic and communal value and social value and would be detrimental to the setting of two Grade II listed buildings, Barnacre and The Old Cottage. The benefits of the development fail to outweigh the substantial harm to this non-designated heritage asset and the less than substantial harm to the setting of the adjoining listed buildings and curtilage. The proposals are therefore contrary to Section 66 of the Planning Act 1990, BE1 and HE1 of the Local Plan Part 1 (2012); policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012); Policy DMHB 3 of the emerging Local Plan: Part 2 (March 2019) and policies 7.4, 7.6, 7.8, and 7.9 of the London Plan (2016) and Chapter 16 of the NPPF (2018).

3 NON2 Urban Design

Notwithstanding the in-principle objection to the loss of this non-designated heritage asset, the proposed development, by reason of its reason of extensive site coverage, layout, proposed boundary treatments, overall size, scale, height and projection onto the street scene along High Road, represents an over-development of the site, that would result in a cramped, unduly intrusive, visually prominent and inappropriate form of development, out of keeping with the character and appearance of the surrounding area. The proposal fails to provide adequate soft landscaping or defensible space to mitigate against the impact of this development or provide any meaningful public realm improvements. The proposal therefore fails to comply with the National Planning Policy Framework, Policies BE13, BE14, BE19 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012); Policies DMHB 1, DMHB 2, DMHB 12 and DMHB 14 of the emerging Local Plan: Part 2 (March 2019) and the adopted Supplementary Planning Document Hillingdon Design and Accessibility Statement: Residential Layouts SPD (2006); Policies 3.5, 3.10, 3.11, 3.12, 3.13, 4.9, 6.1, 7.5 and 8.2 of the London Plan (2016) and Chapters 2, 11, and 12 of the NPPF (2018).

4 NON2 Affordable Housing

The proposed development fails to make appropriate provision for on-site affordable housing. The proposal is therefore contrary to Saved Policy R17 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012); Policy H2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012); Policy DMH 7 of the emerging Local Plan: Part 2 (March 2019); the London Borough of Hillingdon's Supplementary Planning Document on Planning Obligations and policies Policies 3.10 -3.13 of the London Plan (2016); and National Planning Policy Framework, Para. 62 and 63 (2018).

5 NON2 Living Conditions of Future Occupants

The proposal fails to provide amenity space of a quantity and quality commensurate to the size and layout of the proposals, resulting in an over-development of the site detrimental to the residential amenity of the future occupiers. As such the proposal would provide a substandard form of accommodation for future residents contrary to Policies BE21 and BE23 of the Hillingdon Local Plan: Part Two - UDP Saved Policies (November 2012), Policy DMHB 18 of the emerging Local Plan: Part 2 (March 2019), the adopted Supplementary Planning Document HDAS: Residential Extensions and Policy 7.1 of the London Plan (2016) and Chapter 5 of the NPPF (2018).

6 NON2 Amenity of Neighbouring Residents

The proposal, by reason of its size, bulk, design, height and proximity, with inadequate separation distances between the proposed development and Nos 3 and 4 Linden Terrace and consented Flats 10, 21, 22 , 37, 38 and 39 of Packet Boat House, the proposed development would result in an overly dominant feature which would be visually intrusive and an un-neighbourly form of development, resulting in a material loss of residential amenity. Therefore the proposal would be contrary to policies BE20, and BE21 of the Hillingdon Unitary Development Plan (November 2012), emerging Policy DMHB 11 (March 2019), the Council's Supplementary Planning Documents HDAS Residential Layouts and Chapter 12 of the NPPF (2018) .

7 NON2 Daylight and Sunlight Report

In the absence of a daylight and sunlight report, the proposed development fails to demonstrate that there will be no loss of daylight and sunlight to surrounding residential occupiers or overshadowing of neighbouring properties. The proposal also fails to demonstrate that the proposed residential units will meet daylight and sunlight requirements. The proposal fails to accord with BRE 'Site Layout for Daylight and Sunlight' Second Edition, adopted policy BE1 of the Local Plan Part 1 (2012), emerging policy DMHB 1 of the Local Plan Part 2 (March 2019), saved Policy BE21 of the Local Plan: Part Two (November 2012) and Council's HDAS (2006).

8 NON2 Highways Safety

The proposed development would compromise highway and pedestrian safety by virtue of the proposed vehicular access into the site and the proposed use of a car lift to serve the development, giving rise to conditions prejudicial to the free flow of traffic and would be detrimental to highway and pedestrian safety. The development is therefore contrary to Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policies DMT 2 and DMT 5 of the emerging Local Plan: Part 2 (March 2019), Policy 6.12 of the London Plan (2016) and Chapter 9 of the NPPF (2018).

9 NON2 Noise

In the absence of details relating to the proposed car parking lift and plant room the application fails to establish that the proposed residential use can be sited, designed or insulated from noise emanating from the proposed vehicular car lift, it is likely the adjacent and proposed residents would be subject to unacceptable levels of noise, detrimental to the residential amenities of surrounding and future occupiers. This is contrary to Policy OE3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policy 3.5 of the London Plan (2016) and Chapter 12 of the NPPF (2018).

10 NON2 Drainage and Flooding

In the absence of a Basement Impact Assessment to inform the proposal, which includes details of an intrusive ground investigation where there is the potential for groundwater to be present, the proposal could increase groundwater flood risk contrary to Policy EM6, Policy DMHD 3 Basement Development in emerging Hillingdon Local Plan Part 2 Development Management Policies (November 2012), Policies DMEI 8, DMEI 9, DMEI 10 and Policy DMHD 3 of the emerging Local Plan: Part 2 (March 2019), Policy 5.12 Flood Risk Management of the London Plan (2016), Chapter 14 of the NPPF (2018); and the Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

11 NON2 Air Quality

In the absence of adequate and accurate information, the proposal fails to demonstrate the development would be 'air quality neutral'. The proposal could lead to further deterioration of existing poor air quality within an Air Quality Management Area and the nearby West Drayton/Yiewsley Focus Area contrary to DMEI 14 of the emerging Local

Plan: Part 2 (March 2019), Policy 7.14 of the London Plan (2016), Chapter 15 of the NPPF (2018) and Council's draft Air Quality Action Plan (March 2019).

12 NON2 Section 106 Reason for Refusal

The applicant has failed to provide contributions towards the improvements of services and facilities as a consequence of demands created by the proposed development (in respect of CO2 emissions, air quality, construction training, canal improvements and affordable housing). Given that a legal agreement to address this issue has not at this stage been offered or secured, the proposal is considered to be contrary to Policy R17 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), DMCI 7 of the emerging Local Plan: Part 2 (March 2019), Policy 3.10 -3.13 and 5.2 of the London Plan (2016) and the London Borough of Hillingdon's Supplementary Planning Document on Planning Obligations.

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE4	New development within or on the fringes of conservation areas
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional

HDAS-LAY	surface water run-off - requirement for attenuation measures Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 3.3	(2016) Increasing housing supply
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 6.10	(2016) Walking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.4	(2016) Local character
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

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 (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies. On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the 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

The scheme results in a number of fundamental planning concerns, including inappropriate development, lack of amenity space, poor residential amenity for future occupants and a lack of an appropriate provision of on site affordable housing. The Local Planning authority has taken into consideration the requirements of paragraph 186 and 187 of the National Planning Policy Framework (NPPF), however the extent of the issues with the proposed development are such that the Local Planning Authority does not consider there is any scope to achieve a sustainable development on the site without a fundamental redesign of the development requiring a new planning application. Accordingly, it is considered that the most appropriate way to achieve sustainable development at the site is to issue a timely decision informing the applicant of these fundamental planning concerns.

5 171 LBH worked applicant in a positive & proactive (Refusing)

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 2012, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service.

a), b) or c) to be added depending on the refusal circumstances:

a) We have however been unable to seek solutions to problems arising from the application as the principal of the proposal is clearly contrary to our statutory policies and negotiation could not overcome the reasons for refusal.

b) In order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition further guidance was offered to the applicant by the case officer during the processing of the application to identify the amendments to address those elements of the scheme considered unacceptable which the applicant chose not to implement.

c) In order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition further guidance was offered to the applicant by the case officer during the processing of the application to identify the amendments to address those elements of the scheme considered unacceptable. However, the amendments required to make the application acceptable are substantial and would materially change the development proposal. They would require further consultation to be undertaken prior to determination which could not take place within the statutory determination period specified by the Department of Communities and Local Government. You are therefore encouraged to consider the submission of a fresh application incorporating the material amendments set out below which are necessary to make the scheme acceptable.

3. CONSIDERATIONS

3.1 Site and Locality

The site is located on the southern corner of the junction between Packet Boat Lane and High Road in Cowley/Yiewsley. The site contains the Paddington Packet Boat Public House, an attractive two storey property that dates back to 1826. The pub and its beer garden / amenity space occupy the east side of the site fronting onto the High Road. A car park, to the rear, occupies the western half of the site.

The building is also located within the setting of two grade II listed buildings to the north of the site. They are Barnacre, New Peachey Lane, a 17th-century timber-framed house, and The Old Cottage, High Road, a timber-framed late-medieval hall house. The site is not situated within a conservation area, however the Cowley Lock Conservation Area is situated approximately 150m to the west. The application site has a PTAL rating of 1b.

3.2 Proposed Scheme

The proposal seeks full planning permission for the redevelopment of the site including the demolition of the existing public house (Use Class A4) and the erection of a staggered building including the excavation of a 2-storey basement to provide 36 units (14 x 1 bed, 16 x 2 bed, 2 x 3 bed and 4 maisonettes) access, car parking, amenity space and associated works.

3.3 Relevant Planning History

1058/APP/2007/364 Paddington Packet Boat Public House High Road Cowley Uxbridge
ERECTION OF OPEN-SIDED TIMBER-FRAMED STRUCTURE TO COVER EXISTING PATIO
AREA.

Decision: 30-03-2007 Refused

1058/C/80/1054 Paddington Packet Boat Public House High Road Cowley Uxbridge
Alterations to elevation (P)

Decision: 10-06-1980 Approved

1058/D/81/0948 Paddington Packet Boat Public House High Road Cowley Uxbridge
Householder dev. (small extension, garage etc) (P)

Decision: 12-06-1981 Approved

1058/F/91/3569 Paddington Packet Boat Public House High Road Cowley Uxbridge
Installation of five externally illuminated fascia signs and one externally illuminated hanging sign

Decision: 09-07-1991 Approved

1058/G/97/1589 Paddington Packet Boat Public House High Road Cowley Uxbridge
Erection of a single storey rear and side extension

Decision: 29-01-1998 Approved

1058/J/98/0548 Paddington Packet Boat Public House High Road Cowley Uxbridge
Details of materials in compliance with condition 2 of planning permission ref.1058G/97/1589 dated 29/01/98; Erection of a single storey rear and side extension

Decision: 13-05-1998 Approved

1058/K/98/0608 Paddington Packet Boat Public House High Road Cowley Uxbridge
External alterations including erection of a shed, 2 metre high boundary fence, a 1.2 metre high picket fence and details of garden layout (part retrospective application)

Decision: 09-07-1998 Approved

1058/L/98/0609 Paddington Packet Boat Public House High Road Cowley Uxbridge
Installation of extraction duct to roof elevation

Decision: 23-07-1998 Approved

Comment on Relevant Planning History

SURROUNDING AREA

Packet Boat House

Packet Boat House is situated immediately to the west. Planning permission was granted under ref: 20545/APP/2012/2848 (06-06-13) - for alterations, additions and conversion of existing building to create 41 flats with associated car parking, refuse and recycling facilities, amenity space and landscaping.

Grand Union Park

An appeal was allowed under ref: APP/R5510/A/14/2227533 (27-01-15) for Prior Approval allowing the change of use from offices to provide residential units.

Planning consent was granted under planning ref: 1197/APP/2015/4164 (13-12-16) for the demolition of Block C and end of Block B and erection of four replacement buildings of five-storeys in height. Extensions to Blocks A and B to five-storeys. Excavation of basement for car parking; provision of landscaping and amenity space; enhancement of site boundaries including improved access to Grand Union Canal. Total provision of 144 residential units (32 replacing those already approved under permitted development rights in existing loft space of Blocks A and B), comprising 12 x studio, 51 x 1-bed, 53 x 2-bed, 28 x 3-bed; car parking provision of 251 spaces and cycle parking provision of 273 spaces.

4. **Planning Policies and Standards**

The Local Plan Part 2 Draft Proposed Submission Version (2015) was submitted to the Secretary of State on 18 May 2018. This comprises a Development Management Policies document, a Site Allocations and Designations document and associated policies maps. This will replace the current Local Plan: Part 2 - Saved UDP Policies (2012) once adopted.

The document was submitted alongside Statements of Proposed Main and Minor Modifications (SOPM) which outline the proposed changes to submission version (2015) that are being considered as part of the examination process.

Submission to the Secretary of State on 18th May 2018 represented the start of the Examination in Public (EiP). The public examination hearings concluded on the 9 August 2018. The Inspector has submitted a Post Hearing Advice Note outlining the need to undertake a final consultation on the Main Modifications only. The Council has responded to this note outlining that its preferred dates for doing so would be 27th March 2019 to 8th May 2019. All consultation responses will be provided to the Inspector for review, before the Inspector's Final Report is published to conclude the EiP process.

Paragraph 48 of the NPPF (2018) outlines that local planning authorities may give weight to relevant policies in emerging plans according to:

- a) The stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- b) The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- c) The degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

On the basis that the Council is awaiting the final Inspector's Report on the emerging Local Plan: Part 2, the document is considered to be in the latter stages of the preparation

process. The degree to which weight may be attached to each policy is therefore based on the extent to which there is an unresolved objection being determined through the public examination process and the degree of consistency to the relevant policies in the NPPF (2018).

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.H1 (2012) Housing Growth
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- BE4 New development within or on the fringes of conservation areas
- BE13 New development must harmonise with the existing street scene.
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.

- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

- H4 Mix of housing units
- H5 Dwellings suitable for large families
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE5 Siting of noise-sensitive developments
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures

- HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
- LPP 3.3 (2016) Increasing housing supply
- LPP 3.5 (2016) Quality and design of housing developments

LPP 3.8	(2016) Housing Choice
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 6.10	(2016) Walking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.4	(2016) Local character
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **1st February 2019**

5.2 Site Notice Expiry Date:- **30th January 2019**

6. Consultations

External Consultees

The application was advertised in the press between 09-01-19 and 30-01-19. Site and press notices were also posted.

25 responses were received to the neighbour consultation, of which there were 24 objections and 1 letter of support. The consultation responses received are summarised below:

Support

- No objection as this will reduce housing shortage in the Borough.

Objections

- There is insufficient car parking within the local area, the proposal does not include sufficient car parking or any visitor car parking spaces;
- Traffic lights would be required at the corner, and the speed cameras nearby, on the main road;
- The proposal would result in the loss of light to neighbouring properties;
- The height of the building is too high at 7 stories and not in keeping with neighbouring buildings on the High Road. The Hornbill Close flats have been cited as 4 stories, however they are less conspicuous as they are set at a lower ground level than the road, and their impact is hidden by trees at road level. 2-3 storeys is a more reasonable height for this development.
- The applicants claim this height is ok due to the heights of Packet Boat House and Union Park, however those are not visible from the High Road and both were pre existing developments that were for industrial/office use. They are not easily visible from the high road, nor was their height altered.
- The new development will block light source and plunge Linden Terrace into even more darkness during daytime hours.
- Obstruction of view Linden Terrace currently has an unobstructed view north up Cowley Road. This has already been impeded by the erection of hoardings on the site perimeter. There will be no

more view to the north if this planned build goes ahead.

- Access to Linden Terrace Access to the parking area for Linden Terrace borders with the planning site. This driveway must remain unobstructed for 100% of the project and must also be protected from falling debris etc. for vehicles. This is the entrance for those on foot and vehicles.
- The plan for a 2 storey parking basement provides grave concern for the integrity of the foundations so close to Linden Terrace. The digging and construction process poses great risk to the foundations of Linden Terrace which dates back to the late 1940s. I would be very happy to meet in person to discuss these points to assist the Hillingdon Planning department in gauging an accurate picture of the impact of this development.
- The proposed tree planting is insufficient and does not allow for any meaningful planting.
- There is little point in planting and hedging when the remainder of the building would be an eyesore
- The proposed scale, massing and size of the development is inappropriate in this context.
- This is a local landmark with long history associated with the Grand Union Canal and local industry. It will be lost to flatted development. The London Borough of Hillingdon has a responsibility to retain the history of any building.
- Demolition of this historic property is both morally and historically wrong. To replace it with yet another high-rise is completely wrong.
- This pub is a part of our heritage and history it was there long before us there is so many next to it behind it going up beside it down the road from it isn't there enough that you are able to leave the small amount of history left in this area.
- This is an historic building with strong association with the areas past. To demolish it would remove yet more of our local history. It could still be converted into residential without the need for such drastic and irreversible measures.
- I lived in Uxbridge for 30 years and was an Estate Manager for the Local Authority in the late 80's and early 90's. I'm shocked that consideration is being given to demolishing such a historic landmark. Please think again.
- The building is a 200 year old land mark for Cowley and the canal. It should retained and preserved
- Far too many houses already being built in Cowley with no infrastructure for jobs, doctors surgeries, schools, etc.
- This is a historic landmark and part of the history of the British Waterway system.

STATUTORY CONSULTEES

Hillingdon Canals Partnership

The members of the Partnership are the Canal & River Trust (CRT), Friends of Slough Canal, Hayes Town Partnership, Hillingdon Council, Inland Waterways Association (Middlesex Branch), Stockley Park, Thames 21 and Yiewsley & West Drayton Town Centre Action Group plus the Member of Parliament for Hayes & Harlington. The comments expressed here are the overall view of the Partnership and do not purport to represent the opinion of Hillingdon Council or other individual members.

We object to the application because of the loss of a landmark of great significance in the history of London's canals coupled with the failure of the applicants to carry out a proper assessment of the heritage impact that would be caused by the demolition of this building.

The Paddington Packet Boat provided a passenger service between Cowley and Paddington following the opening of the Paddington Arm of the Grand Junction Canal in 1801. The carrying of passengers by boat into and out of London along the 17 mile lock-free stretch of the Canal was a unique service and the Paddington Packet Boat public house played a key part in its operation. Following the ending of the service it continued to be an important reminder of the historic importance of the canals.

As well as being of historic interest the building itself has features that are worthy of retention and it

is submitted that conversion into flats should be examined as an option before any approval is given to its demolition. In the event that the granting of planning permission is contemplated by the Council it is suggested that this should be subject to the following provisos:

The applicant should be required to make provision to highlight in a publicly-recognised way the historic significance of the site. This could include the installation of a commemorative plate under the Red Wheel scheme run by the Transport Trust to mark key locations which have significant historical value to British transport heritage.

Provision should be made in a Section 106 agreement for the allocation of funds to the Canal and River Trust for use in its towpath improvement programme. This would recognise the fact that the canal towpath will be providing a walking and cycling route for residents of the flats as well as improving access to the canal as a place for recreation and the promotion of wellbeing.

Inland Waterways Association (IWA) (Middlesex Branch)

The IWA is the leading membership charity dedicated to protecting and restoring Britain's network of canals and river waterways.

Our principal interest is the historic relationship between the site of the proposed development (Ref: 1058/APP/2018/4486) and the Grand Union Canal situated some 150 metres to the west. We object to the proposed development on the grounds that proposals will remove an historic inn that has a connection with the history of the Grand Junction Canal Company and the packet boat service, which operated in the early nineteenth century between Cowley and Paddington. In particular we note that the application documents do not provide any assessment of the heritage value of the building or it's historic significance with the passenger transport express boat service.

The Paddington Arm between Bulls Bridge and Paddington was opened in July 1801 some seven years after the completion of the main line of the Grand Junction Canal between Brentford and Uxbridge. Shortly after the opening of the Paddington Arm the Grand Junction Canal Company decided to trial a passenger boat service on the 17-mile section of canal between Cowley and Paddington. Two horse drawn wide beam boats were constructed for the service, which operated a daily return journey into London and made use of a canal dock constructed south of Cowley Lock. The success of the service led the canal company to contract the rights to run the service to independent operators. Increased competition from the stage coaches between Uxbridge and London eventually led to the decline of the packet boat service and it ceased operation in 1830 when the Grand Junction Canal Company were unable to sell the operating rights to run the service.

The first recorded evidence of the Paddington Packet Boat public house is in 1826 but an inn may well have existed on the site from the time of the canal construction or before. The public house situated at the junction of High Road and Packet Boat Lane would have served passing road traffic and provided accommodation for passengers using the packet boat service.

The proposed demolition of the public house and the construction of a block of flats will destroy a local landmark and eradicate an important reference to the heritage of the nearby canal. The public house is clearly of historic interest and has architectural features worthy of conservation that add to the character of the streetscape.

This prominent building is intrinsically part of London's waterways heritage and has an important role in signifying the historic environment of the canal. We consider that the existing building should be retained and that it could be sympathetically converted to residential use thereby keeping the historic significance of the site evident for public awareness. We would urge the Council to reject the current application and to open further dialogue with the applicant to seek a suitable conservation scheme.

NATS Safeguarding

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

Thames Water

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection.

Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Canals and Rivers Trust (CRT)

Based on the information available, our substantive response (as required by the Town and Country Planning (Development Management Procedure (England) Order 2015 (as amended)) is the following advice:

The applicant's planning statement refer's to a heritage statement, however this does not appear to have been submitted with the application and no assessment of the heritage impact of the loss of the building has been made. Only a cursory reference to the site's land use as part of a desktop study has been made.

The nearby Packet Boat Dock to which the Paddington Packet Boats ran, was built in the early 1800s and the Paddington Packet Boat Inn seems to have appeared shortly thereafter. CRT suggest the Council full satisfy themselves that the heritage of the pub has been adequately considered.

Internal Consultees

INTERNAL CONSULTEES

Flood Water Management Officer

The proposals include a two storey basement across the majority of the site area, with the extent of the basement close to adjoining property boundaries. A Basement Impact Assessment has not been included to accompany the application. No information has been provided to determine baseline groundwater levels beneath the site, and no assessment has been provided to consider the impact of the proposed basement on local groundwater levels. The proposed basement may then have an impact on the level of groundwater in the surrounding area. As the proposed basement extends across the full width of the site, there is limited scope to include mitigation measures should any assessment identify potential impacts as a result of the works.

The site lies in Flood Zone 1 and is not shown on Environment Agency mapping to be at risk of surface water flooding. Mapping included in the West London Strategic Flood Risk Assessment (SFRA) identifies that the vicinity of the site has the potential for elevated groundwater.

The applicant has submitted a Surface Water Drainage Strategy (SWDS) to support the application (Ambiental report revision 3.0 dated September 2018). The SWDS sets out the proposals for managing collected surface water, which states that infiltration drainage is unlikely and the site is not sufficiently close to a watercourse for a connection. The proposed discharge location is therefore the Thames Water sewer on High Road that discharges into the River Pinn to the south-east of the site. As the development will extend over the entire site boundary, the current proposals are to

include areas of blue roof on the appropriate roof areas, with a combined restricted runoff from all roof areas of 1l/s in the 1 in 100 year plus 40% climate change event. Other roof areas, and areas of hardstanding are proposed to connect unrestricted into the surface water drainage network prior to discharge into the Thames Water sewer on High Road. The peak rate of runoff from the development is proposed to be 8.9l/s for the 1 in 100 year plus 40% climate change event. While this is greater than greenfield rates, there are limited opportunities within the site layout to provide any additional attenuation storage. The proposals have identified sustainable approaches for managing surface water and we would seek for additional information during the detailed design of the blue roofs, as well as information on the management and maintenance of the entire drainage network.

The Council requires an assessment of the scheme's impact on local groundwater conditions. The Council will only permit basement and other underground development that does not cause harm to the built and natural environment, local amenity, and does not result in flooding or ground instability. A Basement Impact Assessment must be submitted to inform the proposal, which should include an intrusive ground investigation where there is the potential for groundwater to be present. Where groundwater is found, suitable mitigation should be recommended in the assessment.

Officer comment: the flood risk officer's comments have been duly noted and form a reason for refusal.

Waste Strategy Officer

Based on the existing guidance for waste and recycling storage and collection, the minimum storage capacity required is 5830 litres. The current plan indicates only 5500 litres. The developer should provide space for an additional bin, or provide larger 1280 litre bins to accommodate the minimum requirement. A smooth surface which is free from steps or kerbs should be installed from the designated collection point to the vehicle stopping point.

Officer comment: the waste strategy officer's comment has been duly taken into account.

Access Officer

The details of this planning proposal have been reviewed and are fundamentally acceptable from an accessibility standpoint. However, the following planning conditions should be attached to any approval:

1. The development hereby approved shall ensure that 10% of the residential units are constructed to meet the standards for Category 3 M4(3) dwelling, with all remaining units designed to the standards for Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON:

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

2. The development as approved shall ensure that the external environment, to include access gates, landscaping, lighting and car parking are designed to accord with the prescribed standards set out in BS 8300- 1:2018.

REASON:

To ensure a high standard of Inclusive Design in conformity with the requirements of London Plan policy 7.2.

3. Details of the amenity areas and roof terraces shall be submitted which demonstrate an appropriate standard of accessibility for older and disabled people.

REASON: To ensure a high standard of inclusive design is achieved in conformity with the requirements of London Plan policy 7.2.

Officer comment: The access officer's comments have duly been taken into account and are addressed in the main body of the report.

Contaminated Land Officer

The completion of a suitably designed and implemented Phase 2 investigation will provide additional details for revising the initial Conceptual Site Model (CSM) and Preliminary Risk Assessment (PRA) in accordance with the findings from a site specific investigation.

It is therefore recommended that, for clarity (see observations below), the following conditions should be applied:

(i) The development shall not commence until a scheme to deal with contamination has been submitted to the Local Planning Authority (LPA) in accordance with the Supplementary Planning Guidance Document on Land Contamination, and approved by the LPA. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

a) 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

(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

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

Officer comment: The contaminated land officer's comments have duly been taken into account and are addressed in the main body of the report.

Highways Officer

The development site is located at the junction of the A408 High Road and Packet Boat Lane, south of Uxbridge Town Centre. The A408 High Road is a dual carriageway with a speed limit of 30 mph and street lighting. There is a road safety camera located directly outside of the site.

The site has a PTAL score of 1b, indicating it has limited access to public transport services. The nearest bus stops are located approximately 140 m south of the site on either side of the A408 High Road. These stops serve the 222 service operating between Hounslow and Uxbridge. Three further services are available approximately 780 m south of the site providing access to the wider area, including Hayes and Heathrow Airport. The site has reasonable access to the M4 motorway and the strategic road network beyond.

Whilst there is a limited amount of on-street parking available on Packet Boat Lane, most of the surrounding roads are marked with a single yellow line which permits parking outside of 08:00 to 18:30 hours Monday to Saturday. The area is not within a Parking Management Scheme.

The site was previously used as a public house with vehicular access taken from Packet Boat Lane. The former public house car park provided approximately 18 car parking spaces. The proposed scheme comprises the demolition of the public house (land use class A4, 429.8 sqm GEA) and the redevelopment of the site to form of 36 residential units (land use class C3). The development would have 42 car parking spaces 36 of which would be in a double storey basement.

Vehicular access is retained as existing from Packet Boat Lane, approximately 25 m west of the A408 High Road junction. This location has been chosen to minimise interference with the operation of the A408 High Road/Packet Boat Lane junction.

In the absence of traffic counts for the existing public house, the developer's agent has resorted to using TRICS. The outputs show that the public house would have generated at total of 205 daily vehicular trips. The busiest period being in the PM Peak 17:00 to 18:00 hours when 10 vehicles would arrive and 8 depart.

Again using TRICS, the developer's agent calculates that the proposed development would generate 101 daily vehicular trips, a net reduction of 104 vehicular trips compared to the sites existing use as a public house. However, whilst the proposals exhibit a reduction in movements, because the development is changing from a public house A4 to residential C3 there will be a corresponding change in the nature of the vehicle movements. With the proposed development, the busiest period would be in the AM Peak, there would be a total of 10 vehicular movements, 3 arrivals and 7 departures. In the PM Peak these figures are slightly less, 5 vehicles will arrive and 2 depart.

Applying average vehicle speeds of 19.6 mph westbound and 19.4 mph eastbound, 'Manual for Streets' (MfS) guidance requires a stopping sight distance (SSD) of 25 metres should be achieved. The development achieves the requisite visibility splay to the east an ex-distance of 2.4 m set back from the kerb line, adjusted for bonnet length. To the west, the visibility is limited by an existing refuse store at the neighbouring site. The maximum x-distance at which the required SSD y-distance in accordance with MfS guidance can be achieved is 1.3 metres. The developer proposes to mitigate the limited visibility to the west by using convex safety mirrors on the highway "which would be consulted on with LBH officers and implemented under a s278 agreement". However, the use of the type of mirror proposed is prohibited. Mirrors are classified as a type of road traffic sign by the Department of Transport - road signs are governed by National Traffic Regulations and

Guidelines with which the council must comply as mirrors are not a permitted sign under these regulations the council is not able to install them on the public highway.

Furthermore, whilst the visibility splay to the west can be taken to the centre line to increase the distance, it is observed that on-street parking takes place on the far side edge of the carriageway. It is therefore expected that vehicles travelling eastbound to the junction will be doing so whilst partially over running the near side westbound lane - further necessitating the need for adequate sight lines. The current arrangement poses a risk to road safety.

The total number of car parking spaces proposed is 42no. representing a ratio of car parking spaces to residential/dwelling units of 1.2. The Council's current car parking standards as contained in Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) allow a maximum provision of 54no. car parking spaces. Four of the 42no. car parking spaces would be accessible spaces for disabled people, this figure conforms with the Council's parking standard which requires 10% of all parking spaces to be accessible. All of the remaining car parking spaces would be located on one of two basement floors. Basement floor -1 would have 19no. spaces and basement floor -2 also 19no. spaces. Access to these car parking spaces would be via a one of two car lifts, one serving basement floor -1, the other serving basement floor -2. The developer reports that the time taken for a car to enter the lift, descend, car leave the lift and then return to ground floor level for the next user would be 90 seconds for the lift serving basement floor -1 and 100 seconds for the lift serving basement floor -2. The developer allows 30 seconds for a car to enter and leave the lift. Based on these figures, a full cycle for basement floor -2 would be 2 minutes 40 seconds and 2 minutes 30 seconds for basement floor -1. Access to the car lifts would be from a driveway leading off Packet Boat Lane, this driveway measures 5.2 x 9.5 meters.

The refuse bin storage area would be to the side of this driveway; as there is nowhere for a refuse vehicle to stop within the site all refuse collection would take place from the highway.

The development would have 5no. motorcycle parking spaces all situated on the ground floor and 72no. cycle parking spaces. Four short stay cycle parking spaces would be located within the development in the entrance; the remaining 68no. would be situated on basement floor -1. Cyclist would have to gain access to these parking spaces using the basement floor -1 car lift. Of the 42no. car parking spaces 9no. would have an active electric vehicle charging points.

There are a number of significant highway, traffic and transportation concerns with this application, primarily the parking arrangements. The developer reports that the lift system is able to cope with peak demand, this being a situation where the car park is empty and 38 vehicles wish to park or the car park is full and all 38 vehicles wish to leave. The developer claims that all of these movements can be completed within 60 minutes even if one of the lifts was not working. This claim is fundamentally flawed raising a number of concerns which are discussed below.

The time taken for a lift to make a return trip is based on an assumption that all vehicles enter and leave the car park in an orderly manner. It makes no allowance for real world event such as drivers stalling their vehicle, taking time to align their vehicle or for example pausing to hear a radio announcement.

It is completely unrealistic to assume that vehicles will arrive or wish to leave at regular intervals, or that drivers will wait patiently until it is their turn to use the car lift. Given that drivers will arrive in sporadic intervals, vehicles will queue in line waiting until it is their turn to use the lift. As the driveway is only 9.5 meters long it only has capacity to hold 2 vehicles. Any more vehicles than this would have to queue on Packet Boat Lane, as queues build they would begin to tail back onto A408 High Road presenting a risk to road safety and hindering the free flow of traffic.

Situations will occur where a vehicle is waiting for a lift to arrive and when it arrives and the doors open there is already a vehicle on board wishing to leave. The car waiting to board will block its exit creating a gridlock requiring several vehicles to manoeuvre for the impasse to be resolved.

Notwithstanding the above the developer claims the lift system offers sufficient capacity to cater for peak vehicular demand. However the demands of up to 68 cyclists who will also wish to use the lifts is overlooked.

Situations will also occur where a driver proceeds to park in a basement only to find upon arrival that all spaces are occupied. This eventuality needs to be managed.

The time it takes a driver to wait for a lift, drive on board, descend and then park is very likely to discourage those only wanting to be in their house for a few minutes from using the lift and basement parking. In these situations it is very likely that drivers will fly park on-street creating a risk to road safety and impeding the free flow of traffic.

It has also been noted that when both lifts are in operation, motorcyclists or drivers using the accessible parking spaces will not be able enter or leave the development.

The developer's agent has modelled the impact that the development would have on the junction of A408 High Road North and South with Packet Boat Lane. The methodology used has been checked and the results validated, the junction is shown to operate within capacity, the development is not expected to give rise to further congestion on the local road network.

There are strong highway objections to this planning application. For the reasons outlined above, the proposed car parking arrangement of 2no. car lifts providing access to 2no. levels of basement parking will not work in practice. There are also issues surrounding the limited sight lines that are afforded to drivers leaving the development.

A total developer contribution of £25k is required to fund access improvements to the Grand Union Canal Quietway from Packet Boat Lane. Works will involve opening up the access point on the southern side of Packet Boat Lane, rebuilding the steps including the provision of a channel for riders to wheel their bikes as well as Legible London fingers posts signs. The access on the northern side would be made safer and more convenient to use by resurfacing it with asphalt.

Conservation and Design Officer

The Paddington Packet Boat Public House is an historically interesting building located on the corner of Packet Boat Lane and the High Road and is a notable landmark in the area for its prominent location and its clear historic character in an area characterised by twentieth century development. It is neither nationally nor locally listed but is to be regarded as a non-designated heritage asset and is therefore subject to national and local policies relating to such buildings. Just to the north lie two grade II listed buildings, the late medieval hall house known as The Old Cottage and the seventeenth century Barnacre for which the site forms part of their setting. The building also lies just to the east of the Cowley Lock Conservation Area with which it has a shared history.

The Victoria County History of Middlesex (1962) states that the public house was first licensed in 1804 in connection with the development of the opening of the Paddington arm of the Grand Union Canal which opened in July 1801. Soon after its opening the Grand Junction Canal Company began a passenger boat service from the Paddington Basin up to Cowley where a dock was built to receive the boats. This still survives just to the west of the public house along Packet Boat Lane. The service was successful and so was contracted out first to Henry Weeks and soon after to Thomas Horner who later went on to propose the Regents Canal. The boat was horse drawn and served refreshments and typically took about three hours. It was used both practically as well as recreationally and several appealing prints and documents survive. However, the service lost out to the Omnibus service along the Uxbridge Road and by the 1830s had ceased to operate. The public house would have provided accommodation and further refreshments to the packet boat passengers as well as its crew and travellers along the High Road.

The original building is two storeys with gabled cross wings at either end, by the late nineteenth century an additional wider gabled bay was added to the west end. The elevations are painted render (although the building was originally exposed brick) and the roof is slate. The east elevation has two external chimney stacks, the tops sections of which are rendered. The clay chimney pots are tall and distinctive. There is a further stack protruding from the roof slope on the front elevation and two further now altered stacks between the original building and extension which would once have matched those on the east elevation. The first floor windows are original small paned casements with hood moulds above and the gables have distinctive decorative barge boards. There are three ground floor bay windows under slate roofs the result of later remodelling with two entrance doors to the different bars. Internally there is less architectural interest.

It is proposed to demolish the heritage asset and develop the site with a seven storey building with a two storey basement which will house thirty-six apartments varying in size from one to four bedrooms.

COMMENTS: There are several issues with this application from a conservation perspective. Firstly the impact on the non-designated heritage asset itself and secondly the impact on the setting of the two listed buildings. The impact on the setting of the Cowley Lock Conservation Area is limited due to the distance between the two and the existing development of industrial units and more recently five storey apartment blocks.

The demolition of this historic public house cannot be supported. It would be highly detrimental to the heritage of Cowley with the loss of historic interest as laid out above as well as on a wider scale to the borough of Hillingdon for which the development of the Grand Junction canal is such an important part of the area's history.

The public house survives along with the name of Packet Boat Lane, the canal bridge, the cottages on the west side (now The Waters Edge) and the bridge and dock at Cowley. Together these all form an historic group of structures that owe their construction to the development of the Grand Union Canal. All these are interlinked and represent an important part of the history of the area and in particular the period when the Packet Boats plied their trade between Paddington and Cowley. Cowley Peachey as this part of Cowley was known remained a rustic settlement up until the first world war. The public house along with the listed Old Cottage and Barnacre are all survivals of this village despite the later infill development. Heritage assets are irreplaceable and to demolish the public house would be to wipe out part of the history of the area both in relation to its connection to the canal as well as to the ancient settlement at Cowley Peachey.

The accompanying Heritage Statement understandably reaches different conclusions. In essence it argues that the building is of low significance and that its demolition is therefore acceptable. Although the assessment refers to the four values by which significance is assessed, namely evidential, historical, aesthetic and communal it focuses solely on the building itself which comes under aesthetic and evidential value and ignores the other two values. As laid out above the building has undeniable historic value but it also has communal value particularly the subsection of this identified as social value. This is identified in Historic England's Conservation Principles as "associated with places that people perceive as a source of identity, distinctiveness, social interaction and coherence" and that "social values tend to be less dependent on the survival of historic fabric". An historic public house clearly falls within this category and holds value irrespective of later alterations to the building.

In addition the Heritage Statement assesses the building against Hillingdon's criteria for local listing and again down plays the historic/archaeological interest which also includes community significance to find it falls short of the necessary score for local listing. Were this category to be assessed more favourably it would fall into the window for local listing. By ignoring the historic and communal value of this building in favour of narrowly focusing simply on the surviving building the

real significance of the building has been overlooked and misinterpreted and therefore the harm of demolition diminished.

In terms of the impact on the setting of the listed buildings it should be highlighted that there was previously only one house set in a large garden between the pub and the Old Cottage and that was the sum total of buildings at the junction of Packet Boat Lane. So that for approximately two hundred years The Packet Boat Inn has formed a key part of the setting of the two listed buildings, closing the view when they are experienced from the north. To remove it would clearly impact negatively on the setting of the listed buildings.

The Heritage Statement suggests otherwise. It argues that the setting of the listed buildings derives from its garden, domestic curtilage and streetscape and that its setting has been substantially lost and therefore has neutral significance. It also states that the public house and the listed buildings are visually, historically, economically, socially and functionally separate and therefore the setting will remain unaffected by the proposal in line with the Court of Appeal judgement on Catesby Estates. I would argue on the contrary that the buildings are at the very least both visually and historically connected as laid out in their shared proximity within the historic settlement of Cowley Peachey.

While the removal of the public house would further erode the historic village context of the listed buildings the proposed building would add insult to injury. Were the application to be approved the replacement building would be highly detrimental both to the character and appearance of the area but more specifically to the setting of the diminutive listed buildings. The proposed replacement building is seven storeys high with a two storey basement in contrast to the existing two storey building. Were the proposal to be approved the scale and modernity of the apartment block would completely overwhelm the listed buildings in scale. Recent large scale developments have been built along Packet Boat Lane and while not ideal they are at least further from the buildings and five storeys in height and not in direct view in the way that the proposal site is in relation to the listed buildings. The proposal would be highly detrimental to the setting of the listed buildings and should be strongly opposed.

In conclusion, the application should be refused on the basis that the proposal would be harmful to the heritage asset as wholesale demolition is proposed and the non-designated heritage asset is irreplaceable. It is my balanced judgement that the proposal cannot be supported (197 NPPF 2018).

The proposal would also be detrimental to the setting of the two listed buildings and therefore contrary to Planning (Listed Buildings and Conservation Areas) Act 1990 66 (1) and Local Plan HE1. It is also made clear in HE1 that the Council seeks to conserve and enhance the distinctive and varied environment of the borough which includes the Grand Union Canal and its features. While not strictly a feature of the canal, the public house's shared history with the development of the Grand Union Canal suggests that the proposal should be given due consideration under this part of the local plan as well. The proposal would be visually prominent from the canal and the scale, massing and height would sit at odds with the surrounding area, particularly when viewed from the canal. On this basis the proposal should be refused.

Refusal on this basis is recommended.

Officer comment: the conservation officer's comments have duly been taken into account and addressed in the main body of the report.

Trees and Landscaping Officer

There are no trees on site. Any trees that were on site of significance were removed prior to this application being submitted. The front boundary treatment illustrated on plan is misleading. There is insufficient space to plant established mature trees on the front boundary. The lack of soft landscaping and lack of amenity space is a concern. The proposal does not allow for any meaningful

tree planting and landscaping.

Officer comment: the trees and landscaping officer's objections have been duly taken into account and are addressed within the main body of the report.

Sustainability Officer

The proposals presented are not policy compliant with regards to energy. However, I have no objections to the proposed development subject to following S106 comments and proposed condition:

S106

The development fails to meet the zero carbon standards required by the London Plan. It has achieved the 35% minimum reduction target but is still short of the overall 100% reduction target. Either the applicant redesigns the scheme to meet the onsite reduction target or Policy 5.2e of the London Plan is adopted an offsite solution is found through an appropriate contribution. Based on the details submitted the onsite shortfall equates to 28.312tCO₂/annum.

This results in an offsite contribution of £50,961.

Condition

Prior to above ground works, full details of the Photovoltaic Panels as required by the Energy Strategy shall be submitted and approved in writing by the Local Planning Authority. The details shall include the type of panel, the specifications including output of energy and CO₂ savings, the fixing mechanisms to the roof and the maintenance regime to ensure they run efficiently. In addition, the details shall include a sun path analysis and associated commentary on the performance of the panels as related to the proposed orientation and pitch. The details must demonstrate the savings set out in the energy strategy can be achieved. The development must proceed in accordance with the approved details.

Reason

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

Air Quality Officer

The application has submitted an air quality report to support the planning application. However, it does not assess the impact of the proposed scheme at the nearby West Drayton/Yiewsley Focus Area. It only assesses the impacts within 200m of the application site which is not sufficient.

In addition, the benchmarks used to calculate the neutral assessment refer to Inner London which have higher emission factors. The application site is in outer London. Therefore I do not have correct/enough information to evaluate the suitability of the proposal in terms of air quality.

Officer comment: the air quality officer's comments have been taken into account and are addressed within the main body of the report.

EPU Officer

In regards to the erection of a 7 storey building and demolition of the Paddington Packet Boat Public House. the acoustic report has demonstrated how internal noise levels will be achieved in accordance with BS 8233 2014 standards.

As there is no mention of plant equipment/installation such a car lift , a noise survey will need to be included so that the applicant has shown clearly how the occupiers of the proposed dwelling will be protected against internal noise and vibration. This application is recommended for refusal.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The importance of pubs is recognised in the NPPF (2018), with Paragraph 92 stating that "to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;
- b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;
- c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;
- d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and
- e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services."

The London Plan (2016) paragraph 4.48A also provides explicit recognition of the role that pubs can play in the social fabric of communities, stating the following:

"The Mayor recognises the important role that London's public houses can play in the social fabric of communities (within Policy 3.1B) and recent research highlights the rapid rate of closures over the past decade and the factors behind these. To address these concerns, where there is sufficient evidence of need, community asset value and viability in pub use, boroughs are encouraged to bring forward policies to retain, manage and enhance public houses."

Policy 4.8 of the London Plan (2016) outlines that Local Planning Authorities should take a proactive approach to planning for retailing and related facilities and services and provide a policy framework for maintaining, managing and enhancing local and neighbourhood shopping and facilities which provide local goods and services, and develop policies to prevent the loss of retail and related facilities that provide essential convenience and specialist shopping or valued local community assets, including public houses, justified by robust evidence.

Policy HC7 of the draft London Plan (2017) provides a direction of travel for the continued support and protection of public houses where they are deemed to be of either heritage, economic, social or cultural value. The draft London Plan (2017) however has a large number of outstanding objections still to be determined and the examination in public is yet to conclude. As such, it is not considered that substantial weight should be attached to this document.

Policies CI1 and CI2 of the Local Plan Part 1 - Strategic Policies (2012) also provide the strategic context that the Council will support the retention of existing community and leisure facilities, ensuring that development proposals will not result in the loss of existing leisure and community facilities unless satisfactory alternative provision is made or it can be demonstrated that the asset is no longer needed

The Local Plan Part Two - Saved UDP Policies (2012) includes Policy R11 which outlines the following in regards to the retention of recreation, leisure and community facilities:

"The local planning authority will assess proposals which involve the loss of land or buildings used or whose last authorised use was for education, social, community and health services by taking into account whether:

There is a reasonable possibility that refusal of permission for an alternative use would lead to the retention and continued use of existing facility. Adequate accessible alternative provision is available to meet the foreseeable needs of the existing and potential users of the facility to be displaced. The proposed alternative use accords with the other policies of this plan and contributes to its objectives.

The emerging Local Plan: Part 2 - Development Management Policies (March 2019) was submitted for examination on the 18th May 2018, which also identifies the role of public houses in local communities. Policy DMCI 1: Retention of Existing Community Facilities provides a direction of travel for the continued support and protection of public houses, except where the applicant has demonstrated that the specific use is no longer required on-site.

The evidence submitted by the applicant to justify the loss of the public house is considered to be that within the Planning Statement dated December 2018. The Planning Statement notes:

6 alternative premises have been identified within a 1 mile radius of the application site, including the Waters Edge within a 3-minute walk. The six alternative premises provide a wide range of choice and offer the same facilities between them as the Paddington Packet Boat. The current vacancy of the site following the end of a three year lease in September 2018. However the premise was not actually marketed on the open market as a pub for a reasonable time frame and as such the applicant cannot demonstrate that there is no interest for this premise to continue to operate as a public house.

The site does not benefit from designation as an Asset of Community Value (ACV). Based on the evidence provided it is not considered that the loss of the Paddington Packet Boat would result in a shortfall in the local provision of public houses. However, the evidence regarding the reasonable possibility of the continued use of the site as a public house is more limited relating only to the extension of the existing lease. The applicant has failed to fully address the requirements of the policy. The applicant has failed to demonstrate that there had been marketing of the site more widely for its continued use as a public house. Whilst this may not form a reason for refusal on its own, the loss of the site as a social and community asset is a material consideration that weighs against the development as it is contrary to Emerging Policy DMCI 1 of the Local Plan: Part Two (March 2019).

7.02 Density of the proposed development

The London Plan (2016) defines an suburban setting as 'areas with predominantly lower density development such as, for example, detached and semi-detached houses, predominantly residential, small building footprints and typically buildings of two to three storeys.' The application site lies within a suburban setting.

Policy 3.4 of the London Plan (2016) requires developments to optimise housing output for different locations taking into account local context and character, design principles set out in London Plan (2016) Chapter 7 and public transport capacity. Table 3.2 provides the density matrix in support of this policy. The density matrix therefore suggests a residential

density in the region of 150-200 habitable rooms per hectare for this location. The proposal provides 400 habitable rooms per hectare which far exceeds the recommendation within the London Plan (2016). The proposed scale and density of the development is inappropriate in this context and contrary to Policy 3.4 of the London Plan (2016). It further demonstrates that the scale of development proposed for this site is inappropriate.

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

Section 66 of the Planning (Listed Buildings and Conservation Areas Act) 1990 sets out the statutory duty of Local Planning Authorities in regard to development affecting listed buildings:-

'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.' Policy BE10 seeks to protect the setting of listed buildings.

Policy 197 of the NPPF (2018) requires effect of an application on the significance of a non-designated heritage asset to be taken into account in determining the application. In weighing up applications that affect a non-designated heritage asset, the local planning authority is required to make a balanced judgement having regard to the scale of any harm or loss and the significance of the heritage asset.

Policy 7.8 of the London Plan (2016) notes developments should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate. Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

Policy HE1 of the Local Plan Part One (November 2012) notes that the Council will conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape, which includes the Grand Union Canal and its features, listed buildings, conservation areas, historic village cores, locally recognised historic features.

Whilst the application sits outside of the Cowley Lock Conservation Area, it is situated approximately 150m to the west of the application site. The application site is also located within the setting of two grade II listed buildings to the north of the site at a distance of about 65 and 80 metres respectively. They are Barnacre, New Peachey Lane, a 17th-century timber-framed house on a lobby entry plan, and The Old Cottage, High Road, a timber-framed late-medieval hall house of 'Wealden' type, now jettied its full length and with central chimney stack.

The Paddington Packet Boat Public House is an historically interesting building located on the corner of Packet Boat Lane and the High Road and is a notable landmark in the area for its prominent location and its clear historic character in an area characterised by twentieth century development. It is neither nationally nor locally listed but is to be regarded as a non-designated heritage asset and is therefore subject to national and local policies relating to such buildings. Just to the north lie two grade II listed buildings, the late medieval hall house known as The Old Cottage and the seventeenth century Barnacre for which the site forms part of their setting. The building also lies just to the east of the Cowley Lock Conservation Area with which it has a shared history.

The Victoria County History of Middlesex (1962) states that the public house was first licensed in 1804 in connection with the development of the opening of the Paddington arm

of the Grand Union Canal which opened in July 1801. Soon after its opening the Grand Junction Canal Company began a passenger boat service from the Paddington Basin up to Cowley where a dock was built to receive the boats. This still survives just to the west of the public house along Packet Boat Lane. The service was successful and so was contracted out first to Henry Weeks and soon after to Thomas Horner who later went on to propose the Regents Canal. The boat was horse drawn and served refreshments and typically took about three hours. It was used both practically as well as recreationally and several appealing prints and documents survive. However, the service lost out to the Omnibus service along the Uxbridge Road and by the 1830s had ceased to operate. The public house would have provided accommodation and further refreshments to the packet boat passengers as well as its crew and travellers along the High Road.

The original building is two storeys with gabled cross wings at either end, by the late nineteenth century an additional wider gabled bay was added to the west end. The elevations are painted render (although the building was originally exposed brick) and the roof is slate. The east elevation has two external chimney stacks, the tops sections of which are rendered. The clay chimney pots are tall and distinctive. There is a further stack protruding from the roof slope on the front elevation and two further now altered stacks between the original building and extension which would once have matched those on the east elevation. The first floor windows are original small paned casements with hood moulds above and the gables have distinctive decorative barge boards. There are three ground floor bay windows under slate roofs the result of later remodelling with two entrance doors to the different bars. Internally there is less architectural interest.

The conservation officer has commented on this application noting that whilst the existing building is not nationally listed, the historic public house is part of the heritage of Cowley as well as on a wider scale to the borough of Hillingdon for which the development of the Grand Junction canal is such an important part of the area's history.

The public house survives along with the name of Packet Boat Lane, the canal bridge, the cottages on the west side (now The Waters Edge) and the bridge and dock at Cowley. Together these all form an historic group of structures that owe their construction to the development of the Grand Union Canal. All these are interlinked and represent an important part of the history of the area and in particular the period when the Packet Boats plied their trade between Paddington and Cowley. Cowley Peachey as this part of Cowley was known remained a rustic settlement up until the first world war. The public house along with the listed Old Cottage and Barnacre are all survivals of this village despite the later infill development. Heritage assets are irreplaceable and to demolish the public house would be to wipe out part of the history of the area both in relation to its connection to the canal as well as to the ancient settlement at Cowley Peachey.

The supporting Heritage Statement submitted by the applicant argues that the building is of low significance and its demolition is therefore acceptable. The conservation officer has reviewed the heritage statement and notes that although the assessment refers to the four values by which significance is assessed, namely evidential, historical, aesthetic and communal it focuses solely on the building itself which comes under aesthetic and evidential value and ignores the other two values. As laid out above the building has undeniable historic value but it also has communal value particularly the subsection of this identified as social value. This is identified in Historic England's Conservation Principles as "associated with places that people perceive as a source of identity, distinctiveness, social interaction and coherence" and that "social values tend to be less dependent on the survival of historic fabric". An historic public house clearly falls within this category and

holds value irrespective of later alterations to the building.

In addition the Heritage Statement assesses the building against Hillingdon's criteria for local listing and again down plays the historic/archaeological interest which also includes community significance to find it falls short of the necessary score for local listing. Were this category to be assessed more favourably it would fall into the window for local listing. By ignoring the historic and communal value of this building in favour of narrowly focusing simply on the surviving building the real significance of the building has been overlooked and misinterpreted and therefore the harm of demolition diminished.

In terms of the impact on the setting of the listed buildings it should be highlighted that there was previously only one house set in a large garden between the pub and the Old Cottage and that was the sum total of buildings at the junction of Packet Boat Lane. So that for approximately two hundred years The Packet Boat Inn has formed a key part of the setting of the two listed buildings, closing the view when they are experienced from the north. The proposal would clearly impact negatively on the setting of the listed buildings.

The Heritage Statement suggests otherwise. It argues that the setting of the listed buildings derives from its garden, domestic curtilage and streetscape and that its setting has been substantially lost and therefore has neutral significance. It also states that the public house and the listed buildings are visually, historically, economically, socially and functionally separate and therefore the setting will remain unaffected by the proposal inline with the Court of Appeal judgement on Catesby Estates. On the contrary the buildings are both visually and historically connected as laid out in their shared proximity within the historic settlement of Cowley Peachey.

The replacement building would be highly detrimental both to the character and appearance of the area but more specifically to the setting of the diminutive listed buildings. The proposed replacement building is seven storeys high with a two storey basement in contrast to the existing two storey building. Were the proposal to be approved the scale and modernity of the apartment block would completely overwhelm the listed buildings in scale. Whilst recent large scale developments have been built along Packet Boat Lane and are not ideal they are further from the buildings and five storeys in height and not in direct view in the way that the proposal site is in relation to the listed buildings. The proposal would be highly detrimental to the setting of the listed buildings and should be strongly opposed.

The proposal would be harmful to the heritage asset as wholesale demolition is proposed of a non-designated heritage asset that is irreplaceable. The benefit of new residential units within this location does not outweigh the harm which is the total loss of a non-designated heritage asset. The proposal would also be detrimental to the setting of the two listed buildings and therefore contrary to Planning (Listed Buildings and Conservation Areas) Act 1990 66 (1) and Local Plan HE1. It is also made clear in HE1 that the Council seeks to conserve and enhance the distinctive and varied environment of the borough which includes the Grand Union Canal and its features. While not strictly a feature of the canal, the public house's shared history with the development of the Grand Union Canal is also a material consideration. The total loss of the existing building and its replacement with a 7-storey flatted development with a 2-storey basement is contrary to Policy HE1 of the Local Plan: Part One (November 2012), Policy 7.8 of the London Plan (2016) and Paragraph 197 of the NPPF (2018).

7.04 Airport safeguarding

The proposal does not give rise to any concerns regarding airport or aerodrome

safeguarding.

7.05 Impact on the green belt

Policy OL5 of the Local Plan: Part Two (November 2012) seeks to protect the visual amenities of the Green Belt from development proposals adjacent to it. Policy BE13 of the UDP are concerned with the layout and appearance of new development.

The application site does not lie within the Green Belt and the nearest Green Belt is situated approximately 150m to the west of the application site. Whilst it is separated by the canal and Packet Boat House, at 7-storeys, the proposal would be the highest building that would be readily visible from the nearby Green Belt and would harm the context of the Green Belt. The proposal would therefore result in some impact on the visual amenities of the nearby Green Belt, however a reason for refusal on this basis could not be sustained as it does not directly impact the openness of the Green Belt.

7.07 Impact on the character & appearance of the area

Paragraph 127 of the NPPF (2018) states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

London Plan Policy 7.1 (2016) sets out a series of overarching design principles for development in London and policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7, London Plan policies relating to sustainable design and construction (5.3) are also relevant.

Policy BE1 of the Hillingdon Local Plan: Part 1(November 2012) sets out a number of criteria for the design of new development. With regard to local character, it states that new development should be appropriate to the identity and context of Hillingdon's townscapes, make a positive contribution to the local area in terms of layout, form and scale and not result in the inappropriate development that erode the character of suburban areas.

Policy BE13 of the Hillingdon Local Plan: Part Two (November 2012) states that new development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance. Policy BE19 of the Hillingdon Local Plan: Part Two (November 2012) seeks to ensure that development within existing residential areas complements or improves the amenity and character of the area whilst Policy BE26 of the Hillingdon Local Plan: Part Two (November 2012) further emphasises that within town centres the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centres as a focus of shopping and employment activity.

As noted above, the Paddington Packet Boat Public House is a historically interesting building located on the corner of Packet Boat Lane and the High Road. It is a notable landmark in the area for its prominent location and its clear historic character. The proposal would involve the loss of the existing building and replacement with a staggered building upto 7-storeys. The proposal includes a footprint that covers the majority of the site and fails to provide relief, adequate good quality amenity space for future occupants and it fails to set back the building from the street. The resulting building is excessively bulky and the height fails to relate to the immediate context of the High Road where the building is most prominent.

Whilst the architectural styles are varied within the local area, a common feature is that buildings are generally set well back from the street. High Road in particular features a very

domestic scale of buildings. This application is positioned on a very prominent corner and the proposal seeks to provide a building that maximises its footprint. Both the scale and the height of the proposed development would be uncharacteristic within the streetscene. Due to its extensive site coverage the proposal dominates the neighbouring buildings and it would look particularly out of character and out of context in views looking south.

The grey tonal facing brickwork with timber cladding and grey cladding panels at 5th and 6th floor levels would give this building an industrial look and feel which is uncharacteristic within the area. The proposed use of material will further detract from the streetscene and character of the area. The proposal is contrary to Policy BE1 of the Local Plan: Part One (November 2012), Policy BE13 of the Local Plan: Part Two (November 2012 and Chapter 7 of the London Plan (2016).

7.08 Impact on neighbours

Policy BE21 requires new residential developments to be designed to protect the outlook of adjoining residents. The design guide 'Residential Layouts' advises that for two or more storey buildings, adequate distance should be maintained to avoid over dominance. A minimum distance of 15 metres is required, although this distance will be dependent on the extent and bulk of the buildings. The Council's HDAS further provides guidance in respect of privacy, in particular, that the distance between habitable room windows should not be less than 21 metres. In this regard, the proposed unit windows are separated from other dwelling windows by more than 21 metres, which is consistent with the Council's Supplementary Planning Guidance.

Planning permission was granted at the neighbouring Packet Boat House under planning ref: 20545/APP/2012/2848 (06-06-13) for alterations, additions and conversion of existing building to create 41 flats with associated car parking, refuse and recycling facilities, amenity space and landscaping. Flats 10, 21, 22, 37, 38 and 39 of Packet Boat House face onto the application site and although Packet Boat House appears not to have been completed in accordance with the consented plans, the consent has been implemented and it could be completed at a later date. This application proposal encompasses its footprint and would be built upto its footprint leaving between a 2-8m gap between the application site and the flatted development at Packet Boat House.

Given the distance of 2-8m between Packet Boat House and the proposed development, the first floor terrace would be significantly overlooked by the existing/consented units at Packet Boat House. The proposal could result in overlooking into the gardens of Linden Terrace from the proposed terraces and balconies. Whilst overlooking could be potentially mitigated through screening, this would result in a further built up appearance of the proposed development and limit the level of natural light for future occupants.

It is also to be noted that the dwelling houses opposite along Packet Boat Lane are situated approximately 17.5m from the application site. Whilst this arrangement is not uncommon, where this relationship does exist on existing residential streets, residential units are usually dual aspect so there are other sources of natural light and outlook. This development is proposed to be built upto its boundary. The proposed units are single aspect and north facing, their only source of outlook, natural light and amenity is on this elevation and there is the potential for overlooking between facing windows at ground and first floor levels on the north elevation and the existing houses on Packet Boat Lane.

This application has not been supported by a daylight and sunlight report and due to its height, scale and mass, the proposal could result in overshadowing and the loss of light particularly to the flatted development at Packet Boat House and Linden Terrace. In the

absence of a daylight and sunlight assessment, the proposal is contrary to Policy BE21 of the Local Plan: Part Two (November 2012) and Council's HDAS (2006).

Noise

Policy 3.5 of the London Plan (2016) requires the design of new housing developments to consider elements that enable the home to become a comfortable place of retreat. Traffic noise and adjacent uses can hamper the quiet enjoyment of homes.

The noise report has been submitted in support of the application which has been reviewed the Environmental Protection Officer who notes the noise report has failed to take account of plant equipment and noise and vibrations from the proposed car lift. In the absence of this information, the proposed car lift could result in noise and disturbance to existing and future residents and therefore the proposal fails to accord with Policy 3.5 of the London Plan (2016).

7.09 Living conditions for future occupiers

UNIT SIZES

The London Plan (2016) sets out minimum sizes for various sized residential units. The applicant submitted plans which demonstrate the proposed sizes meet minimum floor space standards. The scheme accords with the London Plan (2016) minimum standard and is therefore considered acceptable.

INTERNAL LAYOUT AND ACCOMMODATION

Policy 3.5 of the London Plan (2016) requires the design of new housing developments to consider elements that enable the home to become a comfortable place of retreat. Traffic noise and adjacent uses can hamper the quiet enjoyment of homes.

Standard 28 of the London Plan Housing SPG (2016) requires the developments to demonstrate how habitable rooms within each dwelling are provided with an adequate level of privacy in relation to neighbouring property, the street and other public spaces.

Paragraph 4.7 of the HDAS (2006) notes consideration will be given to the ability of residential developments to provide high standards of interior qualities to guarantee satisfactory indoor living space and amenities. Significant thought has been given to the design of the units to ensure the future occupiers of receive adequate light and a comfortable living environment. It is considered that the generous space provided for the units, and the size and angle of the windows would provide a well lit and a good quality habitable accommodation.

This application is not supported by a report which assesses daylight and sunlight to the windows of the proposed flats so whilst the proposed units meet space standards, the over reliance on narrow angled windows to provide some form of outlook but avoid direct overlooking could fail to provide adequate light to habitable rooms. Insufficient information has been provided to judge the quality of light to the proposed accommodation.

Furthermore, the design of the proposed units on the northern part are mostly single aspect north facing units. The failure to set back the building to provide some relief from traffic generating uses and a meaningful visual buffer would result in poor quality of living space with amenity spaces being exposed to passing traffic which carries significant weight against the proposal.

EXTERNAL LAYOUT

Policy BE23 of the Local Plan:Part Two (November 2012) requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats.

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

- 1 bedroom flat - 20m² per flat
- 2 bedroom flat - 25m² per flat
- 3+ bedroom flat - 30m² per flat

Based on the current accommodation schedule the required amenity space provision would be 860 sq.m. The current development proposal provides approximately 332 sq.m of amenity space. Whilst the applicant has included the defensive buffer at ground floor level as amenity space, in accordance with Paragraph 4.16 (2) of the HDAS (2006) areas that are closely overlooked from roads, footpaths or windows to habitable rooms of adjoining properties will not be included in calculations of private useable garden space the area has been discounted (as they create 'front gardens' rather than good quality, useable amenity space. The proposal falls well short of the required amount of private and communal amenity space. This further demonstrates that the quantum of development is excessive for this site and the proposal is contrary to Policy BE23 of the Local Plan: Part Two (November 2012) and HDAS (2006).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Paragraph 109 of the NPPF (2018) notes developments should only be refused on highways grounds if there would be an unacceptable impact on highways safety, or residual cumulative impacts on the road network would be severe.

Policy 6.10 of the London Plan (2016) notes that development should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space and Policy 6.11 seeks to maintain an efficient road network for movement and access.

Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) are concerned with traffic generation, road capacity, onsite parking and access to public transport. In particular AM7 (ii) advises that the Local Planning Authority will not grant permission for developments whose traffic generation is likely to prejudice the 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.

Emerging Policy DMT1 (March 2019) requires new development to maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users.

The development site is located at the junction of the A408 High Road and Packet Boat Lane, south of Uxbridge Town Centre. The A408 High Road is a dual carriageway with a speed limit of 30 mph and street lighting. There is a road safety camera located directly outside of the site.

The site has a PTAL score of 1b, indicating it has limited access to public transport

services. The nearest bus stops are located approximately 140 m south of the site on either side of the A408 High Road. These stops serve the 222 service operating between Hounslow and Uxbridge. Three further services are available approximately 780 m south of the site providing access to the wider area, including Hayes and Heathrow Airport. The site has reasonable access to the M4 motorway and the strategic road network beyond.

There is a limited amount of on-street parking available on Packet Boat Lane, most of the surrounding roads are marked with a single yellow line which permits parking outside of 08:00 to 18:30 hours Monday to Saturday. The area is not within a Parking Management Scheme.

The site was previously used as a public house with vehicular access taken from Packet Boat Lane. The former public house car park provided approximately 18 car parking spaces. The proposed scheme comprises the demolition of the public house and the redevelopment of the site to form of 36 residential units (land use class C3). The development would have 42 car parking spaces 36 of which would be in a double storey basement.

Vehicular access is retained as existing from Packet Boat Lane, approximately 25 m west of the A408 High Road junction. This location has been chosen to minimise interference with the operation of the A408 High Road/Packet Boat Lane junction.

In the absence of traffic counts for the existing public house, the developer's agent has resorted to using TRICS. The outputs show that the public house would have generated a total of 205 daily vehicular trips. The busiest period being in the PM Peak 17:00 to 18:00 hours when 10 vehicles would arrive and 8 depart.

Using TRICS, the developer's agent calculates that the proposed development would generate 101 daily vehicular trips, a net reduction of 104 vehicular trips compared to the sites existing use as a public house. However, whilst the proposals exhibit a reduction in movements, because the development is changing from a public house A4 to residential C3 there will be a corresponding change in the nature of the vehicle movements. With the proposed development, the busiest period would be in the AM Peak, there would be a total of 10 vehicular movements, 3 arrivals and 7 departures. In the PM Peak these figures are slightly less, 5 vehicles will arrive and 2 depart.

The highways officer notes the proposed sight lines are substandard. Furthermore, whilst the visibility splay to the west can be taken to the centre line to increase the distance, it is observed that on-street parking takes place on the far side edge of the carriageway. It is therefore expected that vehicles travelling eastbound to the junction will be doing so whilst partially over running the near side westbound lane - further necessitating the need for adequate sight lines. The current arrangement poses a significant risk to road safety and is considered to be contrary to Policy AM7 of the Local Plan: Part Two (November 2012).

The total number of car parking spaces proposed is 42no. representing a ratio of car parking spaces to residential/dwelling units of 1.2. The Council's current car parking standards as contained in Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) allow a maximum provision of 54no. car parking spaces. Four of the 42no. car parking spaces would be accessible spaces for disabled people, this figure conforms with the Council's parking standard which requires 10% of all parking spaces to be accessible. All of the remaining car parking spaces would be located on one of two basement floors.

Basement floor -1 would have 19no. spaces and basement floor -2 also 19no. spaces. Access to these car parking spaces would be via one of two car lifts, one serving basement floor -1, the other serving basement floor -2. The developer reports that the time taken for a car to enter the lift, descend, leave the lift and then return to ground floor level for the next user would be 90 seconds for the lift serving basement floor -1 and 100 seconds for the lift serving basement floor -2. The developer allows 30 seconds for a car to enter and leave the lift. Based on these figures, a full cycle for basement floor -2 would be 2 minutes 40 seconds and 2 minutes 30 seconds for basement floor -1. Access to the car lifts would be from a driveway leading of Packet Boat Lane, this driveway measures 5.2 x 9.5 meters.

The refuse bin storage area would be to the side of this driveway; as there is nowhere for a refuse vehicle to stop within the site all refuse collection would take place from the highway. The development would have 5no. motorcycle parking spaces all situated on the ground floor and 72no. cycle parking spaces. Four short stay cycle parking spaces would be located within the development in the entrance; the remaining 68no. would be situated on basement floor -1. Cyclist would have to gain access to these parking spaces using the basement floor -1 car lift. Of the 42no. car parking spaces 9no. would have an active electric vehicle charging points.

There are a number of significant highway, traffic and transportation concerns with this application, primarily the parking arrangements. The developer reports that the lift system is able to cope with peak demand, this being a situation where the car park is empty and 38 vehicles wish to park or the car park is full and all 38 vehicles wish to leave. The developer claims that all of these movements can be completed within 60 minutes even if one of the lifts was not working. This claim is fundamentally flawed raising a number of concerns which are discussed below.

The time taken for a lift to make a return trip is based on an assumption that all vehicles enter and leave the car park in an orderly manner. It makes no allowance for real world event such as drivers stalling their vehicle, taking time to align their vehicle or for other delays.

It is completely unrealistic to assume that vehicles will arrive or wish to leave at regular intervals, or that drivers will wait patiently until it is their turn to use the car lift. Given that drivers will arrive in sporadic intervals, vehicles will queue in line waiting until it is their turn to use the lift. As the driveway is only 9.5 meters long it only has capacity to hold 2 vehicles. Any more vehicles than this would have to queue on Packet Boat Lane, as queues build they would begin to tail back onto A408 High Road presenting a risk to road safety and hindering the free flow of traffic.

Situations will occur where a vehicle is waiting for a lift to arrive and when it arrives and the doors open there is already a vehicle on board wishing to leave. The car waiting to board will block its exit creating a gridlock requiring several vehicles to manoeuvre for the impasse to be resolved.

Notwithstanding the above the developer claims the lift system offers sufficient capacity to cater for peak vehicular demand. However the demands of up to 68 cyclists who will also wish to use the lifts is overlooked. Situations will also occur where a driver proceeds to park in a basement only to find upon arrival that all spaces are occupied. This eventuality needs to be managed.

The time it takes a driver to wait for a lift, drive on board, descend and then park is very likely to discourage those only wanting to be in their house for a few minutes from using the lift and basement parking. In these situations it is very likely that drivers will fly park on-street creating a risk to road safety and impeding the free flow of traffic. It has also been noted that when both lifts are in operation, motorcyclists or drivers using the accessible parking spaces will not be able enter or leave the development. The developer's agent has modelled the impact that the development would have on the junction of A408 High Road North and South with Packet Boat Lane. The methodology used has been checked and the results validated, the junction is shown to operate within capacity, the development is not expected to give rise to further congestion on the local road network, except that identified above.

The Transport Assessment notes that refuse collection and servicing is to be provided on-street, outside the vehicular access point on Packet Boat Lane, which is unmarked and allows for parking and loading.

On the day prior to bin collection day, the bins will be moved from the bin storage area inside the site to a bin collection area next to the vehicular access point which has been marked up on plan ref: 02-03-000 Rev. H, this arrangement is considered to be acceptable. However, it is noted that the current pedestrian environment on this side of Packet Boat Lane is poor, the proposal fails to address this or contribute to an improved pedestrian environment contrary to Policy 6.10 of the London Plan (2016).

This application would compromise highways safety and the highways officer has raised strong objections to this planning application specifically noting that the proposed car parking arrangement of 2no. car lifts providing access to 2no. levels of basement parking will not work in practice and the limited sight lines that are afforded to drivers leaving the development would prejudice pedestrian and vehicular movement contrary to Policy AM7 and AM14 of the Local Plan: Part Two (November 2012).

7.11 Urban design, access and security

Matters relating to urban design have been covered elsewhere in the report.

7.12 Disabled access

Policy 7.2 of the London Plan (2016) require all new development in London to achieve the highest standards of accessible and inclusive design and supports the principles of inclusive design which seek to ensure that developments:

- a can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or economic circumstances
- b are convenient and welcoming with no disabling barriers, so everyone can use them independently without undue effort, separation or special treatment
- c are flexible and responsive taking account of what different people say they need and want, so people can use them in different ways
- d are realistic, offering more than one solution to help balance everyone's needs, recognising that one solution may not work for all.

The access officer has commented on this application noting it is broadly acceptable from an accessibility perspective. Should this application have been considered acceptable, a suitably worded condition would have been secured requiring details of compliance with M4(2) and M4(3) set out in Approved Document M to the Building Regulations (2010) 2015

7.13 Provision of affordable & special needs housing

Policy 3.11 of the London Plan (2016) and Policy H2 of the Local Plan: Part One

(November 2012) require a minimum of 35% of units within developments of 10 or more units to be delivered as affordable housing.

The London Plan policies 3.11 and 3.12 require, boroughs to, amongst other matters, identify targets for the level of affordable housing provision to meet the capitals needs and to negotiate the maximum reasonable amount in any scheme.

The Mayor's Affordable Housing and Viability SPG (2017) states the preferred tenure split is for schemes to deliver:

- At least 30% low cost rent (social rent or affordable rent) with rent set at levels that the LPA considers 'genuinely affordable';
- At least 30% as intermediate products; and
- The remaining 40% to be determined by the relevant LPA. The London Borough of Hillingdon has determined that this 40% should be delivered as low cost rent (social rent or affordable rent). This approach is consistent with Policy H2 of the Local Plan: Part One (November 2012) and emerging Policy DMH 7 of the Local Plan: Part Two (March 2019).

There is a requirement to achieve the maximum amount of affordable housing on development sites and that regard will be had to viability. The applicant has submitted a viability report in support of the application which was reviewed independently. The applicant's submitted viability assessment indicates that the residual land value of the proposed scheme produces an overall deficit when compared against the Benchmark Land Value and therefore concludes that the scheme is unable to provide any affordable housing.

It is noted that the Applicant's adopted Existing Use Value equates to £6.67 m per acre whereas the proposed 100% private scheme residual land value reflects a value of £2.49 m per acre which is less than half the value attributed to the site's existing use. The NPPF's benchmark for viability appraisal is that it should take account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

The nppf is clear that "in all cases, land or site value should: reflect policy requirements and planning obligations and, where applicable, any Community Infrastructure Levy charge".

The Mayor's Affordable Housing and Viability SPG (2017) makes it clear that (page 39) "it is not appropriate within a development appraisal to apply a fixed land value as an input which is based on price paid for land or a purely aspirational sum sought by a landowner. Reliance on land transactions for sites that are not genuinely comparable or that are based on assumptions of low affordable housing delivery, excessive densities, or predicted value growth, may lead to inflated site values."

The independent viability assessment found that the applicant's viability assessment indicates that the scheme comprising wholly private residential units and zero affordable housing provision produces a residual land value of £597,987 which compared to his opinion of Benchmark Land Value (BLV) of £1,760,000 results in a project deficit of £-1,162,013. The applicant's assessment of Existing Use Value (EUV) appears to reflect the purchase price, which according to the independent assessor, is clearly overstated.

The independent assessors found that although when set against the reduced Benchmark Land Value of £850,000, the scheme produces an overall deficit of £-337,013. This value is significantly at odds with the applicant's and raises questions over accuracy which the council and the applicant have failed to resolve. The outcome of this is that that proposed development fails to make appropriate provision of on-site affordable housing. The proposal is therefore contrary to Policies 3.10-3.12 of the London Plan (2016), Policy H2 of the Local Plan: Part One (November 2012) and paragraphs 62-64 of the NPPF (2018).

7.14 Trees, landscaping and Ecology

Policy BE38 of the Local Plan: Part Two (November 2012) states, amongst other things that development proposals will be expected to retain and utilise topographical and landscape features of merit.

The trees and landscaping officer has commented on the application noting there are no trees on site. Any trees that were on site of significance were removed prior to this application being submitted.

The officer notes that the front boundary treatment illustrated on plan is misleading. There is insufficient space for meaningful soft landscaping on the front boundary. The lack of soft landscaping and lack of amenity space is a concern and the proposal is considered to be contrary to Policy BE38 of the Local Plan: Part Two (November 2012).

7.15 Sustainable waste management

The waste and recycling officer has commented on the application noting that based on the existing guidance for waste and recycling storage and collection, the minimum storage capacity required is 5830 litres. The current plan indicates only 5,500 litres. Whilst this could be secured by way of a planning condition, the applicant fails to demonstrate that a safe and convenient space for waste storage and collection can be provided without causing conflicting movements to other road users compromising highways safety. Should this application be considered acceptable, the refuse store would have been subject to a planning condition.

7.16 Renewable energy / Sustainability

The sustainability officer has commented on this application noting the development as submitted does not comply with planning policy 5.2 of the London Plan (2016) as the the scheme is not zero carbon. However, should the application be found acceptable a Section 106 clause requiring an offsite contribution in line with Policy 5.2e of the London Plan (2016) of £50,961. Details of PV panels would also be secured by way of a condition.

7.17 Flooding or Drainage Issues

Policy 5.13 of the London Plan (2016) states that development proposals should use sustainable urban drainage systems (SuDs) unless there are good reasons for not doing so and that developments should aim to achieve green-field run-off rates. Policy 5.15 goes on to confirm that developments should also minimise the use of mains water by incorporating water saving measures and equipment.

The flood water management officer has commented on this application noting the proposals include a two storey basement across the majority of the site area, with the extent of the basement close to adjoining property boundaries. A Basement Impact Assessment has not been included to accompany the application.

No information has been provided to determine baseline groundwater levels beneath the site, and no assessment has been provided to consider the impact of the proposed basement on local groundwater levels. The proposed basement may then have an impact on the level of groundwater in the surrounding area. As the proposed basement extends

across the full width of the site, there is limited scope to include mitigation measures should any assessment identify potential impacts as a result of the works.

The site lies in Flood Zone 1 and is not shown on Environment Agency mapping to be at risk of surface water flooding. Mapping included in the West London Strategic Flood Risk Assessment (SFRA) identifies that the vicinity of the site has the potential for elevated groundwater.

The applicant has submitted a Surface Water Drainage Strategy (SWDS) to support the application (Ambiental report revision 3.0 dated September 2018). The SWDS sets out the proposals for managing collected surface water, which states that infiltration drainage is unlikely and the site is not sufficiently close to a watercourse for a connection. The proposed discharge location is therefore the Thames Water sewer on High Road that discharges into the River Pinn to the south-east of the site.

As the development will extend over the entire site boundary, the current proposals are to include areas of blue roof on the appropriate roof areas, with a combined restricted runoff from all roof areas of 1l/s in the 1 in 100 year plus 40% climate change event. Other roof areas, and areas of hardstanding are proposed to connect unrestricted into the surface water drainage network prior to discharge into the Thames Water sewer on High Road. The peak rate of runoff from the development is proposed to be 8.9l/s for the 1 in 100 year plus 40% climate change event. While this is greater than greenfield rates, there are limited opportunities within the site layout to provide any additional attenuation storage.

The proposals have identified sustainable approaches for managing surface water and we would seek for additional information during the detailed design of the blue roofs, as well as information on the management and maintenance of the entire drainage network.

The Council requires an assessment of the scheme's impact on local groundwater conditions. The Council will only permit basement and other underground development that does not cause harm to the built and natural environment, local amenity, and does not result in flooding or ground instability.

In the absence of a Basement Impact Assessment to inform the proposal, which includes details of an intrusive ground investigation where there is the potential for groundwater to be present, the proposal could increase groundwater flood risk contrary to Policy EM6, Policy DMHD 3 Basement Development in emerging Hillingdon Local Plan Part 2 Development Management Policies (March 2019), Policy 5.12 Flood Risk Management of the London Plan (March 2016), National Planning Policy Framework (2019); and the Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

7.18 Noise or Air Quality Issues

Noise

The Government's National Planning Policy Framework (NPPF 2018) gives the Government's guidance on noise issues. Policy 7.15 of the London Plan (2016) seeks to reduce noise and minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals.

The Council's Environmental Protection Unit have reviewed the submitted details and have commented that there is no mention of plant equipment or the installation of a car lift within the development which could result in undue noise and vibration to existing and future occupants. In this case, the nearby flatted development at Packet Boat House is only 2-8m

away and therefore in very close proximity to the proposed car lift. As such the applicant has failed to demonstrate the proposal would not result in noise and disturbance to future occupants contrary to Policy 7.15 of the London Plan (2016).

Air Quality

Policy 7.14 of the London Plan (2016) requires developments to at least be Air Quality Neutral and not lead to further deterioration of existing poor air quality, particularly in Air Quality Management Areas.

The assessment has included the provision of air quality monitoring which has indicated. The applicant has submitted an air quality report to support the planning application. However, it does not assess the impact of the proposed scheme to the nearby West Drayton/Yiewsley Focus Area. It only assesses the impacts within 200m of the application site which is not sufficient. In addition, the benchmarks used to calculate the neutral assessment refer to Inner London which have higher emission factors. The application site is in outer London. Therefore, the applicant has failed to provide correct and sufficient information to evaluate the suitability of the proposal in terms of air quality. In the absence of this information, the proposal is contrary to Policy 7.14 of the London Plan (2016).

7.19 Comments on Public Consultations

Comments on public consultations have been addressed elsewhere in this report.

7.20 Planning obligations

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impacts of the development. As the application is being recommended for refusal, no negotiations have been entered into with the developer in respect of these contributions. However, if the application were to be considered for approval, the following heads of terms would have been pursued:

1. Highways: in line with the SPD and depending upon the views of the highways engineer any and all highways works will be required to be met by the applicant, including s278 works.
2. Affordable Housing: In line with the SPD and current planning policy 35% of the scheme is required to be delivered as affordable housing with the tenure and mix to be agreed by the Council. In this case, a review mechanism has not been secured.
3. Construction Training: Either a construction training scheme delivered during the construction phase of the development or a financial contribution.
4. £25k to fund access improvements to the Grand Union Canal Quietway from Packet Boat Lane.
5. Contributions towards security measures on land adjacent to the site.
6. Carbon Off-set of £50,961
7. Travel Plan plus £20,000 Bond
8. Project Management and Monitoring Fee.

No legal agreement to address these issue has been offered. As such, the proposal fails to

comply with Policy R17 of the UDP and it is recommended the application should be refused.

Community Infrastructure Levy (CIL)

In addition to S106 contributions the Council has adopted its own Community Infrastructure Levy (CIL) with a charge of £95 per square metre of gross internal residential floor area. This application is CIL liable with respect to new floorspace being created.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £60 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created.

7.21 Expediency of enforcement action

There are no enforcement issues relating to this site.

7.22 Other Issues

No other issues identified.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning

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

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

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

The proposed scheme is considered to be an over development of the site, resulting in an unacceptable level of site coverage, layout, density. The proposal would result in the loss of a non designated heritage asset and result in a detrimental impact on heritage assets, the character of the streetscene, a detrimental impact on neighbouring residents, insufficient standard of living for future occupiers, unacceptable drainage strategy, air quality, waste collection arrangements and highways safety.

As such the proposed scheme fails to accord with policies contained within the Hillingdon Local Plan: Part 1- Strategic Policies (8th November 2012), Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), the London Plan 2016 and the National Planning Policy Framework (NPPF 2018).

Refusal is therefore recommended.

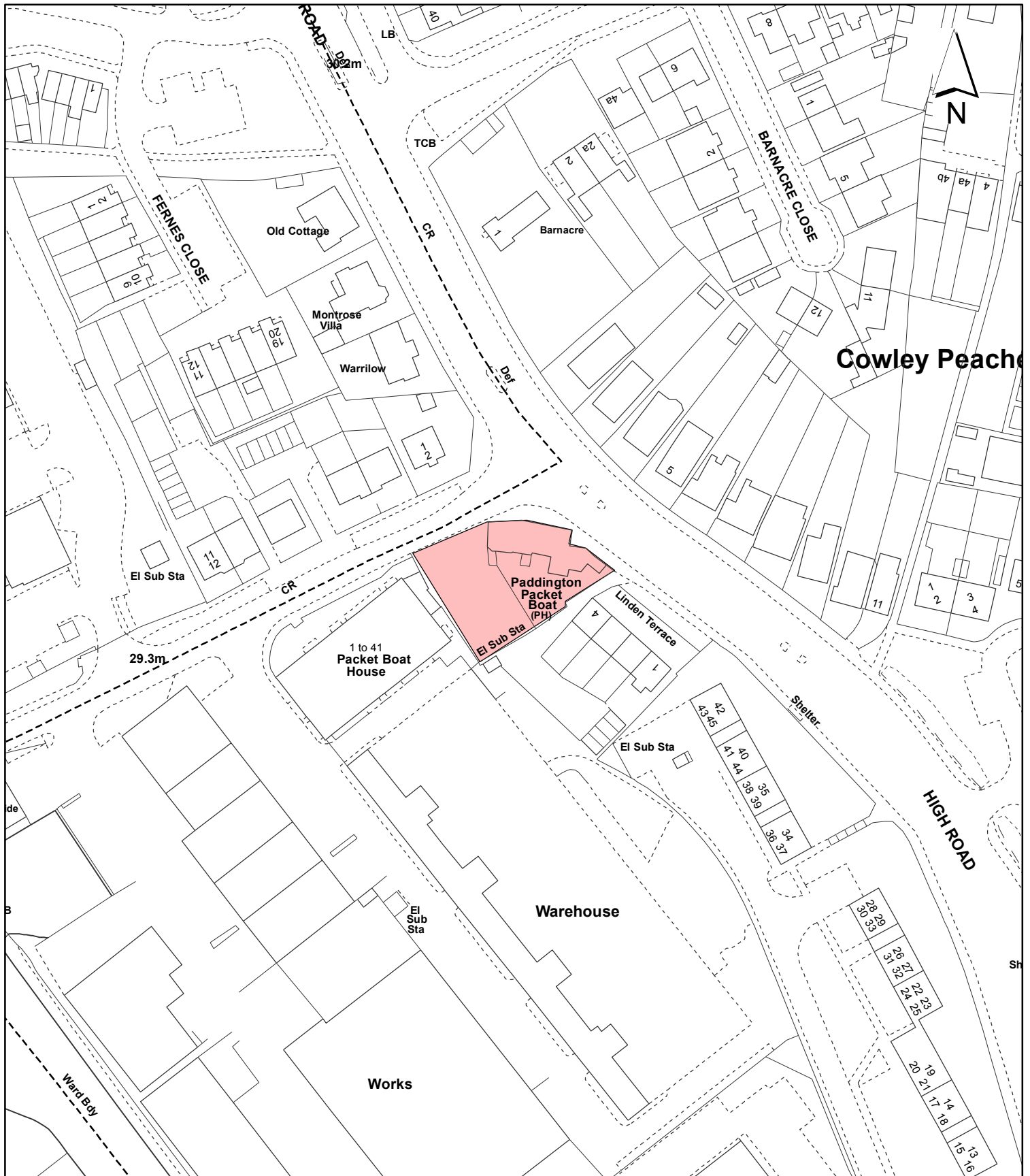
11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
Hillingdon Local Plan: Part 2 - Emerging Policies (March 2019)
London Plan (2016)
National Planning Policy Framework (2018)
Technical Housing Standards - Nationally described space standards (2015)
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Community Safety
Council's Supplementary Planning Guidance - Land Contamination
Council's Supplementary Planning Document - Accessible Hillingdon
Council's Supplementary Planning Document - Affordable Housing
Council's Supplementary Planning Document - Noise
Council's Supplementary Planning Document - Planning Obligations

The Mayor's Housing Supplementary Planning Guidance

Contact Officer: Zenab Haji-Ismail

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Paddington Packet Boat
Public House**

Planning Application Ref:

1058/APP/2018/4486

Planning Committee:

Major Page 64

Scale:

1:1,250

Date:

May 2019

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

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



HILLINGDON
LONDON

Report of the Head of Planning, Transportation and Regeneration

Address NORTHWOOD COLLEGE EDUCATIONAL FOUNDATION MAXWELL ROAD
NORTHWOOD

Development: The erection of a 4-storey block to accommodate a new science and sixth form centre, and the re-surfacing of the play space fronting Vincent House to facilitate car parking with associated works

LBH Ref Nos: 2082/APP/2018/3819

Drawing Nos: Letter dated 22-03-2019
2207_AG(0-)002 Rev. P1
2207_AG(0-)003 Rev. P1
2207_AG(0-)004 Rev. P1
2207_AG(0-)005 Rev. P1
2207_AG(0-)006 Rev.P1
2207_AG(0-)010 Rev. P1
2207_AG(0-)011 Rev. P1
2207_AG(0-)020 Rev. P1
Statement of Community Involvement
2207_AE(00)01 Rev P1
Transport Statement (October 2018)
Arboricultural Planning Statement (July 2018)
Sustainability Assessment and Energy Statement (Ref: 12742-EA)
Covering Letter dated October 2018
Drainage Strategy (October 2018)
Bat Emergence Report (Ref: 857373)
BREEAM Ecology Assessment (Ref: 857373)
2207_AP(0-)021 Rev. P1
2207_AP(0-)001 Rev P1
181017 - Cover Letter
Design and Access Statement
20. Works in Existing Buildings
2207_AP(90)001 Rev. P1
IV Landscape Plan
2207_SK40 Rev. D2
Accessibility Plan
Preliminary Ecological Appraisal & Preliminary Roost Assessment for Bats
Heritage Appraisal
Planning Statement

Date Plans Received: 29/10/2018

Date(s) of Amendment(s): 02/11/2018

Date Application Valid: 29/10/2018

09/04/2019

14/02/2019

29/10/2018

1. SUMMARY

This application is being reported to the major applications planning committee because the application was called in by a ward councillor. The Northwood College site currently accommodates a large 2-storey prefabricated classroom unit, which comprise 1,600 sq.m of temporary classroom accommodation. Temporary planning permission was

originally granted for the buildings in 2014 which was renewed in October 2018 (ref: 2082/APP/2017/2086) and is due to expire in September 2020. An informative was attached to the consent advising the applicant that any further applications for the retention of the buildings, following the expiry of this consent in 2020, could not be entertained.

Permission is sought for the erection of a 4-storey block to accommodate science and sixth form accommodation. The proposal also includes the removal of the existing mobile classroom, reconfiguration of car parking spaces with associated landscaping.

The proposal is considered to comply with current planning policy objectives aimed at enhancing educational provision and, accordingly, no objections are raised to the principle of development in this location. However the proposed scale, massing and height of the proposed building is likely to result in less than substantial harm to the Northwood Town Centre, Green Lane Conservation Area. It is considered that the benefits of providing improved educational facilities do not outweigh the less than substantial harm to the Conservation Area.

The application is recommended for refusal as the proposal fails to preserve and enhance the character and appearance of the Northwood Town Centre, Green Lane Conservation Area.

2. RECOMMENDATION

To refuse this application for the following reason:

1 NON2 Non Standard reason for refusal

The proposal, by reason of its siting, size, scale, bulk, height, design and proximity to the adjacent locally listed building creates an over dominant addition to the streetscene which fails to respect the arts and crafts composition of the wider site. The proposals fails to preserve or enhance the local designated and non-designated heritage assets and fails to harmonise with the character, appearance and visual amenities of the streetscene, the adjoining locally listed buildings and the surrounding Northwood Town Centre, Green Lane Conservation Area. The proposal is therefore contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE4, BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy 7.8 of the London Plan (2016), the adopted Supplementary Planning Documents HDAS: Residential Extensions HDAS: Residential Layouts and Section 16 of the NPPF (2018) and emerging policies DMHB1, DMHB2, DMHB4 of the Local Plan Part 2 (March 2019).

2 NON2 Non Standard reason for refusal

The applicant has failed to provide contributions to mitigate the demands created by the proposed development (in respect of travel plan/highways/displaced car parking construction training). Given that a legal agreement to address this issue has not at this stage been offered or secured, the proposal is considered to be contrary to Policies AM2, AM7, AM14 and R17 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policy 6.3, 6.9 and 6.13 of the London Plan (2016) and the London Borough of Hillingdon's Supplementary Planning Document on Planning Obligations.

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The

Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 153 Compulsory Informative (2)

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

BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
R4	Proposals that would involve the loss of recreational open space
R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
R10	Proposals for new meeting halls and buildings for education, social, community and health services
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LPP 3.18	(2016) Education Facilities
LPP 3.19	(2016) Sports Facilities
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions

LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
NPPF	National Planning Policy Framework

3. CONSIDERATIONS

3.1 Site and Locality

Northwood College occupies a 3.3 hectare irregularly shaped plot located on the north west side of Maxwell Road. Northwood College is an independent day school catering for girls aged between 3 and 18. The main access to the school is from Maxwell Road. The site has a Public Transport Accessibility Rating of 2 (poor), though Northwood Station is situated 350m to the east.

The site accommodates a number of buildings, which make up the lower and upper schools and the sixth form, in addition to tennis courts, playing fields, a Multi-Use Games Area (MUGA), a playground, hard play space, car parking and ancillary facilities. The buildings are set back from the road by approximately 10 metres.

Temporary accommodation occupies an area of approximately 0.87 hectares located towards the north east side of the site (formerly part of the school's playing fields, tennis courts and small storage buildings). The site of the proposed building is currently in use as a staff car park with 47 spaces situated on the southern end of the School.

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

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

3.2 Proposed Scheme

This application seeks full planning permission for the removal of the 2-storey temporary classroom accommodation and replacement with a new 4-storey science and sixth form block within an existing car park to the southern part of the site to provide the following:

- 9 senior science labs, 1 junior lab, 1 central prep room and 2 ancillary prep rooms;
- sixth form accommodation at fourth floor level including a common room with a kitchenette and a terrace (concealed behind a parapet wall);
- staff office space and administration facilities, including a main reception area;
- a glazed link which links the existing building and the proposed
- a triple height atrium space;
- dedicated library and quiet study space;
- a seminar room; and
- landscaping and a new pedestrian entrance.

The proposed 4-storey building would be erected within the the existing gap between the Old School and Wray Lodge (both locally listed) directly in front of assembly hall. The proposal includes a lightweight glazed link between the Old School at first floor level and the Assembly Hall at ground floor level which sits immediately north west of the proposed building. The fourth floor is proposed to be recessed and a roof terrace is proposed which would be screened by the parapet wall.

The building would provide a permanent location for a new science, technology and sixth form block. The internal room sizes and layouts are required to meet relevant standards for science labs which cannot be met within the existing school. The proposal would not result in the increase in the number of students or staff at the school.

The proposal would result in the net loss of 25 car parking spaces. 22 car parking spaces would be retained and reinstated across the site. The proposal includes the reconfiguration to provide seven parking bays, including one wheelchair accessible bay in front of the proposed new Science Centre, the extension of the car park to the front of Vincent House (junior school), to facilitate an additional 15 car parking spaces.

It should be noted that under Ref No: 2082/APP/2017/4403 consent was granted in December 2017 to provide additional play space for the junior school and therefore there is no net loss in play space provided that 2017 consent is delivered before the new car park is provided.

Revised Plans

Revised plans were accepted on 08 February 2019. The revised plans included:

- alterations to the front elevation;
- clarified the relationships between proposed and existing buildings;
- alterations to the finish of the roof; and
- provided a clearer landscaping plan.

3.3 Relevant Planning History

2082/APP/2002/1510 Northwood College Maxwell Road Northwood

ERECTION OF SINGLE STOREY EXTENSION TO WRAY LODGE, NEW ASSEMBLY HALL AND LINK, EXTENSION OF DINING ROOM IN OLD SCHOOL WEST WING, REPLACEMENT EXISTING SINGLE STOREY EXTENSION WITH TWO STOREY WING TO REPLACE EXISTING OLD SCHOOL EAST WING AND NEW CONNECTING TWO STOREY LINK, NEW 1 AND 2 STOREY MUSIC CENTRE AND EXTENSION TO COACH HOUSE (OUTLINE APPLICATION)

Decision: 21-03-2003 Approved

2082/APP/2003/1103 Northwood College Maxwell Road Northwood

ERECTION OF A TWO STOREY MUSIC AND DRAMA FACILITY

Decision: 02-07-2003 Approved

2082/APP/2007/1411 Northwood College Maxwell Road Northwood

REMOVAL OF AN EXISTING BUILDING AND CONSTRUCTION OF NEW EARLY YEARS CENTRE AND RELOCATION OF ALL-WEATHER SPORTS SURFACE PLAYING FIELD (APPROVED UNDER PLANNING APPLICATION REF. 2082/APP/2003/1103) INCLUDING

DETAILS OF DESIGN AND LAYOUT.

Decision: 11-09-2007 Approved

2082/APP/2008/1241 Northwood College Maxwell Road Northwood

VARIATION OF CONDITION 17 (RENEWABLE ENERGY) OF PLANNING PERMISSION REF.2082/APP/2007/1411 DATED 11/09/2007: REMOVAL OF AN EXISTING BUILDING AND CONSTRUCTION OF NEW EARLY YEARS CENTRE AND RELOCATION OF ALL-WEATHER SPORTS SURFACE PLAYING FIELD (APPROVED UNDER PLANNING PERMISSION REF.2082/APP/2003/1103) INCLUDING DETAILS OF DESIGN AND LAYOUT).

Decision: 31-08-2012 NFA

2082/APP/2009/2551 Northwood College Educational Foundation Maxwell Road Northwood
Installation of play equipment (Retrospective application.)

Decision: 22-01-2010 Approved

2082/APP/2014/600 Northwood College Educational Foundation Maxwell Road Northwood

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

Decision: 07-05-2014 Approved

2082/APP/2016/1853 Northwood College Maxwell Road Northwood

Replacement of windows, new rendering to the first floor level and new aluminium coping.

Decision: 10-08-2016 Approved

2082/APP/2016/1884 Northwood College Maxwell Road Northwood

Removal of existing chimney breasts and masonry walls at ground floor to form a larger servery area (Listed Building Consent)

Decision: 12-07-2016 NFA

2082/APP/2017/2086 Northwood College Educational Foundation Maxwell Road Northwood

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

Decision: 12-09-2017 Approved

2082/APP/2017/4403 Northwood College Educational Foundation Maxwell Road Northwood

Proposed extension to existing outdoor area including demolition of a rear outbuilding and the

demolition of an existing covered walkway.

Decision: 04-04-2018 Approved

2082/APP/2018/1634 Northwood College Educational Foundation Maxwell Road Northwood
Replacement roof covering, rainwater goods, doors and roof mounted cowls

Decision: 02-07-2018 Approved

Comment on Relevant Planning History

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

Northwood College is an independent day school for girls aged between 3 and 18 years. It was acquired by the Girls' Day School Trust (GDST), who are a network of independent girls' schools, in September 2013. In tandem with joining the GDST, it was agreed that Northwood College would merge with Heathfield School, which is located in Pinner (within the London Borough of Harrow), by September 2014. Although the amalgamation of the two schools could be accommodated entirely within Northwood College's existing accommodation, additional temporary accommodation were required to ensure that the school could offer relevant educational facilities.

The existing 'temporary' teaching block attained a 3 year temporary consent in 2014 (2082/APP/2014/600) and was subsequently renewed for a further 3 years in late 2017.

The temporary consent expires in late 2020. An informative was attached to that consent advising the applicant that any further applications for the retention of the buildings, following the expiry of this consent in 2020, could not be entertained. The temporary teaching block was determined on the basis of a maximum cap of 1089 students which, the school advises, has not been reached with 843 pupils currently registered and a forecast of 821 for the 2018/2019 academic year.

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

Part 2 Policies:

Major Applications Planning Committee - 15th May 2019
PART 1 - MEMBERS, PUBLIC & PRESS

BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
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BE21	Siting, bulk and proximity of new buildings/extensions.
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R4	Proposals that would involve the loss of recreational open space
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LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- 19th December 2018

5.2 Site Notice Expiry Date:- 14th December 2018

6. Consultations

External Consultees

This application was consulted on between 16-11-18 and 14-12-18 with neighbouring residents. Site and press notices were also posted.

1 objection was received from a local amenity group and 1 letter of support was received from a ward councillor.

Ward Councillor (Support)

I believe that the proposed application fits well with the requirements of the Conservation Area and makes a positive contribution to the local area. I also believe it fulfils a critical need on educational grounds for a wide ward without any state secondary provision within the wards boundaries.

I believe the design, scope, density and impact on the street scene is positive and balanced within the immediate and wider locality.

I know the majority of residents who have contacted me, as well as the feedback from and to well respected and high membership residents' association is also supportive of the development to support the continuance of the school on meeting their curriculum requirements. I feel the application should be approved.

Northwood Local History Society (Objection)

The building is in a conservation area and the design makes no effort to blend in. It is oversized and stands out like an office building, being totally visible from Maxwell Road and the flats opposite. At the consultation I talked at length to the architect and Head Teacher and I made suggestions as to how the building might be made more sympathetic to its surroundings - changing roofline, shape of windows, use of different materials. Obviously no notice was taken. I was told that trees would be planted in front but, as they were to be deciduous, they would do little to disguise the building.

The loss of 25 parking places is concerning. It is doubtful if staff will pay for parking in Green Lane Car Park and parking in Northwood already causes much concern to residents. I cannot see anything in the papers that confirms that the school will not attract additional pupils.

The surrounding area is already saturated and cannot take additional traffic. Constant development nibbles at Northwood's conservation areas and Northwood Residents' Association would like the Council to protect what remains.

Officer comment: The applicant was asked to make alterations to the elevations, roof form and the proposed glazed link. An amended plan with a reduced glazed link and an altered roof form was submitted. However, this was not considered to be sufficient to address the Conservation Officer's comments. Detailed design comments are addressed within the report.

Comments relating to car parking are addressed within the report. The applicant has confirmed the proposal would not result in the increase of pupils, rather it seeks to re-provide temporary science labs into the new building.

STATUTORY CONSULTEES

Metropolitan Police

No objection to this proposal, but do request a condition is attached to it that SBD accreditation is achieved.

Officer comment: A condition has been included on a decision notice.

Thames Water

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>

Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection to the above planning application, based on the information provided

As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, it's important that you minimize the risk of damage. We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

'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."

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.

Officer comment: An informative will be included on the decision notice as recommended.

Sports England (Summary)

The proposed development does not fall within either our statutory remit (Statutory Instrument 2015/595), or non-statutory remit (National Planning Policy Guidance (PPG) Par. 003 Ref. ID: 37-003-20140306), therefore Sport England has not provided a detailed response in this case.

Internal Consultees

Trees and Landscaping Officer

This site is occupied by a private school on the east side of Maxwell Road. The site lies within the area covered by TPO 491, although the protected trees will be unaffected by the current proposals. The site also lies within the Northwood Town Centre, Green Lane Conservation Area, a designation which protects trees. There are a number of trees covered by this designation, which make an important contribution to the character and visual amenity of the area.

The current proposals have been the subject of pre-application advice, including site meetings. A tree report by ADAS has been submitted, dated July 2018, based on a survey undertaken in October 2017. The survey has identified and assessed the condition and value of 106 trees across the whole school estate. The survey includes off-site trees which may be influenced by the proposals - in this case some lime trees, which are on the public footway / highway trees, G108 on the schedule.

The report confirms that no trees will be removed to accommodate the development. Tree protection measures have been specified (chapter 5) for the four trees (T61, T62, T63 and T65) and off-site group, G108, whose root protection areas will suffer a slight (but acceptable) incursion due to surfacing work associated with the development. The report recommends that arboricultural supervision / monitoring should be provided to check that tree protection measures are satisfactory and adhered to throughout the construction phase.

The proposed layout retains much of the Maxwell Road boundary planting alongside the car park. The proposed main pedestrian access features an arrangement of steps and stepped seating with associated planting. Furthermore, a new band of tree and ornamental planting will be located in raised planters, with built-in seating below the retaining wall of the car park. The D&AS confirms that this area, in front of the new building, will feature hard and soft landscape enhancements as indicated on the illustrative landscape plan (p.49) - subject to details. As previously discussed, due to the level changes across the site, it is not possible to have shared access for pedestrians and wheelchair access through the main pedestrian link. - Wheelchairs will use the gentle ramped access through the car park towards the access control gate and pedestrian zone in front of the new building.

No objection subject to a pre-commencement condition seeking confirmation that arboricultural supervision monitoring will be in place to ensure that tree protection measures are implemented in accordance with the tree report recommendations. A schedule of visits should be submitted and the notes of inspections submitted to the LPA in accordance with the schedule. Post-commencement conditions should include COM9 (parts 1,2,3,4,5 and 6) and COM10.

Highways Officer

Proposal & Site Characteristics

The school is situated in the far northern part of the borough in Northwood. The school site is subject to a long term development Master-plan which incorporates the current proposal. The college fronts Maxwell Road and is in proximity of Rickmansworth Road. The former is covered by a Controlled Parking Zone (CPZ) operating from Monday to Friday for one-hour per day increasing to an all day Monday to Saturday coverage to the north east of the site toward Northwood town centre. Extensions to these zones are forthcoming which further limits the availability of 'un-paid' for parking in the area.

The proposal consists of a new science and sixth form building which is to replace an existing 'temporary' teaching block which attained a 3 year temporary consent in 2014 (2082/APP/2014/600)

and was subsequently renewed for a further 3 years in late 2017 hence consent terminates late 2020. The scale of GIFA provision is to increase from 1600m² for the temporary block to 2015m² for the new build. The temporary permission allowed for and was determined on the basis of a maximum cap of 1089 students which, the school advises, has not been reached with 843 pupils currently registered and a forecast of 821 for the 2018/2019 academic year. Henceforth the level of pupillage is well within the original 2014 consent parameter.

There are several existing vehicular and pedestrian access points located on Maxwell Road which lead to the existing total on-plot 47 car park space provisions. As a consequence of the significant site constraint challenges which have been taken into consideration within the master-planning process, the new build will be contained on the existing main car park footprint. This would result in a loss of 25 parking spaces out of the 47 currently provided and a re-provision of 22 spaces. 7 of these spaces would be reconfigured in the vicinity and frontage of the new build with a further 15 spaces relocated near to Vincent House which is part of the site envelope. The latter arrangement would be accessed via an existing access gate on Maxwell Road and the remaining access points would remain unaltered also serving construction traffic.

This loss of parking space is regrettable as staff, in particular, may be displaced to other nearby locations such as the Green Lane car park as referred to within the submitted statement. As Members are aware, this car park is a public 'pay & display' facility and as such reliance on what is in effect a third party parking provision outside of the college's site envelope and control is discouraged. This is due to the fact space cannot be guaranteed in perpetuity and conversely, long stay teaching staff may impact detrimentally on the general parking availability for the rest of the general public thereby potentially impacting on the viability and vitality of the local town centre. The applicant's encouragement for the use of the car park is therefore considered not relevant to the proposal. However it is accepted that there will be a strong reliance on the successful promotion of alternative sustainable means of travel to and from the site by way of the application of the established (and updated - via planning condition) school travel plan in order to help mitigate against any undue displacement impacts resulting for the net loss of on-plot car parking.

On balance there are a number of other factors that potentially mitigate against the negative consequences of any parking displacement that may be expected as a result of the proposal. These are summarised as follows:-

Untoward parking displacement is unlikely to affect the surrounding road network given the several CPZ's covering the area (with forthcoming extensions) which strongly discourage long-term commuter/school related on-street parking.

A Car Parking Management Strategy (CPMS) condition would also be applied in order to ensure an unhindered, properly managed and functional operation for all parking users within the site envelope. This again is to be secured via planning condition.

For the above reasons, there are no significant concerns with regard to the overall net loss of on-plot car parking.

Construction Logistics Plan (CLP) & Demolition/Construction Phasing Methodology

Details of the 3 stage construction/phasing plan have been submitted and consist of the following:-

Provision of a new relocated car park within the site envelope in front of Vincent House.

The new Science & Sixth Form block construction and subsequent decant from the temporary accommodation to the new block and the removal of temporary building.

This is considered a logical and apt approach however, as is the norm, a full and detailed CLP would be a requirement given the constraints and sensitivities of the local road network in order to minimize/avoid potential detriment to the public realm. It will need to be secured under a suitable

planning condition.

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not exacerbate congestion or on-street parking stress to any measurable degree, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3,6.9, and 6.13 of the London Plan (2016).

Flood Risk Officer

Although parts of the wider land owned by the applicant are shown to be at risk of flooding on the Environment Agency mapping, the application site is not identified as being at risk of fluvial or surface water flooding. This flood risk is associated with an Ordinary Watercourse that flows to the west of the school buildings within the college boundary. Downstream of the school on this watercourse there are properties at risk of flooding in Myrtle Side Close, as well as potential highway flooding of Rickmansworth Road.

As communicated to the applicant during pre-application advice, Northwood College has recently undertaken works on the Ordinary Watercourse due to flooding of local residents. The applicant has provided a Drainage Strategy (Waterman Infrastructure and Environment Ltd, Dated October 2018) for the proposed development. The Drainage Strategy has separated the two individual parts of the application site (the new school building and the Vincent House car park).

Vincent House Car Park Application Site For the Vincent House car park, the Drainage Strategy states that the resurfacing will not alter the area of impermeable surface and there are consequently no proposed changes to the existing drainage network. The Drainage Strategy has not considered the functionality of the existing drainage network to ensure that there is capacity to adequately manage surface water runoff from the existing impermeable surfaces, and therefore the proposed development. The topographic survey shows that ground levels fall towards the south-west in front of Vincent House and then to the west along the southern boundary of Vincent House.

The utilities survey identified a 100mm diameter private surface water sewer commencing at the south-western extent of the proposed car park. There is no information within the Drainage Strategy as to the condition of the private surface water drainage network, nor confirmation of the ownership of the length of the sewer from the application site to the outfall with the Ordinary Watercourse.

The Council cannot accept a proposal that does not provide confirmation of the connectivity from the proposed site to either a soak away, watercourse or Thames Water. This information cannot be provided post-planning as it may affect the viability of the developer to discharge any drainage conditions that may be applied to the permission.

Although there is no increase in impermeable area, the applicant should demonstrate that the existing drainage system is sufficient such that flooding does not occur on any part of the site for a 1 in 30 year rainfall event. In addition, the maintenance arrangements for the surface water collection system at the proposed Vincent House car park and the subsequent drainage network should be provided.

The new school building is located on the site of an existing car park within the school grounds to the north of Vincent House. The utility survey identified existing private surface water sewers within the car park that flow in a westerly direction to the south of the existing school hall. It is believed that this network discharges eventually into the Ordinary Watercourse, however this has not been confirmed. As with the Vincent House car park, the connectivity of the private surface water drainage network to the ordinary watercourse needs to be established before the Drainage Strategy can be approved. This is to ensure that the existing private drainage network has sufficient capacity and is of acceptable condition to retain a connection from the proposed development.

We welcome that the Drainage Strategy has considered the disposal of surface water from the site in line with the drainage hierarchy. The proposals include the use of permeable paving for the pedestrian areas, rainwater harvesting from the roof of the new school building, three rain gardens within the landscaping and a geo cellular attenuation tank along the southern site boundary. This attenuation tank is connected to the private surface water drainage network and the applicant has restricted runoff from the new school building site to the greenfield 1 in 100 year runoff rate of 1.5l/s

The application should be refused in the absence of further information being provided to demonstrate the viability of the proposed drainage strategy. The applicant should provide the following information:

- Confirmation of the connectivity and condition of the private drainage network into which it is proposed to connect. This should include information from both application sites to the outfalls into the Ordinary Watercourse.
- Details of the current maintenance of the existing private drainage network to ensure that this will be maintained over the lifetime of the development.
- An assessment to determine the current capacity of the collection system in the vicinity of Vincent House to ensure that the proposed car park will not result in surface water flooding for the 1 in 30 year rainfall event.

Revised comments following the submission of further information

I have reviewed the information and can now recommend that a condition be placed on the permission to address the remaining elements of the proposed drainage strategy.

Waste and Recycling Officer

As waste and recycling storage is already in place at an alternative location on the overall site and collections already carried out without issue, I have no concerns to raise.

Sustainability Officer

The proposals do not show the development can achieve a 35% reduction in CO2 in accordance with the London Plan. However, the use of PVs gets the target up to 31.60 with an acceptance that further design work can reduce the emissions further. It seems entirely reasonable to accept the target could be met onsite and therefore the standard 'prior to above ground works' CO2 (35%) reduction condition is recommended.

EPU

The applicant shall have consideration for the building regulations document BB93 in regards to the minimum acoustic performance standards

Conservation and Design Officer

The proposed block is large and will become the dominant building along the school frontage with the parapet (with roof set behind) extending above the locally listed buildings either side.

The new block has a monolithic character with a strong horizontal emphasis at odds with the established Arts and Crafts style of architecture within the area. Consideration should be given to reducing the size of the block and visually breaking up the facade to create a building that sits more quietly within the conservation area and better respects the adjoining locally listed buildings.

The strong stone emphasis to the windows adds to the horizontal nature of the development and

creates an office block aesthetic. Could this be broken up with more brickwork detailing?

There is not enough detail on the relationship of the new science block with the adjoining locally listed building and how they will be connected. It would appear from the drawings that the glazed link would be higher than the tiled roof / eaves of the original school building and would result in an uncomfortable juxtaposition between the two. It would be appropriate for the new block to be positioned further away from the locally listed school building so that a more meaningful gap is provided.

Greater emphasis should be given to the main entrance so that it is clearer where you are supposed to enter the building. The entrance could be celebrated more architecturally rather than just signage at a low level which will be obscured by the ground levels.

The roof storey looks truncated at the north eastern end and the northwest elevation has a minimal set back and a sheer wall which does not sit comfortably with the gentle pitched roof of the south eastern and south western sides. The roof structure should also be stepped in from the parapet at the rear and a more uniform / balanced roof provided to match the slope on the south eastern and western sides. The roof material should also be chosen to better reflect the adjoining buildings and wider area which have a dark red / brown appearance.

There are also concerns with the visibility of the condenser units on the roof. Could these be hidden within the roof structure?

The proposed science block, as presented, harms the character and appearance of the conservation area as well as the setting of the locally listed buildings.

Revised comments following the submission of further information

The revisions address a few of the concerns raised, however the proposal continues to dominate the streetscene. The proposal would result in less than substantial harm and the harm must be balanced against the public benefit of this development.

Access Officer

In assessing this planning application, reference has been made to London Plan policy 7.2. It is noted that a changing facility, to support those with complex personal care requirements, appears not to have been incorporated. Whilst changing areas in the traditional sense may generally not be provided in such environments, the principle of inclusion is about young people with special educational needs being placed in mainstream provision, where there is a commitment to removing all barriers to allow full participation.

The new building would present an opportunity to create accessible facilities within the existing college complex to allow students with complex care support needs to attend. To this end, a 'Changing Places' cubicle should be incorporated into the scheme.

An emergency evacuation plan/fire strategy that is specific to the evacuation of persons unable to escape by stairs should be submitted and reviewed prior to any grant of planning permission. Provisions could include: a) a stay-put policy within a large fire compartmentation (e.g. within a classroom on the first and second floor, with suitable fire resisting walls); b) provisions to allow the lift to be used during a fire emergency (e.g. uninterrupted power supply attached to the lift); c) contingency plans to permit the manual evacuation of disabled people should other methods fail. Revised plans should be requested.

Access Officer Revised Comments following a review of revised information

The Officer reviewed the engineering report and accessibility plan in response to the comment and noted that it is clear from the school/agent response that they are not interested in going beyond the minimum statutory requirement, so the following informatives are recommended:

Recommended Informatives

- a) The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.
- b) The provision of an enlarged cubicle in a gender neutral toilet washroom is strongly recommended to support students with complex, or multiple disabilities. Successful delivery of inclusive education is only possible when proper facilities and other physical arrangements are incorporated into the design of the building. Facilities incorporating adult changing tables are more commonly known as Changing Places Toilet. Further guidance is available from www.changing-places.org or by reference to guidance in section 12.7 and Annex G of BS 8300-1:2018.
- c) Fixtures, fittings and furnishings, particularly hard materials, should be selected to ensure that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2018, when selecting an appropriate acoustic absorbency for each surface.
- d) Care should be taken to ensure that the internal decoration achieves a Light Reflectance Value (LRV) difference of at least 30 points between floor and walls, ceiling and walls, including appropriate decor to ensure that doors and door furniture can be easily located by people with reduced vision.
- e) Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.
- f) Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.
- g) Flashing beacons/strobe lights linked to the fire alarm should be carefully selected and installed to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

Air Quality Officer

No air quality assessment was submitted in support of this application. However, it is noted that on examining the transport assessment there is an overall loss of 25 car parking spaces with the development. In this regard the development can be deemed air quality neutral.

Ecology Officer

My original comments on the Northwood College application (2082/APP/2017/4403) stated there was no need to carry out bat surveys for the purpose of planning as there was not a reasonable likelihood of their presence on site.

The consultant (RSK) has carried out the survey (reference 857373) and found no presence of bats on the site. I have no objections in relation to bats.

The ecological enhancement condition that was put on the last approval should be carried across to this one.

Contaminated Land Officer

I have looked through various planning information and historic mapping concerning the site and I note the college has been at the location since the early 1900's. Prior to that the land was relatively undeveloped, other than early use as an orchard on part of the land, and there is no further evidence of previous contaminative activities at the site.

Therefore, in terms of land contamination I have no objections and therefore no comments to make regarding the application.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Paragraph 94 of the NPPF (2018) notes it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities are required to give great weight to the need to create, expand or alter schools through decisions on applications.

Policy 3.18 of the London Plan (2016) supports the provision of and enhancements of new build, expansion of existing or change of use to educational purposes.

Policy S3 of the Draft London Plan (2018) sets out parameters against which development proposals for educational facilities should be assessed against. Limited weight can be given to the Draft London Plan (2018) which has yet to go through examination in public.

Local Plan: Part 1 - Strategic Policies, policy CI1 (2012) confirms that the Council "will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations by [amongst other criteria] supporting extensions to existing schools and the development of new schools and youth facilities."

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

At national level the DCLG Policy Statement on Planning for Schools Development and the NPPF are particularly supportive of applications which enhance existing schools.

It should be noted that whilst a new building is being constructed, the proposed works would not result in an increase in the number of students or staff. It should be noted that in 2014, under planning ref: 2082/APP/2014/600 consent was granted for the demolition of existing storage sheds and construction of two storey building comprising 1,600 sqm of temporary classroom accommodation, for a period of 3 years from 4 September 2014 for 939 pupils and 182 staff. The agent notes though the school has capacity for upto 939 students and 182 staff as a result of a merger between Northwood College and Heathfield School. This cap is not changing as part of the current application.

Approximately 450 pupils and 150 staff are registered at the school and the overall the proposal seeks to enhance the learning and teaching facilities available to students through the provision of purpose built science labs and new sixth form accommodation. The proposal would not result in the increase in the number of students attending the school.

The site does not fall within the Green Belt and has no other specific designations which would preclude this development. The replacement of the existing temporary structures with new accommodation meets the overarching policy objective to enhance the existing facilities. Accordingly, the proposal which provides a permanent and purpose built science and sixth form teaching block at Northwood College is supported principle of the development subject to the acceptability of other material considerations.

7.02 Density of the proposed development

Not applicable to this application.

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

In considering development affecting a conservation area, Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) requires that local authorities shall pay special attention to the desirability of preserving or enhancing the character or appearance of a Conservation Area when considering applications relating to land or buildings within that Area. The duties imposed by section 72 of the Act are in addition to the duty imposed by section 3(6) of the Planning and Compulsory Purchase Act 2004, to determine the application in accordance with the development plan unless material considerations indicate otherwise.

In this case, the primary issue relates to preserving or enhancing the character and appearance of the Northwood Town Centre, Green Lane Conservation Area. A proposal which would cause harm should only be permitted where there are strong countervailing planning considerations which are sufficiently powerful to outweigh the harm caused.

The NPPF requires its own exercise to be undertaken as set out in its chapter 16. Conserving and enhancing the historic environment. Paragraphs 184-202 require consideration of the impact of a proposed development on the significance of a designated heritage asset and assessment of the identification of any harm. In particular, where there is harm identified. Paragraph 196 states that "Where a proposal will lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use".

Policy 7.8 of the London Plan (2016) requires new developments to identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate. It notes, development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

Policy HE1 of the Local Plan: Part One (November 2012) seeks to conserve and enhance the distinct and varied environment of the Northwood Town Centre, Green Lane Conservation Area.

Policy BE4 of the Local Plan: Part Two (November 2012) notes new development within or on the fringes of Conservation Areas will be expected to preserve and enhance those features which contribute to their architectural and visual qualities.

The proposal involves the erection of a 4-storey building in a prominent location between two locally listed buildings, the original school buildings and Wray Lodge, 30 Maxwell Road which all front onto Maxwell Road. The surrounding area is characterised by mature landscaping which provide a visual separation between the road and the buildings that sit behind them. The buildings on the school vary in height and are typically between two and two and a half storeys. There is a significant change in levels north south on Maxwell Road and the school. There is also a change in levels between the street level entrance and the entrance into the proposed building such that the application proposal suggests that the

entrance to the school would be approximately 1.4m lower than the entrance gates at street level.

The proposed 4-storey building would become a main entrance to the school, it is proposed to be 15.3m high. The proposal includes a lightweight glazed link between the proposed 4-storey building and the west wing of the Old Building at first floor level. Landscaping is proposed between the car park and the entrance to the school and a new pedestrian access gate is being created.

The proposal would significantly infill the current gap between the two locally listed buildings (Old School and Wray Lodge). The proposed scheme would be two storeys taller than Wray Lodge and one and a half storeys taller than the Old School. The proposal will be finished in red brick with the window reveals framed in natural stone and a metal clad roof.

The Conservation Officer has reviewed the application and raised concerns noting the proposal would result in an unduly prominent building that would dominate both of the adjacent locally listed buildings and would detract from the character and appearance of the Northwood Town Centre, Green Lane conservation area.

As NPPF paragraph 193 states that when considering the impact of a proposed development on the significance of a designated heritage asset, such as a Conservation Area, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be.

In this respect, the harm identified above would be less than substantial and it is necessary in line with NPPF (2019) paragraph 196 that the identified harm is weighed against the public benefits of the proposal including where appropriate, securing its optimum viable use. Allowing the proposed scheme would permit the infill of the car park to provide a large building that would compromise the setting of the adjacent locally listed buildings and harm the character and appearance of the Conservation Area due to its height, scale and proximity.

The character and appearance of the Conservation Area would be harmed by the proposed new building's close proximity to adjacent buildings and its uncompromising scale and design that would have an overbearing and incongruous relationship to the adjacent locally listed buildings and the wider conservation area. The harm would be permanent and long-standing adversely affecting the way that the significance of the heritage asset would be appreciated. The granting of this application would be inconsistent with the principle of preserving and enhancing the character and appearance of the Conservation Area. Given this, clear and convincing justification for the harm that would be caused to the Conservation Area, has not been provided. Applying the test of balance in paragraph 196 of the NPPF, it is considered that the heritage harm would be of a scale that would outweigh the scheme's benefits.

NPPF paragraph 197 requires the significance of non-designated heritage assets (locally listed buildings) to be taken into account in determining the application. Taking into account the social benefits put forward, the scale of harm would adversely affect the significance of the non designated heritage assets at the site.

In the case of conservation areas, their significance derives from their special character and appearance. They are areas of special interest, that is, the significance is not found in

one single building or view but in the sum of their parts. The Northwood Town Centre, Green Lane Conservation Area possess historic and aesthetic value from buildings that are set away from the road, mature trees and screening and verdant front gardens and boundaries. Although there is some architectural variety, the area is characterised by its late Victorian and Edwardian architecture with a strong emphasis on pitched roofs, half timbering, strong gables, sash windows, leaded lights, dominant chimney stacks, and decorative door surrounds. Most of the buildings within the area are of a high quality design and include a variety of different architectural styles including Arts and Crafts, neo-classical, Tudor/Flemish, Georgian revival as well as 1930s Art Deco, all with very good decorative feature with many buildings set within generous spaces.

The harm caused by the proposed building, through its uncompromising height, scale, massing and architectural design would have a harmful impact on the setting of the more modest traditionally designed locally listed buildings and the wider character and appearance of the Northwood Town Centre, Green Lane Conservation Area.

The Government's Planning Practice Guidance (PPG) states that public benefits can be anything that arises from a development that delivers economic, social or environmental progress. They should be of a nature or scale to be of benefit to the public at large and should not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits. The public benefit gained from this proposal is the provision of a permanent science and sixth form block and reinstating the tennis court at Northwood College and an enhanced entrance and approach for students and staff to the school.

However, the proposed scheme due to its location, height, bulk, mass and architectural detailing would cause harm neither preserving nor enhancing the character and appearance of the conservation area. As indicated previously the harm would be considered less than substantial and this harm would need to be weighed against the public benefits delivered by the proposal, including securing its optimum viable use through the provision of enhanced teaching facilities and the reinstatement of the tennis courts. The conservation officer considered the merits of the proposed school dated 22 March 2019 which include a marker space to host community partnership programmes. The letter states that the school has progressed its commitment to community engagement through the appointment of a dedicated community partnership co-ordinator to increase the school's engagement within the local community and the use of the school's facilities ought to be secured through a community use agreement as part of a Section 106 legal agreement.

Whilst the increased use of the school's facilities is very positive, the limited benefits to the community through a community use agreement do not outweigh the considerable and permanent to the Northwood Town Centre, Green Lane Conservation Area and therefore the proposal is considered to be contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE4, BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy 7.8 of the London Plan (2016), the adopted Supplementary Planning Documents HDAS: Residential Extensions HDAS: Residential Layouts and the NPPF.

7.04 Airport safeguarding

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

7.05 Impact on the green belt

The site is not located within or close to the Green Belt, so there are no Green Belt issues

relating to this application.

7.07 Impact on the character & appearance of the area

Paragraph 127 of the NPPF (2018) states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. London Plan Policy 7.1 sets out a series of overarching design principles for development in London and policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7, London Plan policies relating to sustainable design and construction (5.3) are also relevant.

Policy BE13 of the Hillingdon Local Plan: Part Two (November 2012) states that new development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance. Policy BE19 of the Hillingdon Local Plan: Part Two (November 2012) seeks to ensure that development within existing residential areas complements or improves the amenity and character of the area.

As noted in Section 7.03 of this report, whilst the proposed building line of the new block is in line with the adjacent buildings. The proposed scale and massing would be prominent in the streetscene and dominate the adjacent locally listed buildings. The new block would be set back from the front boundary by approximately 13m and the front boundary includes a strip of soft landscaping with a depth of at least 1.3m. The degree of harm is mitigated by the set back of the building from the road and the inclusion of generous soft landscaping along the front boundary. Nevertheless, the building would sit prominently in the streetscene the materials and finishes used in constructing the building could produce a high quality building that enhances the contribution of the school to the streetscape. The proposal is therefore, considered acceptable subject to condition.

7.08 Impact on neighbours

Policy BE20 of the Local Plan: Part Two (November 2012) notes buildings should be laid out so that adequate daylight and sunlight can penetrate into and between them and the amenities are safeguarded.

Policy BE21 of the Local Plan: Part Two (November 2012) notes planning permission will not be granted for extensions which by reason of their siting, bulk and proximity would result in a significant loss of residential amenity.

Policy OE1 of the Local Plan: Part Two (November 2012) notes that permission will not normally be granted for uses and associated structures which are or likely to become detrimental to the character or amenities of surrounding properties or the area generally.

The proposed building is situated approximately 39m away from the nearest residential building to the east. As such the proposal would not result in overshadowing or the loss of privacy.

With regards to increased noise, the proposal would not result in the increase in the number of pupils attending the school, rather it seeks to replace an existing temporary structure with a permanent building. The proposal would not have an adverse impact to the amenities of neighbouring residents.

7.09 Living conditions for future occupiers

Not applicable to this development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) are concerned with traffic generation, road capacity, onsite parking and access to public transport. In particular AM7 (ii) advises that the Local Planning Authority will not grant permission for developments whose traffic generation is likely to prejudice the 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 college fronts Maxwell Road and is in proximity of Rickmansworth Road. The former is covered by a Controlled Parking Zone (CPZ) operating from Monday to Friday for one-hour per day increasing to an all day Monday to Saturday coverage to the north east of the site toward Northwood town centre. Extensions to these zones are forthcoming which further limits the availability of 'un-paid' for parking in the area.

The proposal consists of a new science and sixth form building which is to replace an existing 'temporary' teaching block which attained a 3 year temporary consent in 2014 (2082/APP/2014/600) and was subsequently renewed for a further 3 years in late 2017. The floorspace is to increase from 1,600 sq.m for the temporary block to 2015 sq.m for the new build. The temporary permission allowed for and was determined on the basis of a maximum cap of 1,089 students which, the school advises, has not been reached with 843 pupils currently registered and a forecast of 821 for the 2018/2019 academic year.

The applicant has confirmed that there would be no increase in pupil or staff numbers above the cap already imposed as a result of the proposals additional floorspace was required as the science labs which cannot be accommodated within the existing school, as they are required to be a certain size and require specific supporting facilities for teaching purposes. Given the number of students is not proposed to increase, the proposal is unlikely to result in an increase in traffic to/from the site or parking demand at the school, which could have an adverse impact on the surrounding highway network.

There are several existing vehicular and pedestrian access points located on Maxwell Road which lead to the existing total on-plot 47 car park space provisions. The new block will be contained on the existing main car park footprint. This would result in a loss of 25 parking spaces out of the 47 currently provided and a re-provision of 22 spaces. 7 of these spaces would be reconfigured in the vicinity and frontage of the new build with a further 15 spaces relocated elsewhere within a playground area fronting Vincent House. In December 2017, consent was granted under Ref No: 2082/APP/2017/4403 to provide additional play space for the junior school and therefore there is no net loss in play space provided that 2017 consent is delivered before the car parking is reconfigured to Vincent House. This could be secured by way of a condition.

The proposal would result in the loss of car parking which may be displaced to other nearby locations such as the Green Lane Car Park as referred to within the submitted statement. The Green Lane Car Park is a public 'pay & display' facility and as such reliance on third party parking provision outside of the college's site envelope and control is not supported. This is due to the fact space cannot be guaranteed in perpetuity and conversely, long stay teaching staff may impact detrimentally on the general parking availability for the rest of the general public thereby potentially impacting on the viability and vitality of the local town centre.

It is accepted that there will be a strong reliance on the successful promotion of alternative sustainable means of travel to and from the site through a school travel plan in order to

help mitigate against any undue displacement impacts resulting in the net loss of on-plot car parking. A green travel plan would be secured by way of a condition requiring Northwood College to adopt the School Travel Plan Road Safety Scheme along with a Section 106 contribution so it can be implemented.

Whilst the proposal does result in the loss of car parking, the area surrounding the school has an extensive CPZ within the vicinity of the school (with planned extensions to the CPZ) and as such the proposal is unlikely to result in car parking on surrounding streets to the detriment of road safety.

A Car Parking Management Strategy (CPMS) would also be applied in order to ensure an unhindered, properly managed and functional operation for all parking users within the site envelope. A green travel plan would also be secured by way of a Section 106 legal agreement requiring the school to implement new policies and measures to assist staff to adopt sustainable travel arrangements. This again is to be secured through the travel plan. For the reasons set out above, the highways officer has no significant concerns with regard to the overall net loss of on-plot car parking.

The application has been reviewed by the highways officer who is satisfied that the proposal would not exacerbate congestion or on-street parking stress to any measurable degree, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3,6.9, and 6.13 of the London Plan (2016) subject to conditions.

7.11 Urban design, access and security

Main issues relating to design and access have been addressed elsewhere in the report. Should this application be considered acceptable, a condition is required to ensure the scheme achieves secured by design certification for both the building and the car park.

7.12 Disabled access

Policy 7.2 of the London Plan (2016) require all new development in London to achieve the highest standards of accessible and inclusive design and supports the principles of inclusive design which seek to ensure that developments:

- a can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or economic circumstances
- b are convenient and welcoming with no disabling barriers, so everyone can use them independently without undue effort, separation or special treatment
- c are flexible and responsive taking account of what different people say they need and want, so people can use them in different ways
- d are realistic, offering more than one solution to help balance everyone's needs, recognising that one solution may not work for all.

The Access Officer reviewed the engineering report and accessibility plan which were submitted in response to initial comments. The Access Officer noted that Northwood College meet the minimum statutory requirement, so raised no objections subject to a recommended informative.

It is noted that the school was requested to go beyond the statutory minimum requirements, however the school responded noting there is no need to do so. In this regard, a refusal on these grounds could not be sustained as the development meets statutory requirements and therefore the proposal is considered to be acceptable.

7.13 Provision of affordable & special needs housing

Not applicable to this development.

7.14 Trees, landscaping and Ecology

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

The site is considered to be of low ecological value, with minimal potential to support protected, priority or rare species, or with significant abundance of common or widespread species, and with no UK priority habitats present. Though, the site lies within the area covered by TPO 491 and the site also lies within the Northwood Town Centre, Green Lane Conservation Area, a designation which protects trees. There are a number of trees covered by this designation which make an important contribution to the character and visual amenity of the area.

The submitted report confirms that no trees will be removed to accommodate the development. Tree protection measures have been specified (chapter 5) for the four trees (T61, T62, T63 and T65) and off-site group, G108, whose root protection areas will suffer a slight (but acceptable) incursion due to surfacing work associated with the development. The report recommends that arboricultural supervision / monitoring should be provided to check that tree protection measures are satisfactory and adhered to throughout the construction phase.

The proposed layout retains much of the Maxwell Road boundary planting alongside the car park. The proposed main pedestrian access features an arrangement of steps and stepped seating with associated planting. Furthermore, a new band of tree and ornamental planting will be located in raised planters, with built-in seating below the retaining wall of the car park. The Design and Access Statement confirms that this area, in front of the new building, will feature hard and soft landscape enhancements as indicated on the illustrative landscape plan (p.49) - subject to details. As previously discussed, due to the level changes across the site, it is not possible to have shared access for pedestrians and wheelchair access through the main pedestrian link. - Wheelchairs will use the gentle ramped access through the car park towards the access control gate and pedestrian zone in front of the new building.

Should the application have been considered acceptable, the tree officer recommends a pre-commencement condition seeking confirmation that arboricultural supervision monitoring will be in place to ensure that tree protection measures are implemented in accordance with the tree report recommendations. A schedule of visits should be submitted and the notes of inspections submitted to the local planning authority in accordance with the schedule. The relevant conditions have been included within the decision notice.

7.15 Sustainable waste management

The waste strategy officer has commented on this application noting this site has capacity for waste storage which would operate as existing. The waste and recycling arrangements are considered acceptable.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (2016) requires developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

Be lean: use less energy

Be clean: supply energy efficiently
Be green: use renewable energy

The development as submitted does not comply with planning policy 5.2 of the London Plan (2016) however the sustainability officer considers the proposal has scope to provide further energy saving measures. Should the application be considered acceptable, an appropriately worded condition should be secured requiring further details of sustainability and energy efficiency measures the school will implement.

7.17 Flooding or Drainage Issues

London Plan policy 5.13 states that development proposals should use sustainable urban drainage systems (SuDs) unless there are good reasons for not doing so and that developments should aim to achieve green-field run-off rates. Policy 5.15 goes on to confirm that developments should also minimise the use of mains water by incorporating water saving measures and equipment.

The site does not fall within a flood zone or critical drainage area and no specific drainage issues have been identified. However, in accordance with London Plan policy a Flood Risk Assessment and Drainage Strategy has been provided which has been reviewed by the Flood Water Management team and has been found acceptable. Should the application have been considered acceptable, a condition requiring details of drainage would have been required.

7.18 Noise or Air Quality Issues

No objections were raised by the EPU team. The Control of Pollution Act 1974 gives the Environmental Health special powers to control noise on construction and demolition sites.

Air Quality

The air quality officer noted there would be no increase in staff or pupil numbers or vehicle movements and car parking provision to the site as a result of this application and no increase in parking is proposed. Accordingly, the development would have any significant impact on local air quality.

7.19 Comments on Public Consultations

Comments on the public consultation has been addressed elsewhere in this report.

7.20 Planning obligations

Policy R17 of the Council's Local Plan (2012) states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals'.

Should the application have been granted the following planning obligations would have been secured given the displacement of existing car parking spaces:

1. Travel Plan to include £20,000 Bond.
2. Construction Training: A financial contribution to the sum of: Training costs: £2,500 per £1m build cost plus Coordinator Costs or an in kind scheme to be provided.
3. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions Note to the planning officer: - Please note that to encourage in kind construction training schemes within the Borough the planning officer is expected to seek to promote and facilitate the contact between the applicant/ developer and the LBH Construction Training.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

No other issues identified.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

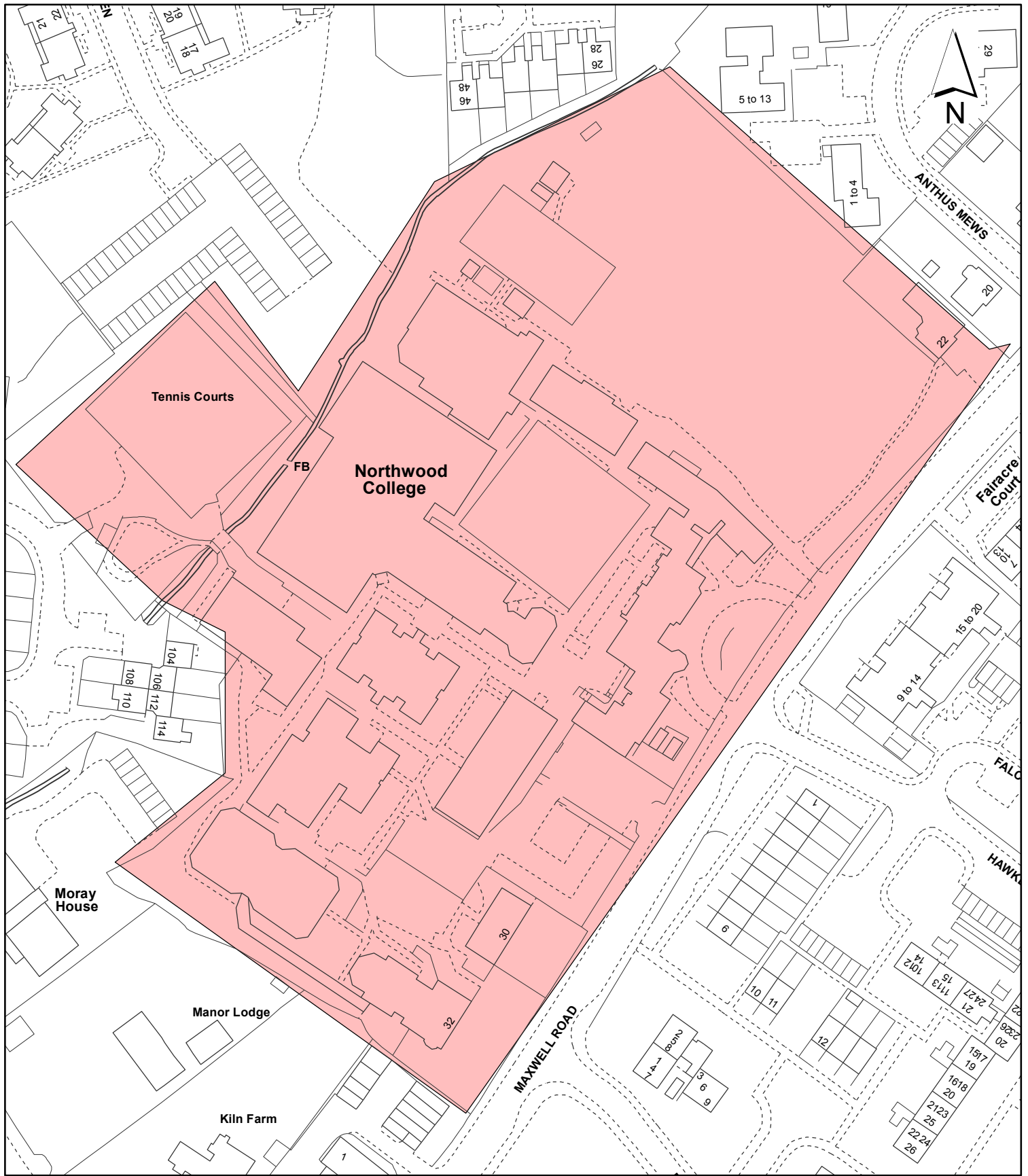
This proposal seeks to provide a permanent and enhanced science and technology facility alongside an improved sixth form provision. No objections are raised to the principle of the development. However the height, scale and massing, particularly its proximity to the Old Building would result in less than substantial harm to the Northwood Town Centre, Green Lane Conservation Area. The conservation officer has carefully considered to the public benefits of this proposal, particularly the provision of a purpose built science block which replace the temporary science block and considers the proposal would diminish the character of the Northwood Town Centre, Green Lane Conservation Area. For the reasons outlined within this report this application is recommended for refusal due to the less than substantial harm to the character and appearance of the Conservation Area.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
Hillingdon Local Plan: Part 2 - Emerging Policies (March 2019)
London Plan (2016)
National Planning Policy Framework (2018)
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)
Council's Supplementary Planning Document - Planning Obligations

Contact Officer: Zenab Haji-Ismail

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address: **Northwood College
 Educational Foundation
 Maxwell Road
 Northwood**

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

Planning Application Ref:
2082/APP/2018/3819

Scale:
1:1,300

Planning Committee:
Major Page 92

Date:
May 2019



Report of the Head of Planning, Transportation and Regeneration

Address GARIB NIWAJ SPRINGFIELD ROAD HAYES
Development: Replacement of the existing site boundary fence
LBH Ref Nos: 1033/APP/2019/52
Drawing Nos: GN_S01A
Covering Letter
C11 Rev. A
C12 Rev. A

Date Plans Received: 04/01/2019 **Date(s) of Amendment(s):** 04/01/2019
Date Application Valid: 04/01/2019

1. **SUMMARY**

This application is being reported to the major applications planning committee because it involves works to an area larger than 0.5 ha within the Metropolitan Green Belt. The proposal involves the replacement of the existing chain link fencing with black welded 'V' mesh, galvanised and powder coated steel fencing. Boundary planting is proposed to be retained. Should existing boundary planting be damaged, it would be replaced with mixed leaf hedging. The proposal would not result in the loss of boundary planting, the proposal is in keeping with the streetscene and the proposal does not impact the openness of the Metropolitan Green Belt, it is therefore recommended for approval.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 RES3 **Time Limit**

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

REASON

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

2 RES4 **Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans numbers C11 Rev. A and C12 Rev. A (including specification of use of black 'v' mesh fencing) 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 A3 **Trees Retained**

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority (LPA). Any trees, hedges and shrubs severely damaged during construction, seriously diseased or dying shall be replaced by one of a size and species

to be agreed in writing with the LPA. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or ground work shall be agreed in writing with the LPA. New planting should comply with BS 3936 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS3998 (1989) 'Recommendations for Tree Work' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Such work or planting shall be completed within 8 months of the commencement of the development or such period as agreed in writing by the LPA.

REASON

The trees and other vegetation makes a valuable contribution to the amenity of the area and to comply with Section 197 of the Town and Country Planning Act 1990.

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
BE13	New development must harmonise with the existing street scene.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC3	Potential effects of development on sites of nature conservation importance
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
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
LPP 7.16	(2016) Green Belt
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land

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.

4 170 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 2012, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is situated on the western side of Springfield Road. Immediately to the west of the site is a cycle track and football playing fields and to the south is Minet Country Park. To the east is the West London Film Studios and to the north is the Hayes Gate Football Club. The site is accessed by an access route running along the southern boundary of the Garib Nawaj Education Centre.

The site lies within the Hayes/West Drayton Corridor and is situated within the Metropolitan Green Belt.

3.2 Proposed Scheme

The proposal seeks to replace the existing chain link fence with new fencing.

The proposal originally sought to provide metal pallisade fencing. Following a meeting with the landscaping officer, the proposal was amended to black welded 'V' mesh, galvanised and powder coated steel fencing.

3.3 Relevant Planning History

1033/APP/2019/53 Garib Niwaj Springfield Road Hayes
Proposed permeable paving (grasscrete) to existing site

Decision:

Comment on Relevant Planning History

An application under planning ref: 1033/APP/2019/53 is also being considered for an area of grasscrete. The outcome of this application will not prejudice the other.

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.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM5 (2012) Sport and Leisure

Part 2 Policies:

- OL1 Green Belt - acceptable open land uses and restrictions on new development
- OL2 Green Belt -landscaping improvements
- BE13 New development must harmonise with the existing street scene.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- EC3 Potential effects of development on sites of nature conservation importance
- R16 Accessibility for elderly people, people with disabilities, women and children
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
- 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
LPP 7.16	(2016) Green Belt
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **26th February 2019**

5.2 Site Notice Expiry Date:- **26th February 2019**

6. Consultations

External Consultees

This application was consulted on between 01-02-2019 and 22-02-2019.

1 objection was received from Hillingdon Cycle Circuit which is summarised below:

The proposal entails removal of the hedge planting which is not within the applicants' site. The application is therefore wrong on several counts: The Certificate of Ownership is incorrect, the works involve removal of planting, and such removal is not in keeping with the Green Belt status of the site.

Officer comment: The applicant was asked to review the site ownership. The applicant has confirmed the proposal does not encroach onto land that is not within the applicants ownership and revised plans illustrate that where hedging or planting could be lost during works within the application site, replacement mixed leaf hedging would be provided.

STATUTORY CONSULTTEES

Sports England

It is understood that the proposal prejudices the use, or leads to the loss of use, of land being used as a playing field or has been used as a playing field in the last five years, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement. Sport England has considered the application in light of the National Planning Policy Framework (particularly Para 97) and against its own playing fields policy, which states: 'Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of: all or any part of a playing field, or land which has been used as a playing field and remains undeveloped, or land allocated for use as a playing field unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.'

Sport England's Playing Fields Policy and Guidance document can be viewed via the below link: www.sportengland.org/playingfieldspolicy Having assessed the application, Sport England is satisfied that the proposed development meets exception 3 of our playing fields policy, in that:

- The proposed development affects only land incapable of forming part of a playing pitch and does not: reduce the size of any playing pitch result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas); reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality; result in the loss of other sporting provision or ancillary facilities on the site; or prejudice the use of any remaining areas of playing field on the site.'

This being the case, Sport England does not wish to raise an objection to this application.

Internal Consultees

Flood Water Management Officer

Boundary fence will have no impact on the drainage regime.

Access Officer

I have considered the detail of this planning application and deem there to be no accessibility issues raised by the proposal.

Trees and Landscaping

This site is occupied by a large plot with a small building in the south-east corner, situated on the west side of Springfield Road and east side of Minet Park. Much of the boundary is currently delineated by poor quality chain link fencing. There are no TPO's or Conservation Area designations affecting the site. The site lies within the Green Belt.

No trees will be affected by the proposal. Some scrub, of no particular merit, will be removed to enable the removal of the existing chain link and its replacement. It is regrettable that the chosen fence product is steel palisade. This is a particularly industrial and crude looking product and an appropriate welded mesh product would be preferred. Weldmesh is more visually permeable and can be as secure (if not, more so) than palisade.

No objection, subject to the above comment. If the applicant would be prepared to specify green (RAL 6005), or black weldmesh.

Revised comments: The plans now reference black weldmesh as requested, no objections to the application.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Paragraph 97 of the NPPF (2019) states Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

Sports England have issued guidance noting Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of a playing field unless it met one or more of the five exceptions. Exception three notes developments would be accepted where the proposed development affects only land incapable of forming part of a playing pitch and it does not reduce the size

of a playing pitch or its capacity.

Sport England commented on this application noting that it is satisfied that the proposed development meets exception 3 of our playing fields policy, in that:

- The proposed development affects only land incapable of forming part of a playing pitch;
- It does not reduce the size of any playing pitch result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas);
- It does not reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality;
- Nor would the proposal result in the loss of other sporting provision or ancillary facilities on the site; or
- Prejudice the use of any remaining areas of playing field on the site.

The principle of replacing an existing fence is therefore considered to be acceptable subject to the acceptability of other material considerations.

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

The height of the new fence would be 2.1m and therefore airport safeguarding is not applicable to this application.

7.05 Impact on the green belt

The National Planning Policy Framework (NPPF) attaches great importance to the Green Belt. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence.

Section 13 of the NPPF requires local planning authorities to regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

- a) buildings for agriculture and forestry;
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e) limited infilling in villages;
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
 - not have a greater impact on the openness of the Green Belt than the existing development; or
 - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

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

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

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

The proposal seeks to provide a replacement fence. The replacement fence would be placed within the same position as the existing fence which is approximately 2.1m in height. At 2.1m the proposed fence is not materially larger than the existing fence and therefore benefits from the exceptions test (g) within the NPPF. On this basis the proposal is appropriate development within the Green Belt.

7.07 Impact on the character & appearance of the area

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 (November 2012) seek to ensure that new development complements or improves the character and amenity of the area.

The main impact of the proposal would be to views of the site from Minet Country Park and Springfield Road. The original design sought to provide a metal palisade fence which was deemed to be inappropriate. The revised plan seeks to provide 2.1m black welded 'V' mesh, galvanised and powder coated steel fencing which is a suitable replacement.

The revised plans also clarify existing planting would be retained or replaced if damaged as a result of works. Given the application seeks to replace an existing fence and in view of the local context, the replacement fence would be in keeping with the local context. At 2.1m, it would not be excessively high and is considered to accord with Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 (November 2012).

7.08 Impact on neighbours

Policy BE20 of the Local Plan: Part Two (November 2012) notes buildings should be laid out so that adequate daylight and sunlight can penetrate into and between them and the amenities are safeguarded.

Policy BE21 of the Local Plan: Part Two (November 2012) notes planning permission will not be granted for extensions which by reason of their siting, bulk and proximity would result in a significant loss of residential amenity.

Policy OE1 of the Local Plan: Part Two (November 2012) notes that permission will not normally be granted for uses and associated structures which are or likely to become detrimental to the character or amenities of surrounding properties or the area generally.

The nearest residential units are situated approximately 320m to the west of the site. The replacement fencing would not result in harm to the amenities of neighbouring properties.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

This application seeks to replace an existing fence, the proposal would not result in harm to highways safety, give rise to increased traffic or require the provision of car parking.

7.11 Urban design, access and security

Urban design is addressed in paragraph 7.7 above.

7.12 Disabled access

Not applicable to this application.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

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

The trees and landscaping officer has commented on the application noting the proposal has been amended to specify black-coated welded mesh fencing in accordance with the officer's recommendation and therefore there is no need for a separate condition.

The plan specifies the proposal would replace any planting damaged would be replaced with a mixed leaf hedge. This matter is subject to a planning condition as part of any consent granted.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

Comments on the public consultation has been addressed elsewhere in this report.

7.20 Planning obligations

Policy R17 of the Council's Local Plan (2012) states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals'.

Given the scope of this application, planning obligations or CIL would not be triggered.

7.21 Expediency of enforcement action

An enforcement notice was served in 2015 requiring the removal of hardstanding from the rear of the premise. A site visit confirmed the hardstanding was removed.

7.22 Other Issues

No other issues identified.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

To conclude, the proposal involves the replacement of the existing chain link fencing with black welded 'V' mesh, galvanised and powder coated steel fencing. Boundary planting is proposed to be retained. In the event that it is damaged, it would be replaced with mixed leaf hedging. The proposal would not result in the loss of boundary planting, the proposal is complementary to the existing streetscene and for the reasons outlined within this report, this application is recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

London Plan (2016)

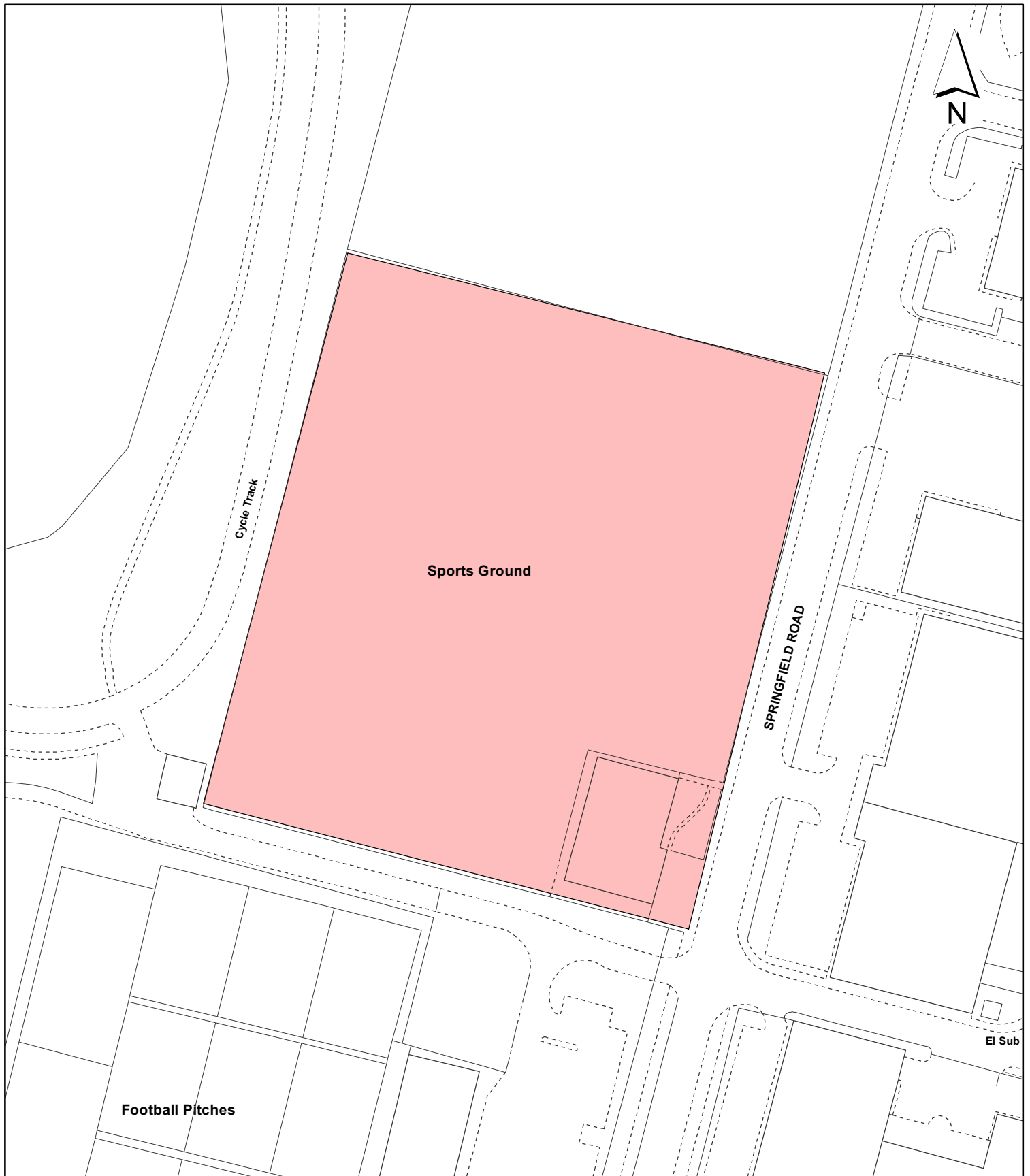
National Planning Policy Framework (2019)

Emerging Local Plan: Part 2 (March 2019)

Emerging Site Allocations and Designations (March 2019)

Contact Officer: Zenab Haji-Ismail

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Garib Nawaj
 Springfield Road**

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

Planning Application Ref:
1033/APP/2019/52

Scale:
1:1,250

Planning Committee:
Major Page 104

Date:
May 2019



Plans for Major Applications Planning Committee

Wednesday 15th May
2019



HILLINGDON
LONDON



INVESTOR IN PEOPLE

www.hillingdon.gov.uk

Report of the Head of Planning, Transportation and Regeneration

Address MALT HOUSE, 281 FIELD END ROAD RUISLIP

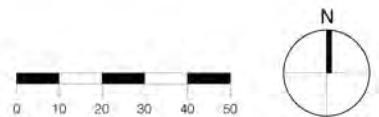
Development: Change of use of offices (B1) to 47 (31 x 1 beds and 16 x 2 beds) residential apartments (C3). (Prior Approval Application).

LBH Ref Nos: 23156/APP/2019/339

Date Plans Received:	30/01/2019	Date(s) of Amendment(s):	30/01/2019
Date Application Valid:	30/01/2019		05/03/2019
			07/03/2019
			27/03/2019



00 **Site Location Plan**
 S_00 1:1250@A4



Revisions		
*	23.01.19	Submitted for Permitted Development Application.
P1	25.01.19	Submitted for Permitted Development Application.
P2	28.01.19	Submitted for Permitted Development Application.



Twenty First Architecture Ltd,
 314 Goswell Road,
 London,
 EC1V 7AF
 Tel: +44(0)20 7952 0252
 www.21starchitecture.co.uk

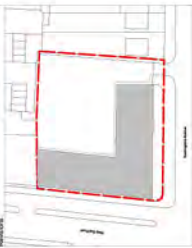
Project **Malt House, Eastcode**
 Drawing Title
Site Location Plan

Status	Drawn	Checked
Planning	PM	TS
Scale	Date	
1:1250@A4	Jan 2019	
Drwg. No.	285_PD1_S_00 P2	

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P2 25.01.19 Submitted for permitted development
 P1 25.01.19 Submitted for permitted development
 • 25.01.19 Development Application
 • 25.01.19 Development Application
 • 25.01.19 Development Application



T2T
Architects Ltd
 Trinity Park Architects Ltd
 718 Goswell Road,
 EC1Y 7PM
 Tel: +44(0)20 7962 8282
 www.t2tarchitects.com

Client
 Eastcote Homes Ltd
 1st Floor, Eastcote
 18 Millgrove, London

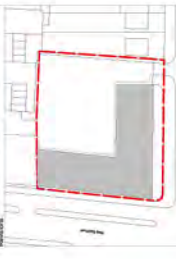
Drawing Title
 Existing Ground Floor Plan

Stage	Planning	Drawn	Checked
Date	11/06/2019	PM	TS
Drawn No.	285_PD1_EX_00		
Revision			
			P2

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Pl. 28.01.19 Submitted for permitted Development Application.
• 23.01.19 Submitted for Approved Development Application.



Young Fire Architecture Ltd.
714 Clarendon Road,
London, E14 3JF
Tel: +44(0)20 7962 8282
www.youngfire.co.uk

Client: Eastcote Homes Ltd
Project: Mill House, Eastcote,
LB Hillingdon, London

Drawing Title: Existing First Floor Plan

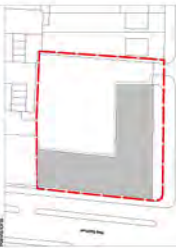


Stage	Planning	Drawn	Checked
Date	11/06/2019	PM	TS
Drawn No.	285_PD1_EX_01	Revision	P1

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PT 280119 Submitted for permitted
Development Application
• 280119 Submitted for permitted
Development Application



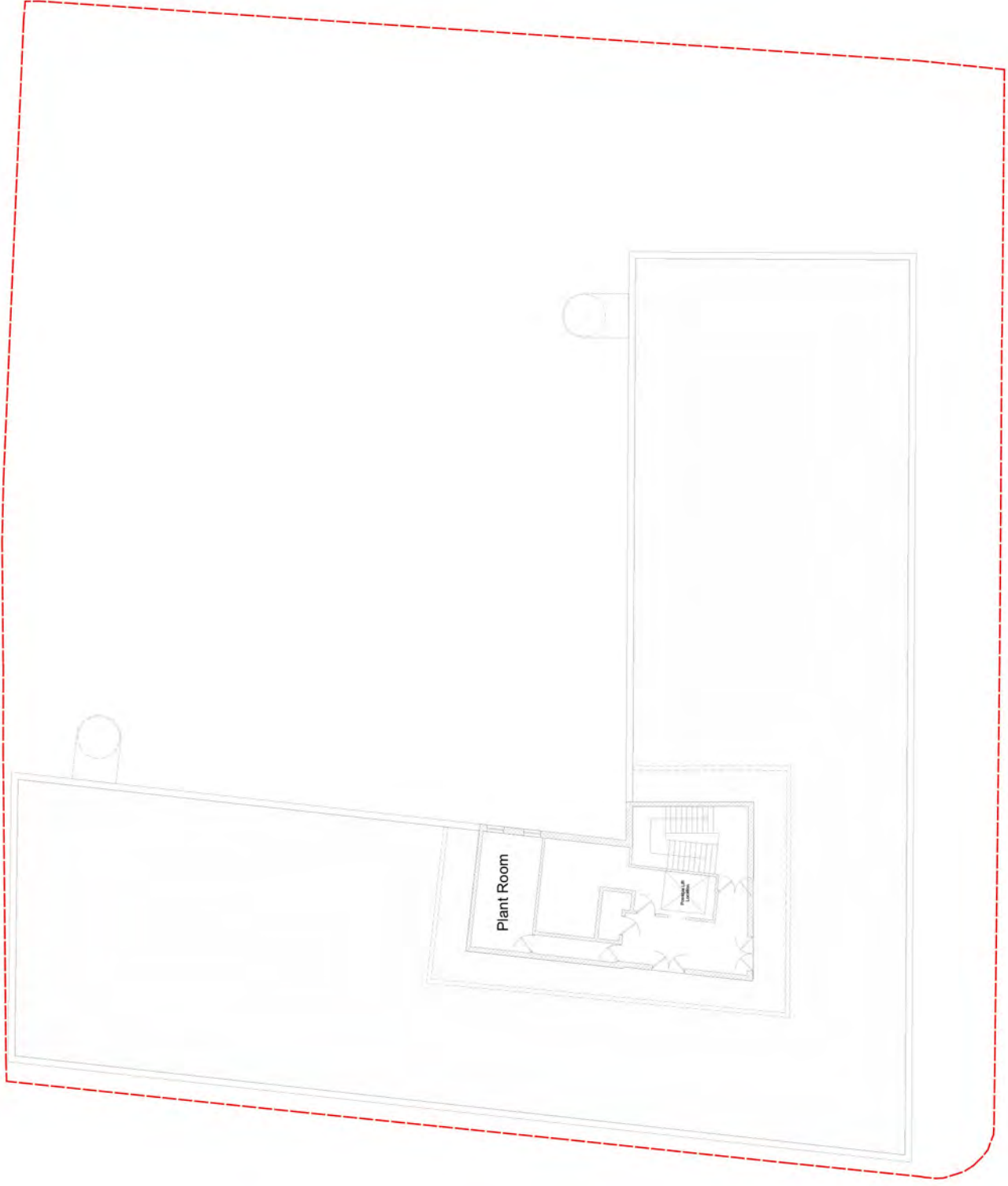
TSI Architecture Ltd
Tennyngrove Architects Ltd
714 Clarendon Road,
London
E2 7JW
Tel: +44(0)20 7962 8282
www.tsiarchitecture.com

Client
Easistone Homes Ltd
Preston Mill House, Eastlands
LB Haringey, London

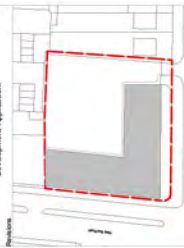
Drawing Title
Existing Second Floor Plan



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P2 19.02.19 Submitted for permitted
development
P1 28.01.19 Submitted for permitted
development
• 23.01.19 Submitted for permitted
development Application



7272 Architecture Ltd
Tandy Farm Architects Ltd.
318 Goswell Road,
Bury St Edmunds,
Suffolk IP8 7JF
Tel: +44 (0) 1206 882
www.7272architecture.com

Client:
Eastcote Homes Ltd
Pine Mill House, Eastcote,
LB Hatfield, London

Drawing Title:
Existing Third Floor Plan

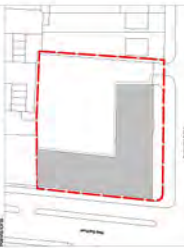


Stage	Planning	Client	Checked
Date	11/06/2019	PM	TS
Drawn No.	1:100@A1:1200@A3		Jan 2019
Revision			
Drawn No.			
Revision			

285_PD1_EX_03
P2

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- PS 25.01.19 Submitted for Permitted Development Application
- PR 25.01.19 Submitted for Permitted Development Application
- PH 25.01.19 Submitted for Permitted Development Application
- PD 25.01.19 Submitted for Permitted Development Application



T2T
Architects Ltd
T2T Architects Ltd
318 Goswell Road,
London EC1M 6JW
Tel: +44(0)20 7626 8282
www.t2tarchitects.com

Client
Eastcote Homes Ltd
1st Floor, Eastcote House, Eastcote
LB Hillingdon, London

Drawing Title
Proposed Ground Floor Plan

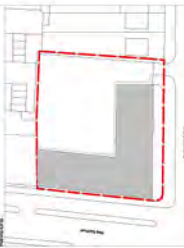
Drawn	Checked
PM	TS
Date	Revision
1:100@A1:1200@A3	Jan 2019
Drawn No:	Revision
285_PD1_GA_00	P3



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P2 25.01.19 Submitted for permitted
 P1 25.01.19 Submitted for permitted
 Development Application
 Development Application
 Development Application



Architects Ltd
 Young First Architects Ltd
 718 Oldham Road,
 Oldham,
 Greater Manchester,
 M20 2JW
 Tel: +44(0)161 200 833
 www.youngfirst.co.uk

Client:
 Eastcote Homes Ltd
 1st Floor,
 100 Abchurch Lane,
 London, EC4N 3DF

Drawing Title:
 Proposed First Floor Plan

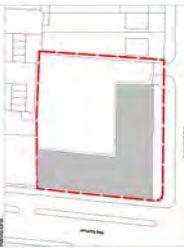


Stage	Planning	Design	Checked
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Drawn	No.	285_PD1_GA_01	Revision
			P2

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PL 25/01/19 Submitted for permitted development approval.
PL 25/01/19 Submitted for permitted development approval.
PL 25/01/19 Submitted for permitted development approval.



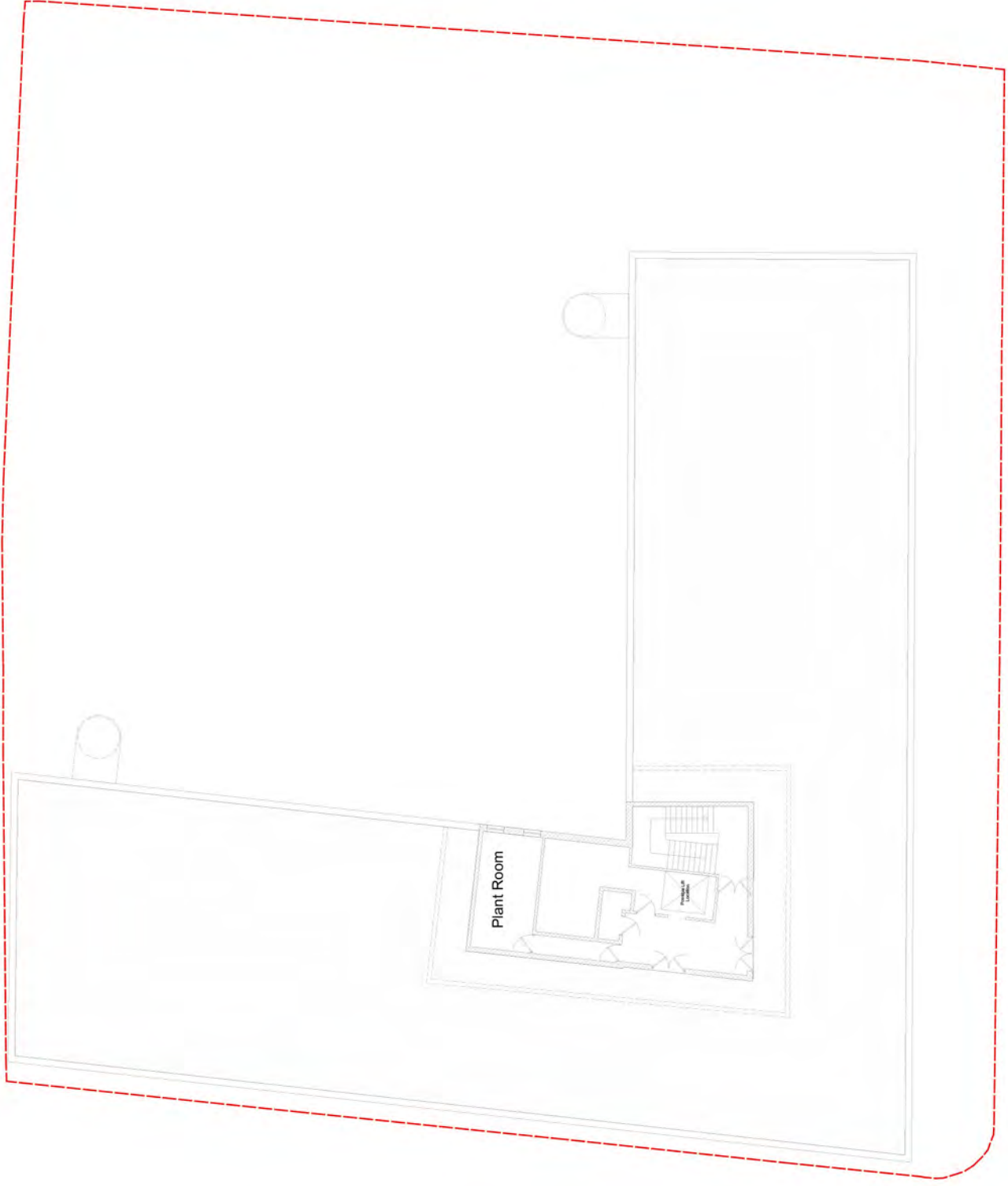
T2T
Architects Ltd
T2T Architects Ltd
718 Old Street, London EC1Y 4EX
Tel: +44(0)20 7421 8282
www.t2tarchitects.com

Client: Eastcote Homes Ltd
Project: Mill House, Eastcote, LB Hillingdon, London

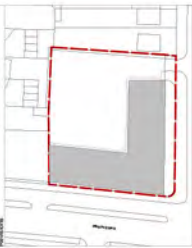
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Proposed Second Floor Plan

Stage	Planning	Design	Checked
Date	11/08/2019	17/08/2019	17/08/2019
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Revision	P2		

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P1 19.02.19 Submitted for permitted Development Application.
* 19.02.19 Submitted for permitted Development Application.



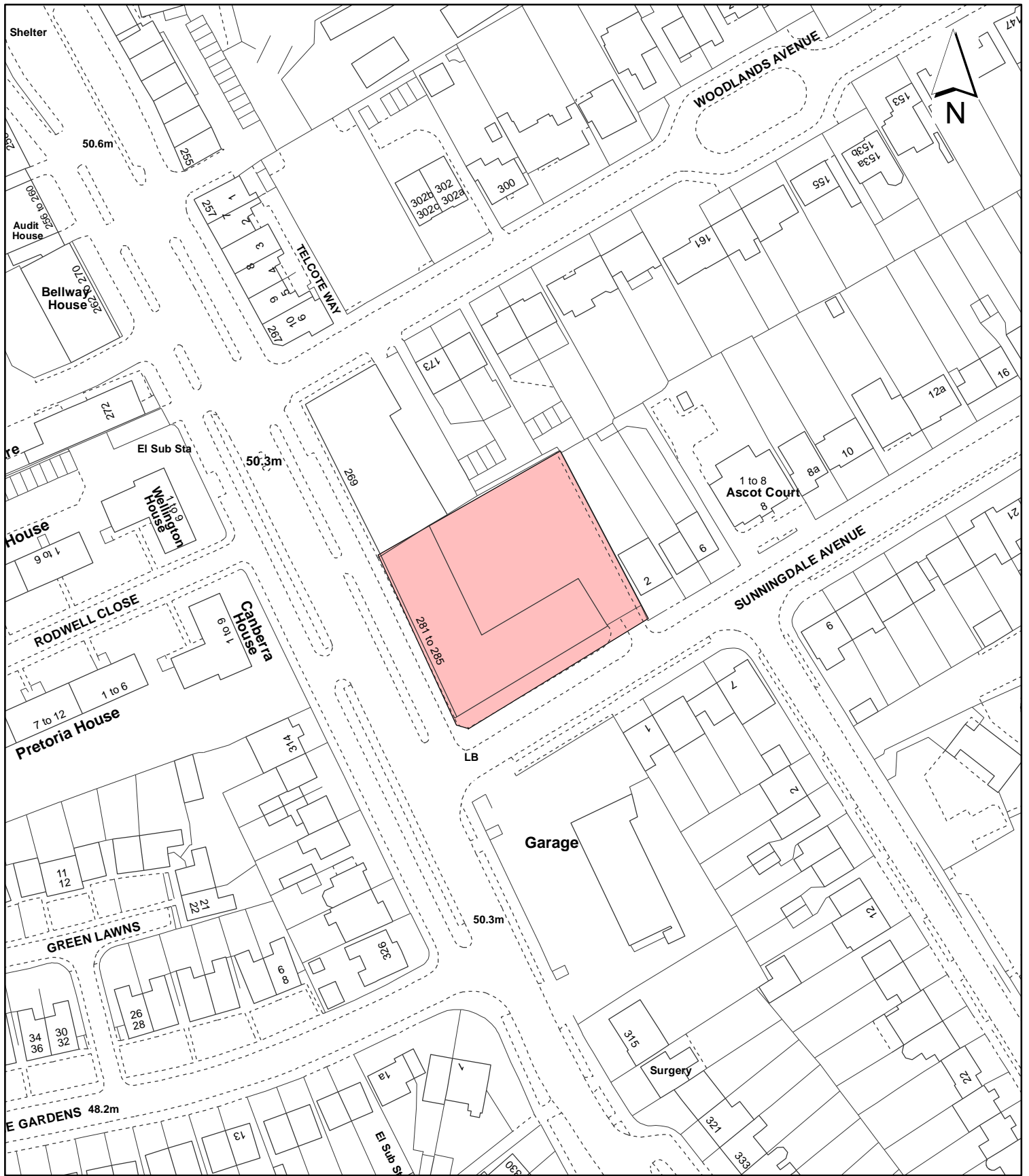
T2
Architects Ltd
T2 Architects Ltd
318 Colindale Ave,
Colindale, London, NW9 1NS
Tel: +44(0)20 7946 0282
www.t2architects.com

Client
Eastcote Homes Ltd
1st Floor, Eastcote House, Eastcote,
LB Harringay, London

Drawing Title
Proposed Third Floor Plan



Stage	Planning	Client	Checked
Date	11/06/2019	PM	TS
Drawn No.	1100GA11200GA3		Jan 2019
Revision			
Drawn No.	285_PD1_GA_03		P1



Notes:

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Site Address:

**Malt House
 281 Field End Road
 Ruislip**

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

Planning Application Ref:
23156/APP/2019/339

Scale:
1:1,250

Planning Committee:
Major Page 116

Date:
May 2019



Report of the Head of Planning, Transportation and Regeneration

Address PADDINGTON PACKET BOAT PUBLIC HOUSE HIGH ROAD COWLEY
UXBRIDGE

Development: Redevelopment of the site including the demolition of existing public house (Use Class A4) and erection of a building of staggered height up to 7-storeys comprising 36 units (14 x 1 bed, 16 x 2 bed, 2 x 3 bed and 4 maisonettes) including the excavation of a 2-storey basement, associated access, car parking and landscaping

LBH Ref Nos: 1058/APP/2018/4486

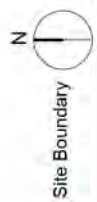
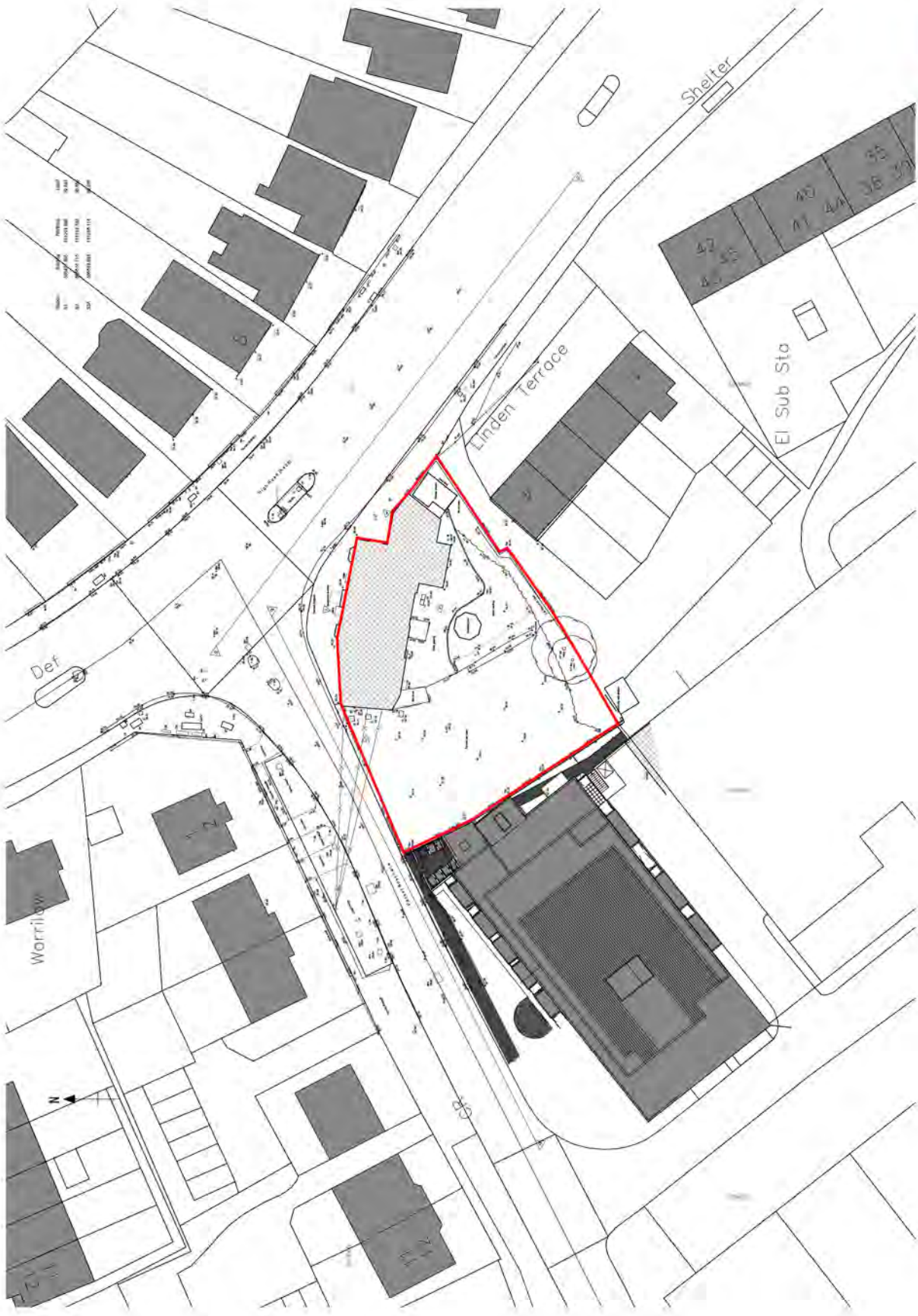


BENCHMARK

A R C H I T E C T S

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 Drawing Title: SITE LOCATION PLAN
 Client: GROUND CONSTRUCTION LTD
 Date: 17/09/23
 Scale: 1:500@A3

Project No: 105
 Drawing No: 02-91-001
 Revision: -



Site Boundary

BENCHMARK

A R C H I T E C T S

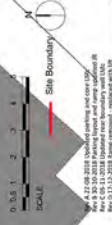
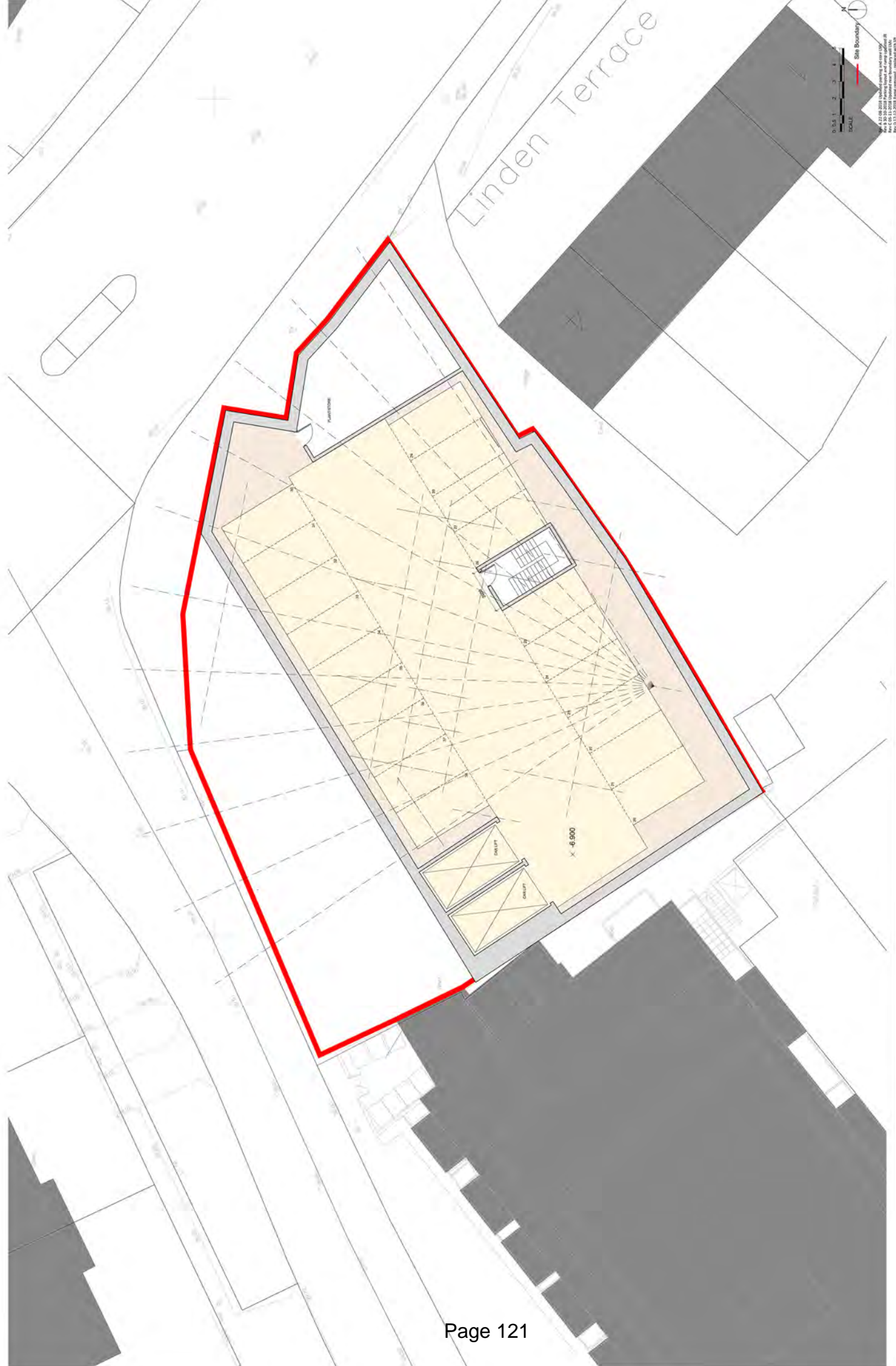
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 Drawing Title: SITE SURVEY
 Client: GROUND CONSTRUCTION LTD
 Date: 11/01/2013
 Scale: 1:500@A3

Project No: 105
 Drawing No: 02-91-002
 Revision:

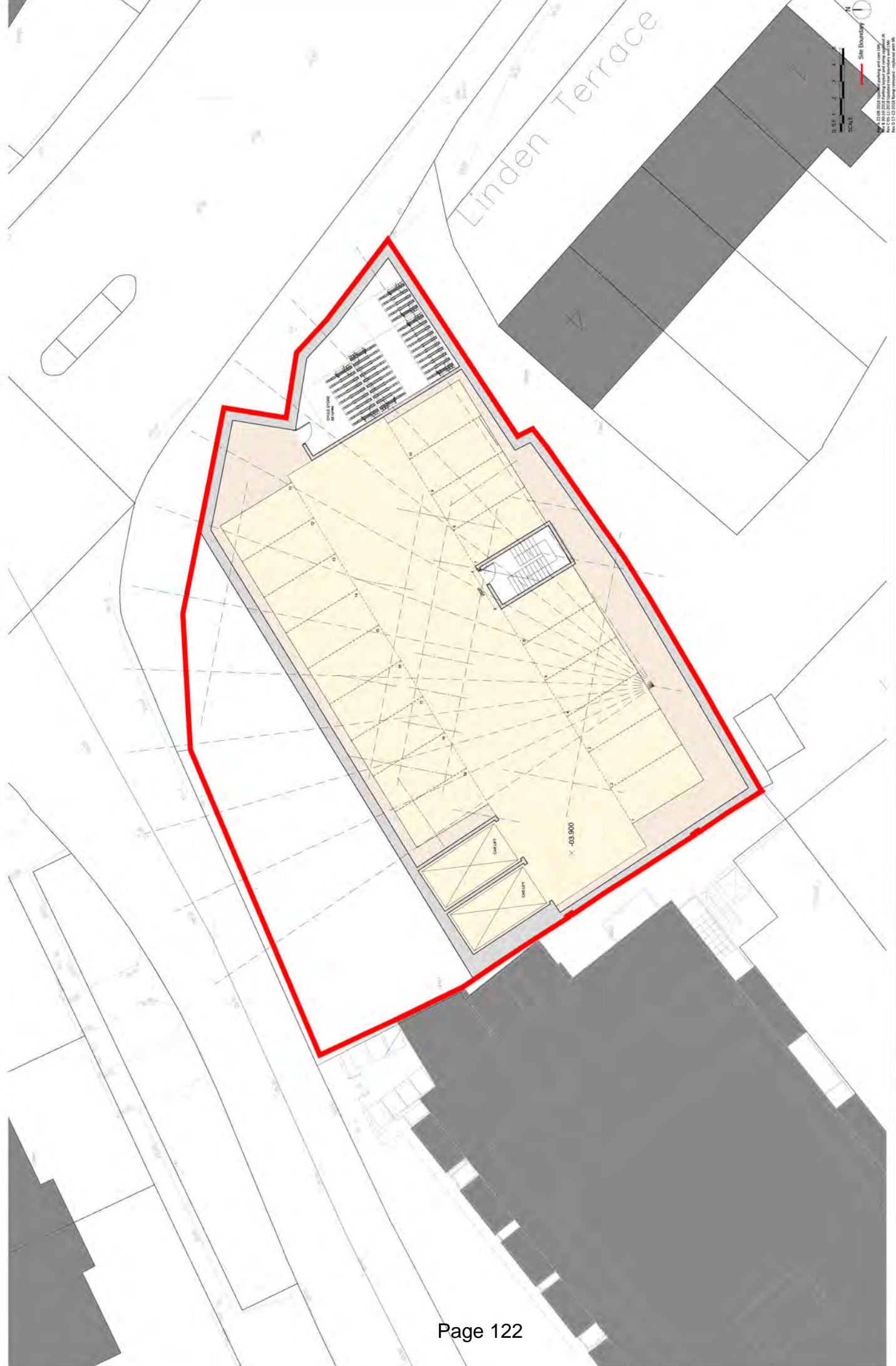


BENCHMARK
A R C H I T E C T S

Project Title: PADDINGTON PACKET BOAT
 Drawing Title: PADDINGTON HOUSE CONSTRAINT PLAN
 Client: MR DIVINEY
 Date: 01.11.17
 Scale: 1:200 @ A3
 Project No: 105
 Drawing No: 02-91-010
 Revision: -



Scale: 1:500
 Date: 11/08/2018
 Project: 02-03-098
 Client: BENCHMARK ARCHITECTS LTD
 Location: 1, LINDEN TERRACE, LONDON E14 3JH



0 1 2 3 4
METERS
SCALE

Site Boundary

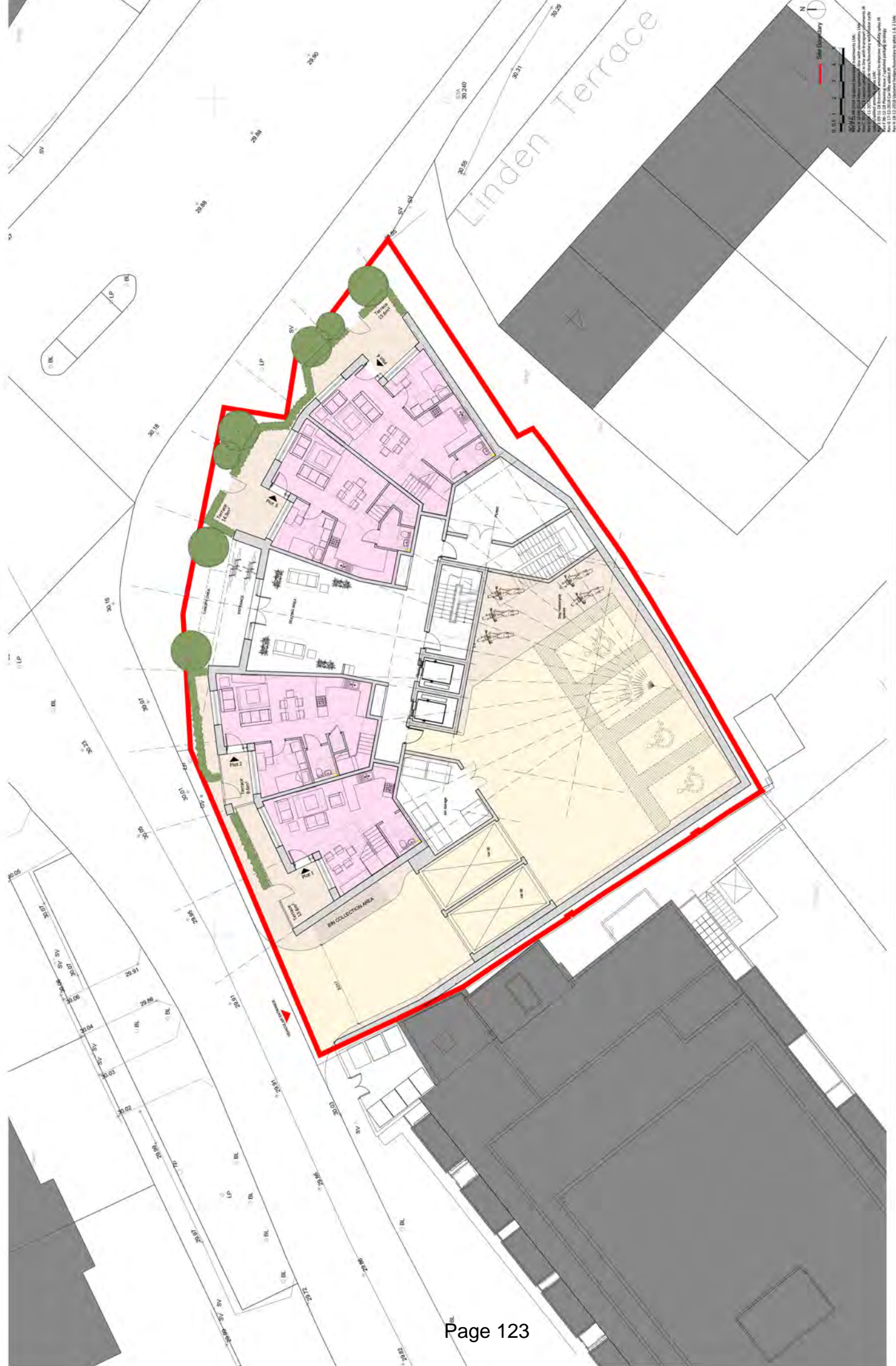
North Arrow

BENCHMARK
ARCHITECTS

The Oldman Building, 17 Perceps Square, London EC2A 3EJ, United Kingdom. Tel: +44 (0)20 7464 1111. www.benchmarkarchitects.com

Project No: 200
Drawing No: 02.03.009
Drawing Title: GRADING CONSTRUCTION LTD
Client: GRADING CONSTRUCTION LTD
Scale: 1:1000
Revision: 02

DATE: 12.03.2018
BY: [Signature]
CHECKED: [Signature]
DATE: 12.03.2018
BY: [Signature]
CHECKED: [Signature]



0 1 2 3 4
 Meter
 N
 Site Boundary

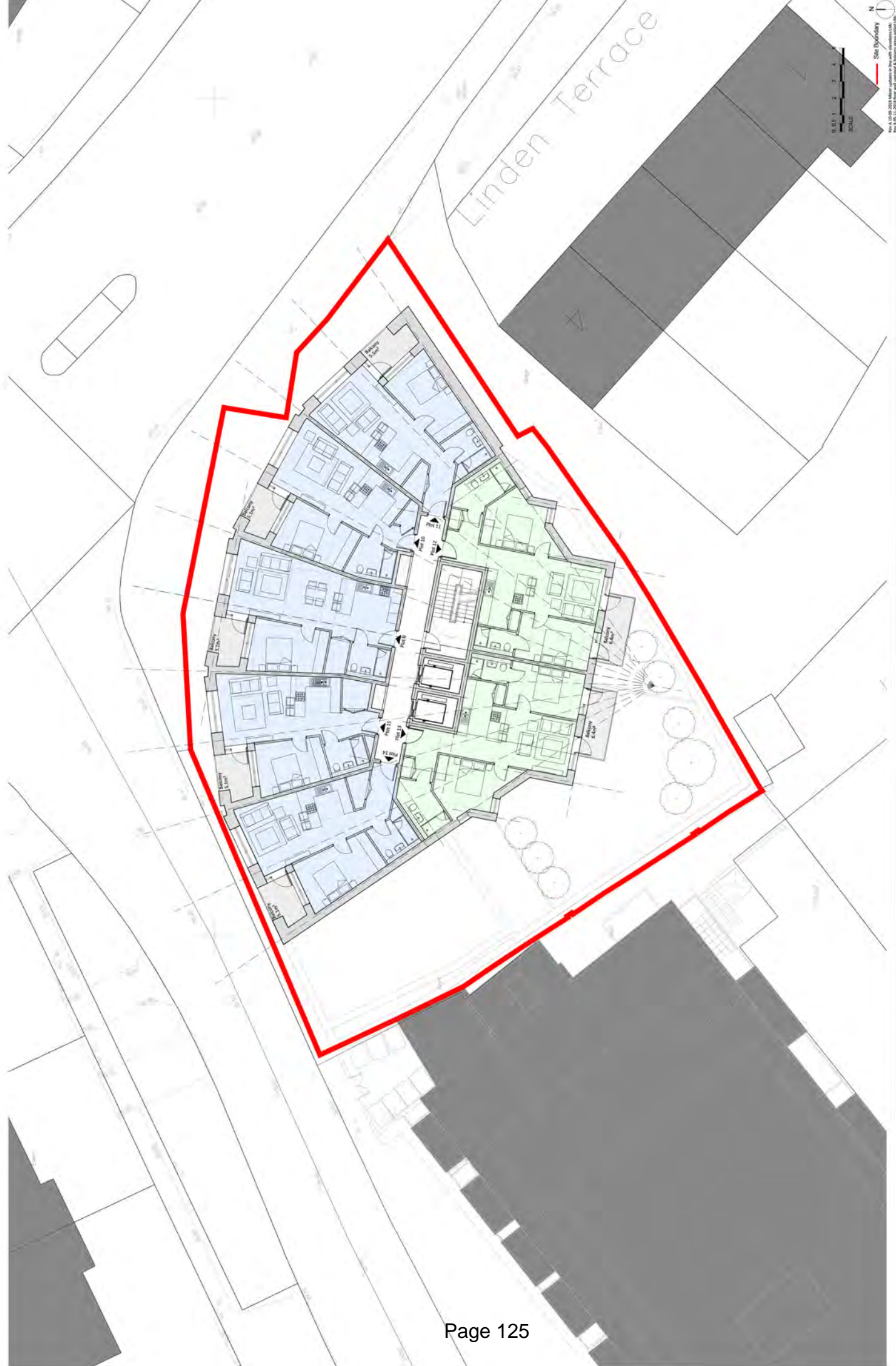
This plan is a preliminary design and is not to be used for construction without the approval of the relevant authorities. It is the responsibility of the client to ensure that all necessary permissions and approvals are obtained before construction begins. The plan is based on the information provided by the client and is subject to change without notice. The architect accepts no liability for any errors or omissions in this plan.

BENCHMARK
 ARCHITECTS

Project No: 200
 Floor No: 01
 Drawing No: 01-03-000
 Client: [unreadable]
 Date: [unreadable]
 Scale: [unreadable]
 Revision: H

The Company Building, 1 Fennell Square, London EC2A 4EJ & 30 Broadwalk Street, Australia 56002. Tel: +61 (0)2 9231 1234. www.benchmarkarchitects.com





Site Boundary
 0 1 2 3 4
 METERS
 SCALE

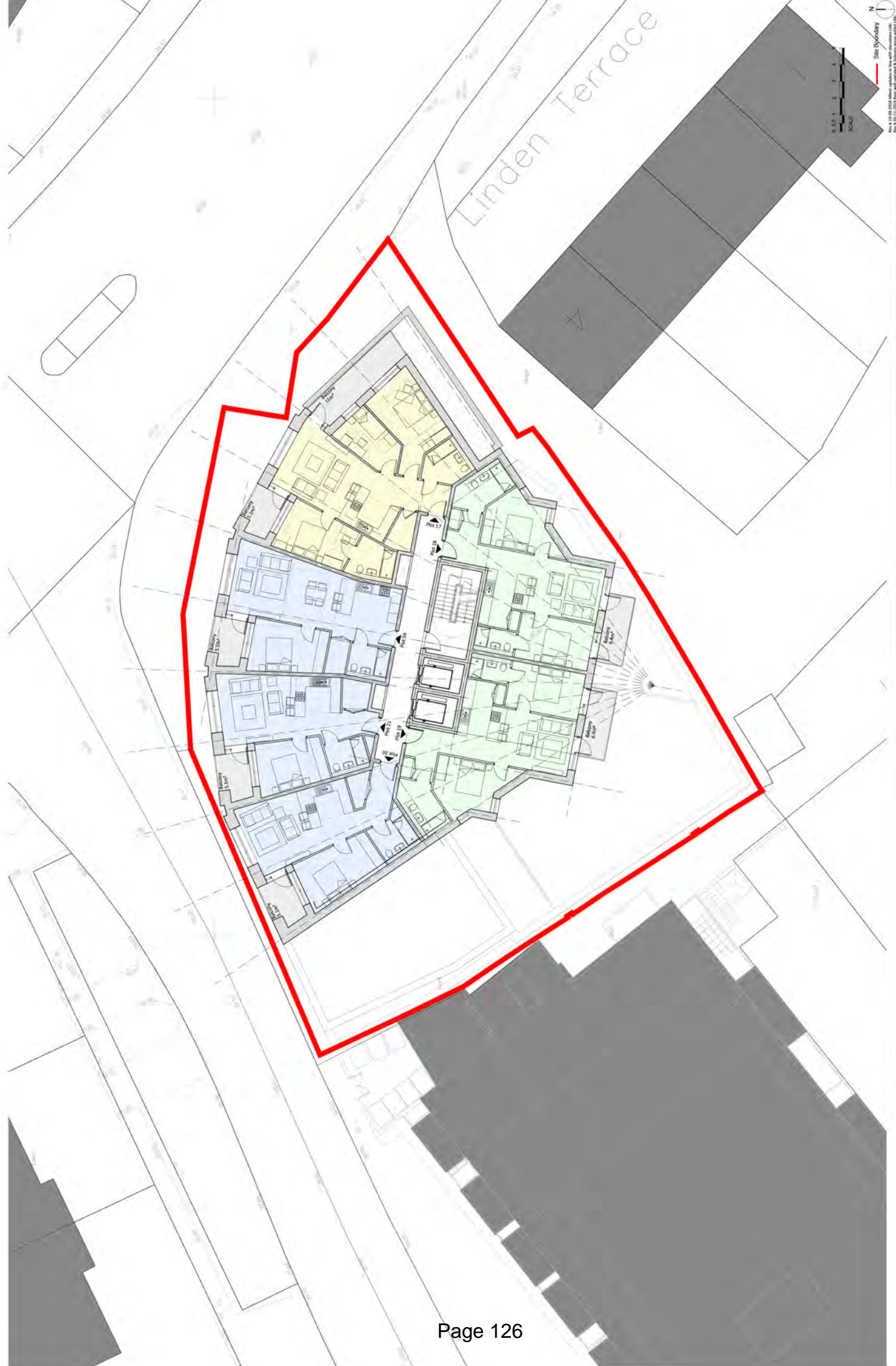
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 Linden Terrace
 1:1000
 02-03-002

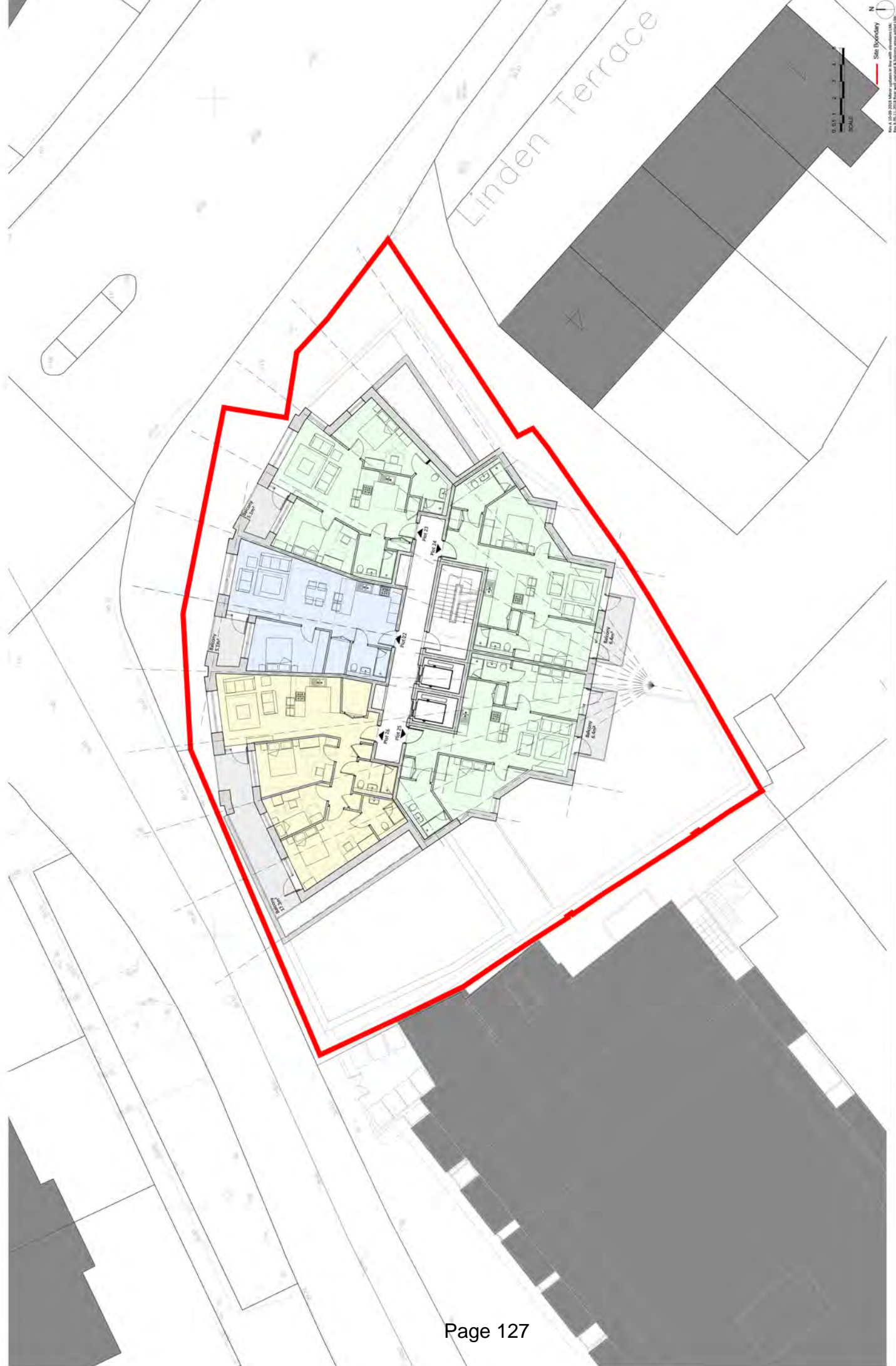
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 ARCHITECTS

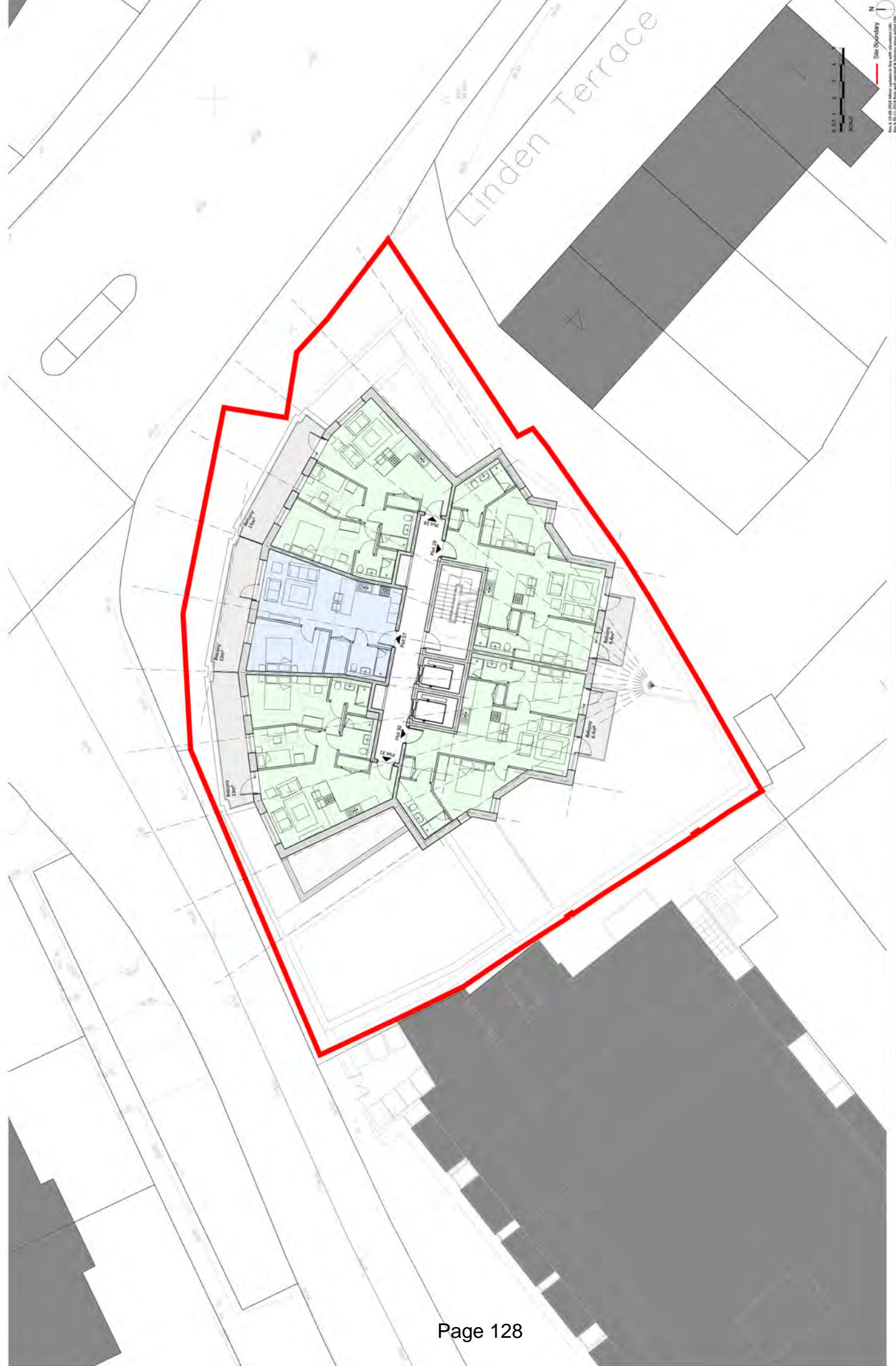
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 Drawing Title: ARCHITECTURAL FLOOR PLAN
 Client: BENCHMARK ARCHITECTS LTD
 Location: 11, BARKING ROAD, BARKING, ESSEX, S.S.11 2AB

The Company: BENCHMARK ARCHITECTS LTD
 Registered Office: 11, BARKING ROAD, BARKING, ESSEX, S.S.11 2AB
 Registered in England: 02031370
 www.benchmarkarchitects.com





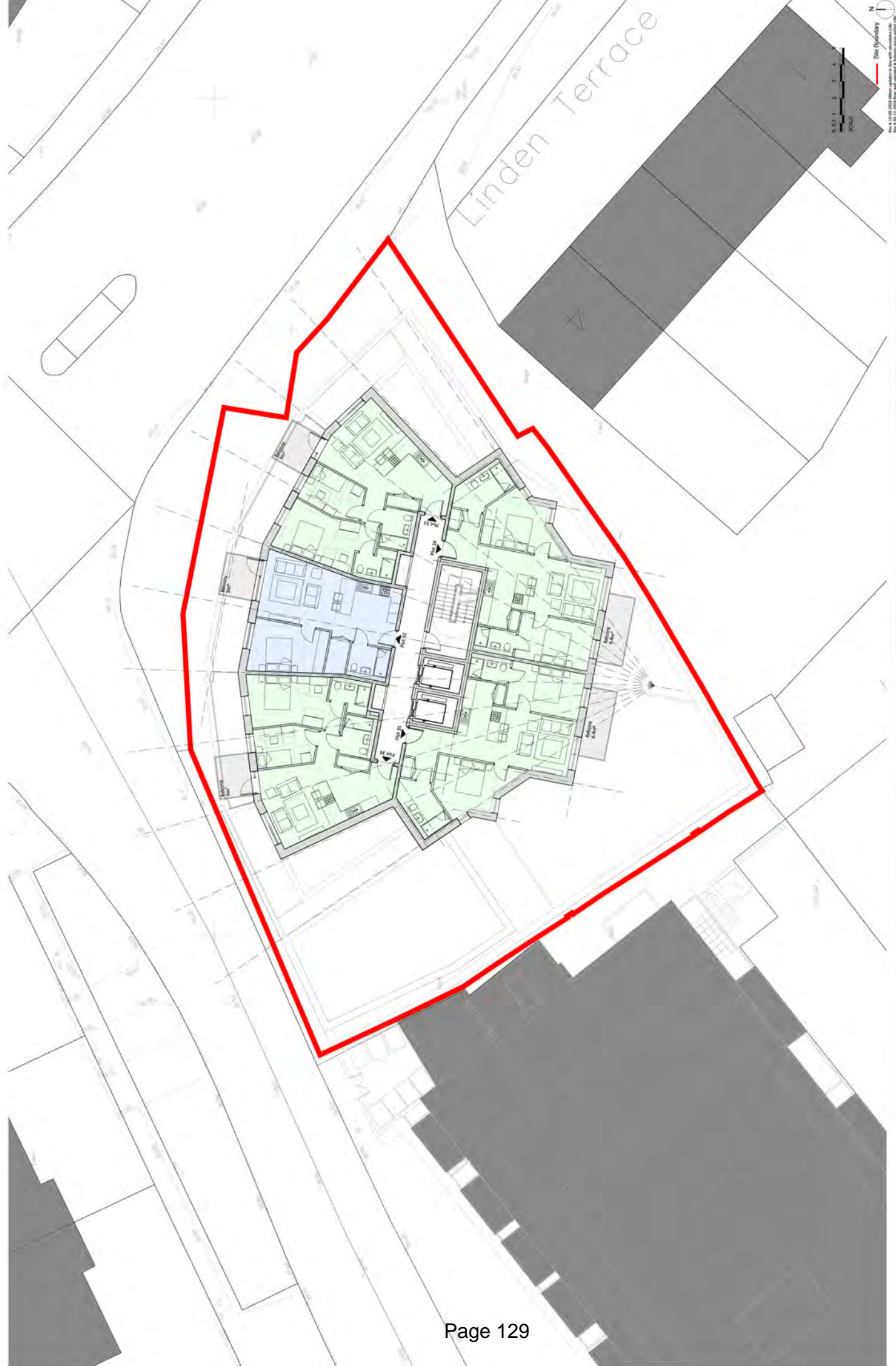


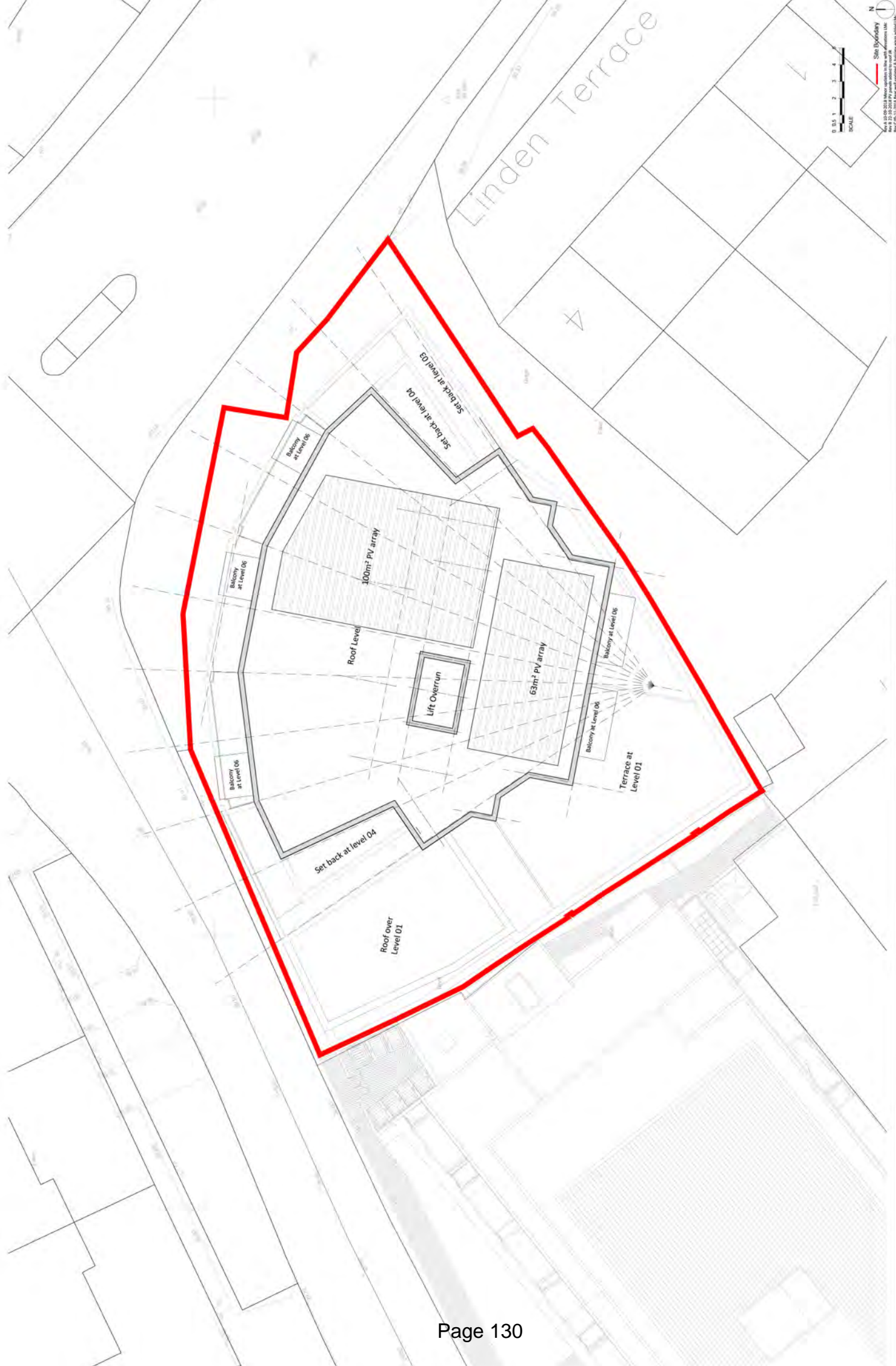
Site Boundary
 0 1 2 3 4
 SCALE

Project No: 00-03-005
 Project Title: [illegible]
 Client: [illegible]
 Date: [illegible]

BENCHMARK
 ARCHITECTS

The Crown Building, 1 Farnham Square, London EC1A 3AB & 10 Darnley Street, Auckland. Website: www.benchmarkarchitects.com





Linden Terrace



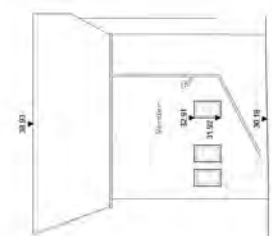
Project No: 208
 Project Title: ROOF LEVEL
 Drawing No: 02-03-007
 Client: BENCHMARK ARCHITECTS LTD
 Date: 11/06/2017 10:08:43
 Scale: C
 Revision: C

BENCHMARK
 ARCHITECTS

The Company Address: 1 Farnham Square, London SE1 6 6JL, UK. Tel: 020 7460 8000. Email: info@benchmarkarchitects.com



Elevation 1



Elevation 2



Elevation 3



Elevation 4

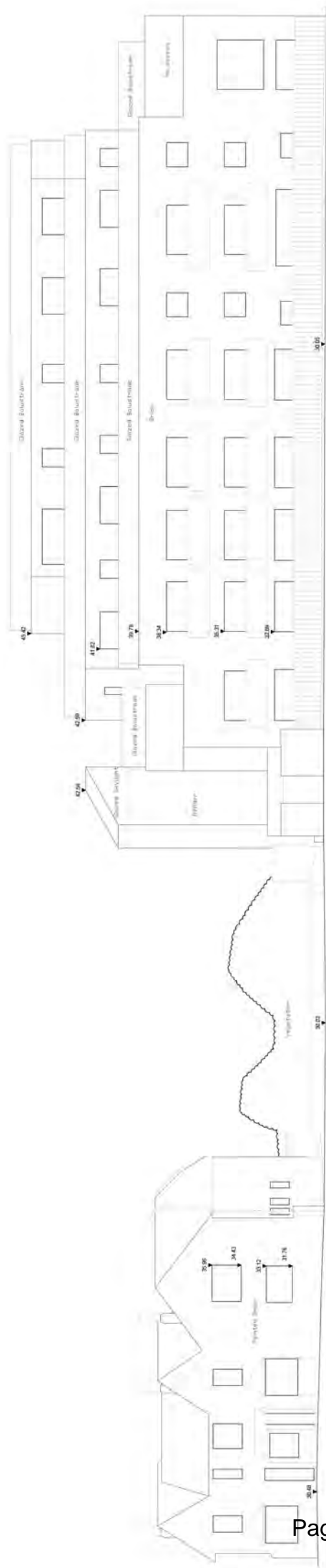


Elevation Key
Scale 1:500



Street Elevation 1





Street Elevation 2



Street Elevation Key
Scale 1:500

Site Boundary

Site Boundary

01

07

13

04

09

08

06

02

05

04

02

13

07

02

15

07

01

12

13

03

09

10

11

09

03

08

14

15

ELEVATION A



MATERIAL KEY

- 1 Projecting grey facing brickwork
- 2 Light grey metal composite panel with vertical joints
- 3 Timber effect composite cladding panels with horizontal joints
- 4 Grey aluminium window frames
- 5 Recessed balcony with grey metal balustrade
- 6 Projecting balcony with glass balustrade
- 7 Soldier course to top of brickwork
- 8 Corner glazed window with grey aluminium frame
- 9 Faceted panels with recesses between
- 10 Glass canopy above main entrance
- 11 Glazed entrance doors
- 12 Boundary hedges
- 13 Private roof terrace
- 14 Car park entrance with roller shutter set back from boundary
- 15 Green roof providing visual amenity



BENCHMARK
ARCHITECTS

PROJECT No: 238
ELEVATION A
DRAWING NO: 02-05-001
DATE: 12/08/2024
SCALE: 1:100

Site Boundary

Site Boundary



ELEVATION B



MATERIAL KEY

- 1 Projecting grey facing brickwork
- 2 Light grey metal composite panel with vertical joints
- 3 Timber effect composite cladding panels with horizontal joints
- 4 Grey aluminium window frames
- 5 Recessed balcony with grey metal balustrade
- 6 Projecting balcony with glass balustrade
- 7 Soldier course to top of brickwork
- 8 Corner glazed window with grey aluminium frame
- 9 Faceted panels with recesses between
- 10 Glass canopy above main entrance
- 11 Glazed entrance doors
- 12 Boundary hedges
- 13 Private roof terrace
- 14 Car park entrance with roller shutter set back from boundary
- 15 Green roof providing visual amenity



Site Boundary

Site Boundary

01 07

13

06

02

05

08

04

07

01

12

09

10

11

08

09

13

03

12

05

14



Outline of adjacent building
 Eyes line of adjacent building



MATERIAL KEY

- 1 Projecting grey facing brickwork
- 2 Light grey metal composite panel with vertical joints
- 3 Timber effect composite cladding panels with horizontal joints
- 4 Grey aluminium window frames
- 5 Recessed balcony with grey metal balustrade
- 6 Projecting balcony with glass balustrade
- 7 Soldier course to top of brickwork
- 8 Corner glazed window with grey aluminium frame
- 9 Faceted panels with recesses between
- 10 Glass canopy above main entrance
- 11 Glazed entrance doors
- 12 Boundary hedges
- 13 Private roof terrace
- 14 Car park entrance with roller shutter set back from boundary
- 15 Green roof providing visual amenity



BENCHMARK
 ARCHITECTS

Project No: BENCHMARK PROJECT 001
 Project Title: ELANORA
 Drawing No: 02-05-003
 Drawing Code: 02-05-003-01-01
 Date: 12/08/2014
 Scale: 1:100
 Author: [Name]
 Designer: [Name]
 Checker: [Name]
 Approver: [Name]

The Owners Authorise, I Promote, Support, Authorise, Endorse and/or Guarantee the above information.
 www.BENCHMARKARCHITECTS.COM

Site Boundary

Site Boundary

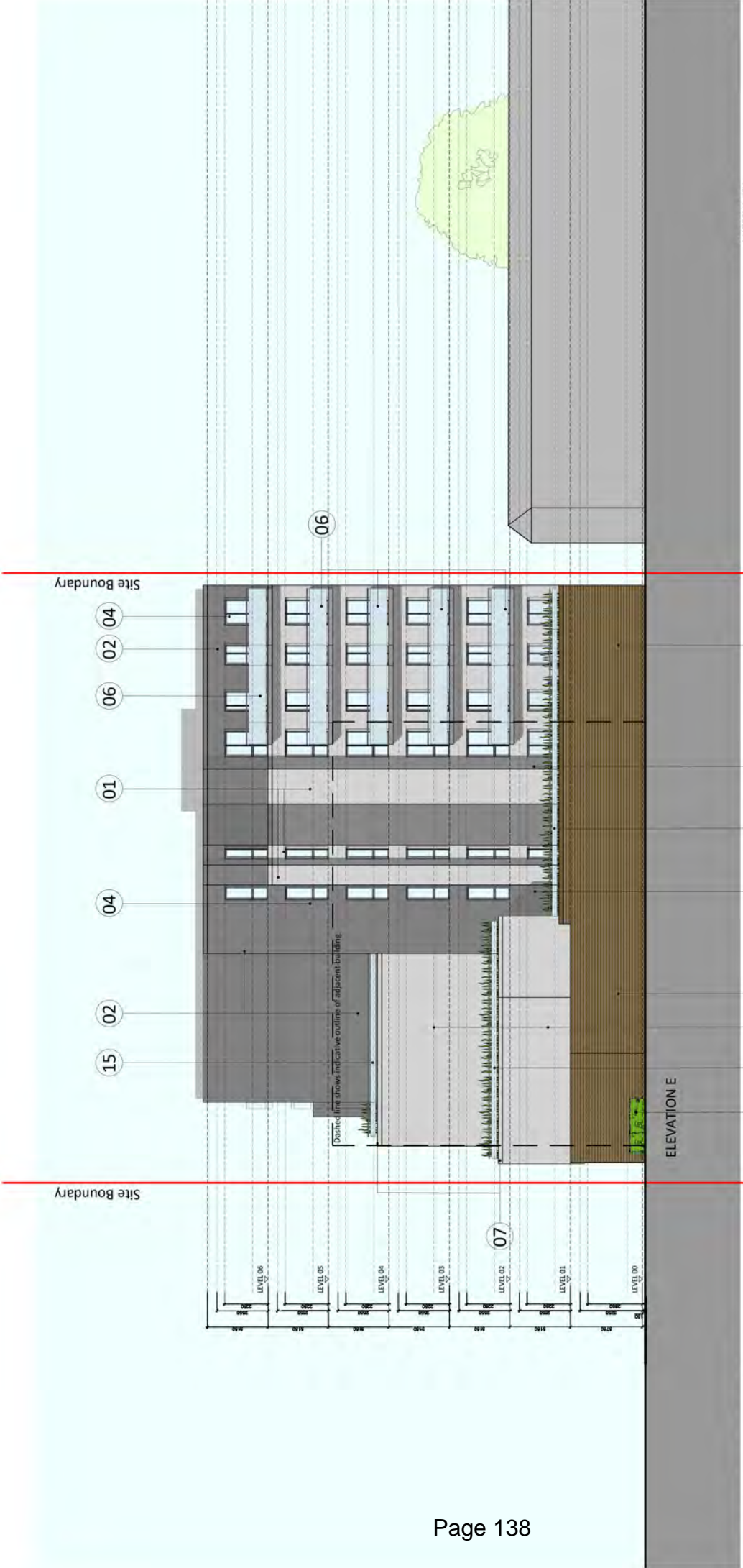


ELEVATION D

MATERIAL KEY

- 1 Projecting grey facing brickwork
- 2 Light grey metal composite panel with vertical joints
- 3 Timber effect composite cladding panels with horizontal joints
- 4 Grey aluminium window frames
- 5 Recessed balcony with grey metal balustrade
- 6 Projecting balcony with glass balustrade
- 7 Soldier course to top of brickwork
- 8 Corner glazed window with grey aluminium frame
- 9 Faceted panels with recesses between
- 10 Glass canopy above main entrance
- 11 Glazed entrance doors
- 12 Boundary hedges
- 13 Private roof terrace
- 14 Car park entrance with roller shutter set back from boundary
- 15 Green roof providing visual amenity





MATERIAL KEY

- 1 Projecting grey facing brickwork
- 2 Light grey metal composite panel with vertical joints
- 3 Timber effect composite cladding panels with horizontal joints
- 4 Grey aluminium window frames
- 5 recessed balcony with grey metal balustrade
- 6 Projecting balcony with glass balustrade
- 7 Solid grey concrete parapet
- 8 Corner glazed window with grey aluminium frame
- 9 Faceted panels with recesses between
- 10 Glass canopy above main entrance
- 11 Glazed entrance doors
- 12 Boundary hedges
- 13 Private roof terrace
- 14 Car park entrance with roller shutter set back from boundary
- 15 Green roof providing visual amenity



Site Boundary

Site Boundary

15

02

04

01

06

02

04

15

06

07

07

15

01

13

01

03

02

01



Dotted line shows indicative outline of adjacent building

Dashed line shows indicative outline of adjacent building

ELEVATION F

MATERIAL KEY

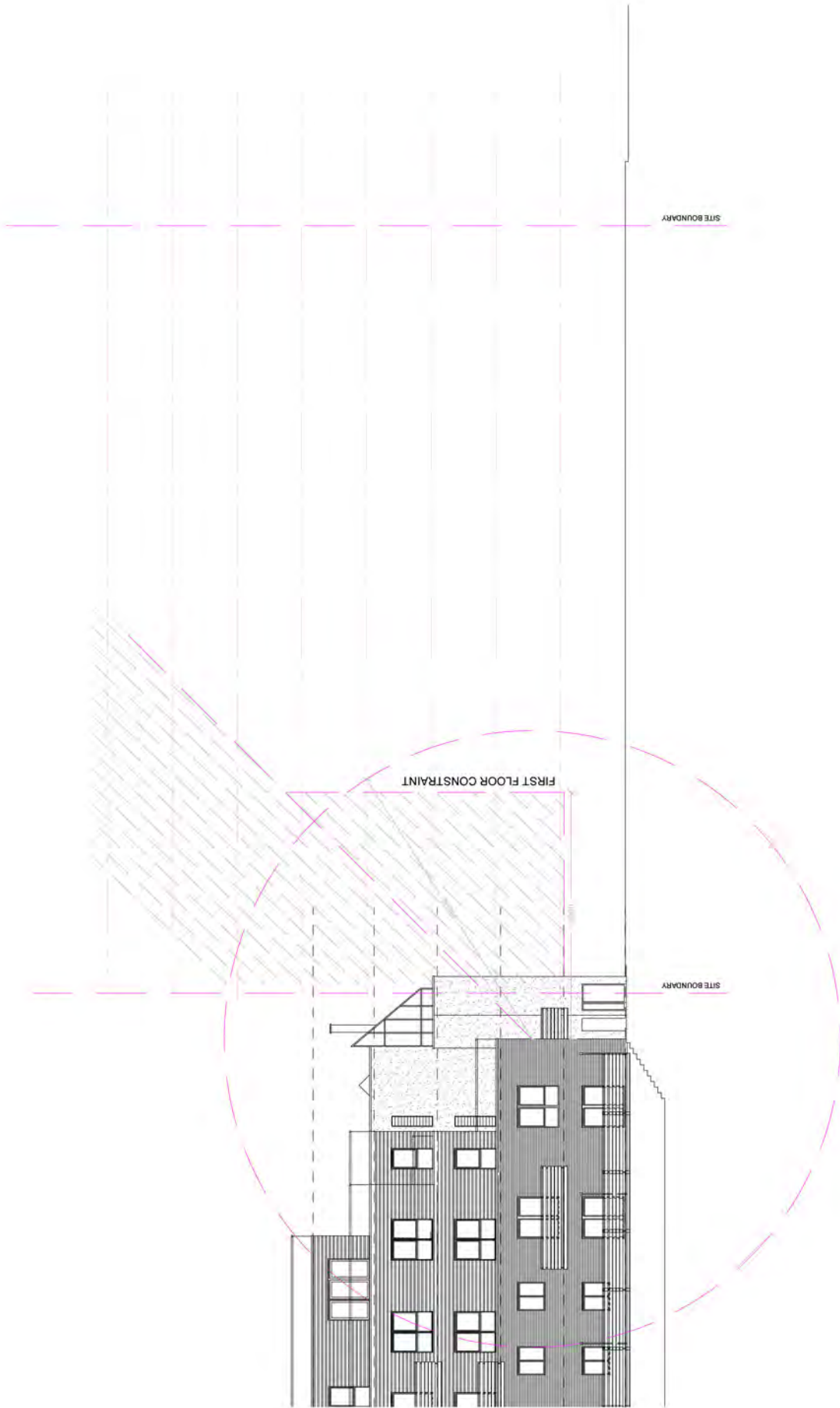
- 1 Projecting grey facing brickwork
- 2 Light grey metal composite panel with vertical joints
- 3 Timber effect composite cladding panels with horizontal joints
- 4 Grey aluminium window frames
- 5 Recessed balcony with grey metal balustrade
- 6 Projecting balcony with glass balustrade
- 7 Soldier course to top of brickwork
- 8 Corner glazed window with grey aluminium frame
- 9 Faceted panels with recesses between
- 10 Glass canopy above main entrance
- 11 Glazed entrance doors
- 12 Boundary hedges
- 13 Private roof terrace
- 14 Car park entrance with roller shutter set back from boundary
- 15 Green roof providing visual amenity



BENCHMARK
ARCHITECTS

Project No: BENCHMARK PROJECT 0047
 Drawing No: 02-05-006
 Drawing Title: ELEVATION F
 Client: BENCHMARK ARCHITECTS LTD
 Date: 12/08/2017 10:08:43
 Author: [Name]
 Reviewer: [Name]

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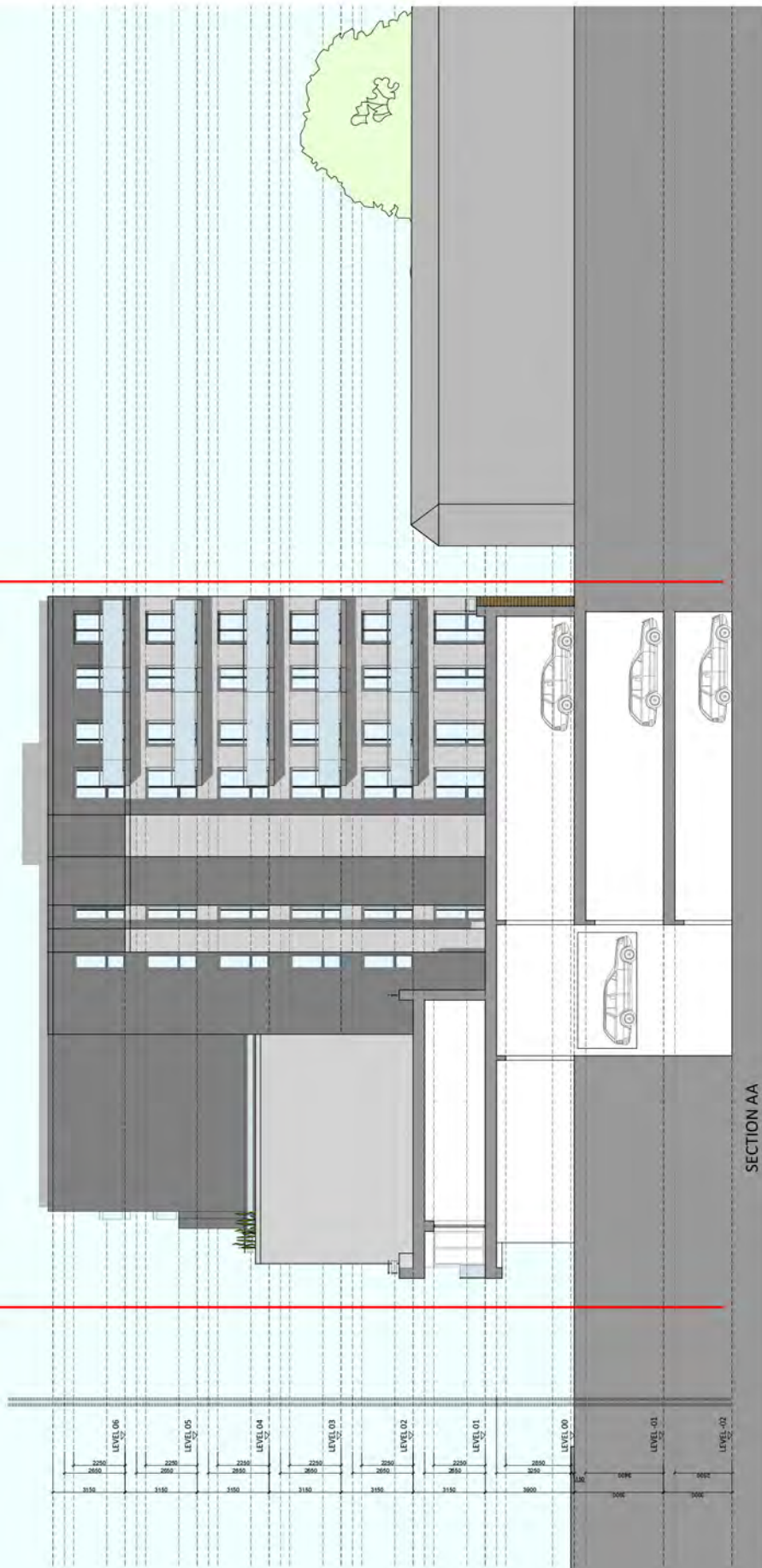
BENCHMARK
A R C H I T E C T S

Project Title: PADDINGTON PACKET BOAT
 Drawing Title: CONSTRAINTS SECTION AA
 Client: MR DIVINEY
 Date: 01.11.2018
 Scale: 1:200 @ A3

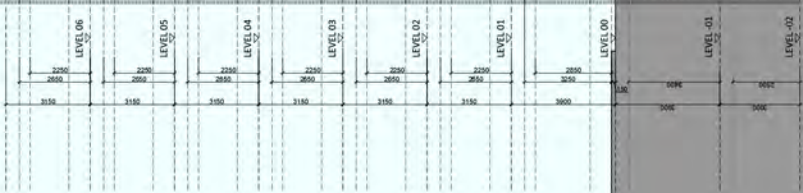
Project No: 105
 Drawing No: 02-91-011
 Revision:

Site Boundary

Site Boundary

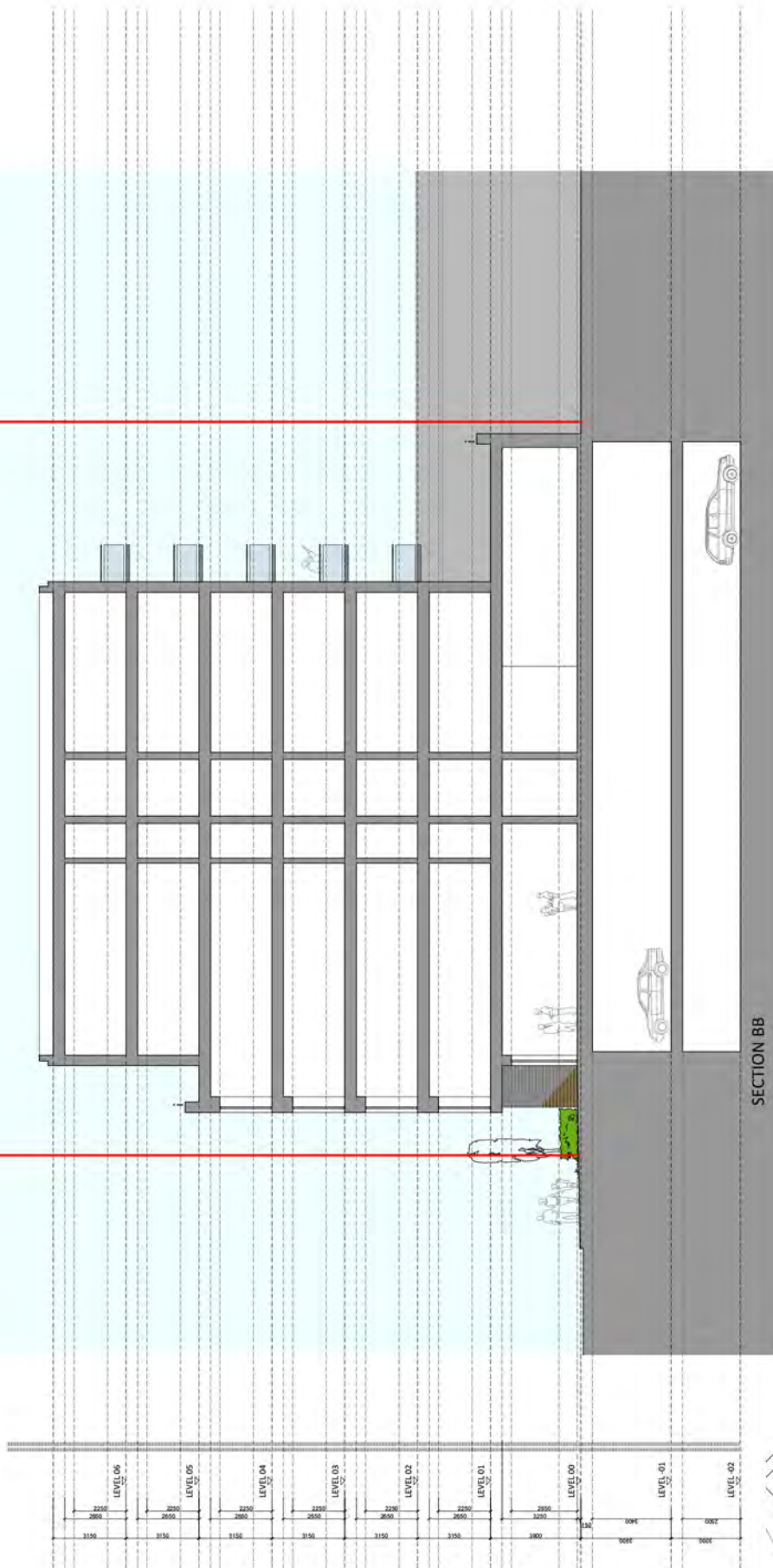


SECTION AA



Site Boundary

Site Boundary



A 18-12-2018 basement layout updated

BENCHMARK
ARCHITECTS

Project No: 18-000120-01-01-01-01
Drawing Title: SECTION BB
Drawing No: 02-04-002
Revision: A

The Client: [unreadable]
Project Location: [unreadable]
Project Start: [unreadable]
Project End: [unreadable]

Notes

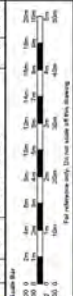
1. The survey was carried out in October 2018.
2. The survey is based on Ordnance Survey grid and datum established using GPS satellite fix.
3. All values are indicated in metres.

Survey Key

- WH FLOOR TO FINISH HEIGHT
- SL FLOOR TO FINISH LEVEL
- DL TO FINISH LEVEL
- DL TO FINISH HEIGHT
- COLL TO FINISH LEVEL
- COLL TO FINISH HEIGHT
- CT CURB TO FINISH LEVEL
- CT CURB TO FINISH HEIGHT
- FL FLOOR TO FINISH LEVEL
- FL FLOOR TO FINISH HEIGHT
- HL HANGAR LEVEL
- HL HANGAR HEIGHT
- RP ROOF TO FINISH LEVEL
- RP ROOF TO FINISH HEIGHT
- SLC SLOPED CEILING
- SLC SLOPED CEILING LEVEL
- SLC SLOPED CEILING HEIGHT
- COLL TO FINISH LEVEL
- COLL TO FINISH HEIGHT
- BASE CEILING HEIGHT
- BASE CEILING

ISSUE/REVISION

Rev	Date	Stabul Amended	Drawn Checked



T: 01875 393171 E: info@benchmark.co.uk W: www.benchmark.co.uk

Client: **Benchmark Architects**

Project: **Peddington Packet Boat
Packet Boat Lane, Uxbridge**

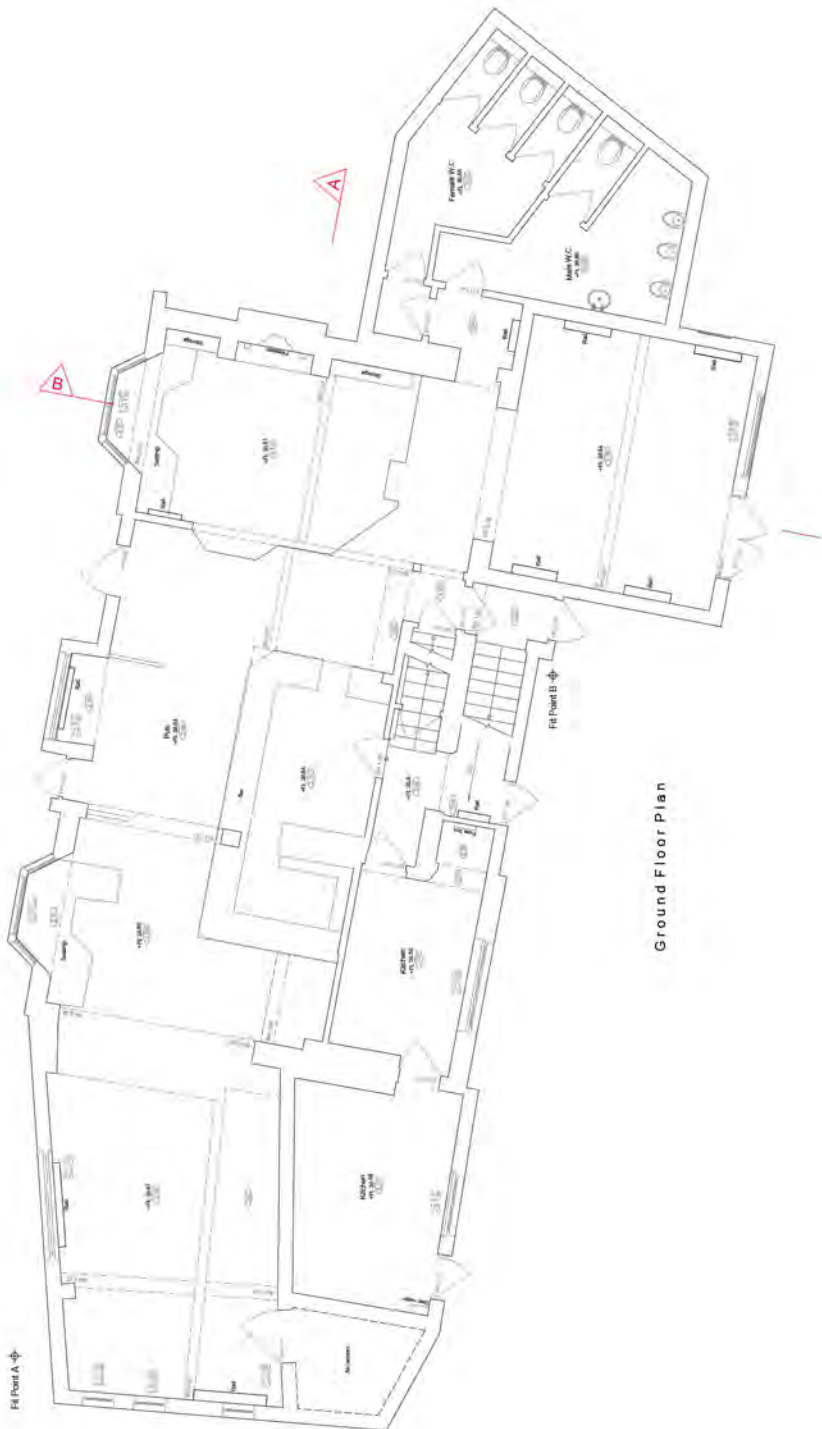
Title: **Floor Plans**

Sheet Number: **For approval**

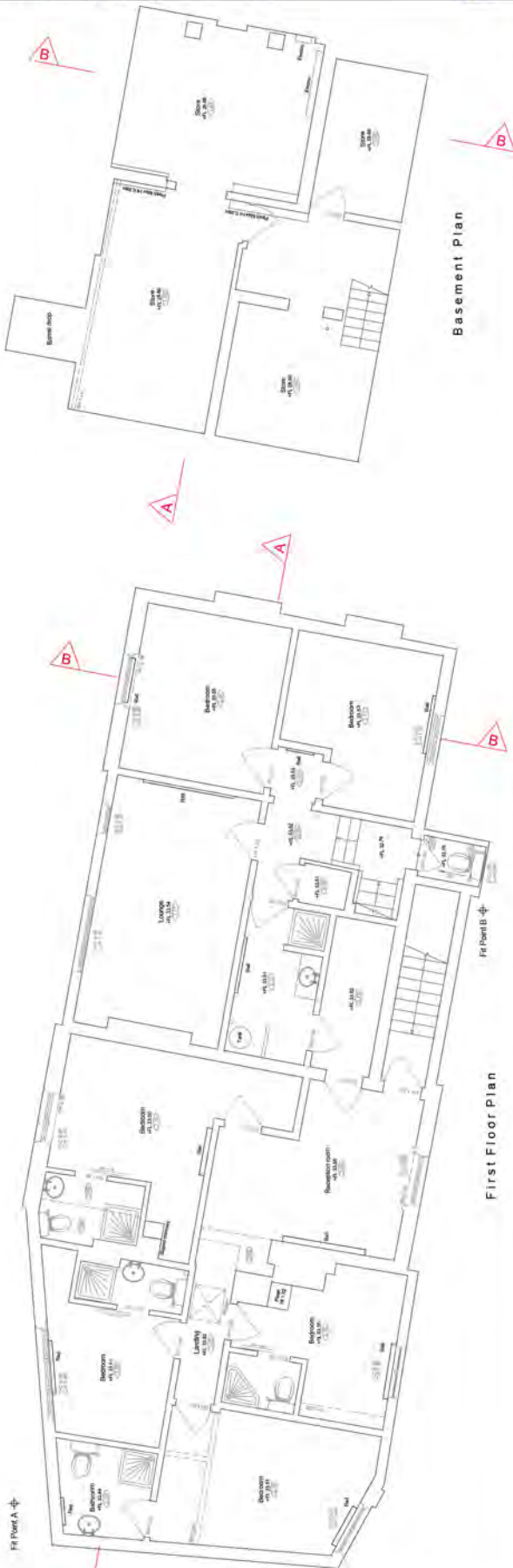
Status: **For approval** Checked: **PG**
 Drawn: **BS** Date: **18/12/2018** Scale: **1:50 @ A1**

Project No: **BES18172** Dig No: **1** Rev: **A**

Geographical Accuracy: **BS** Measured in this project: **3D Laser Scan, 3D Point Cloud, 3D, 2D, 1D, 0D**



Ground Floor Plan



Basement Plan

First Floor Plan

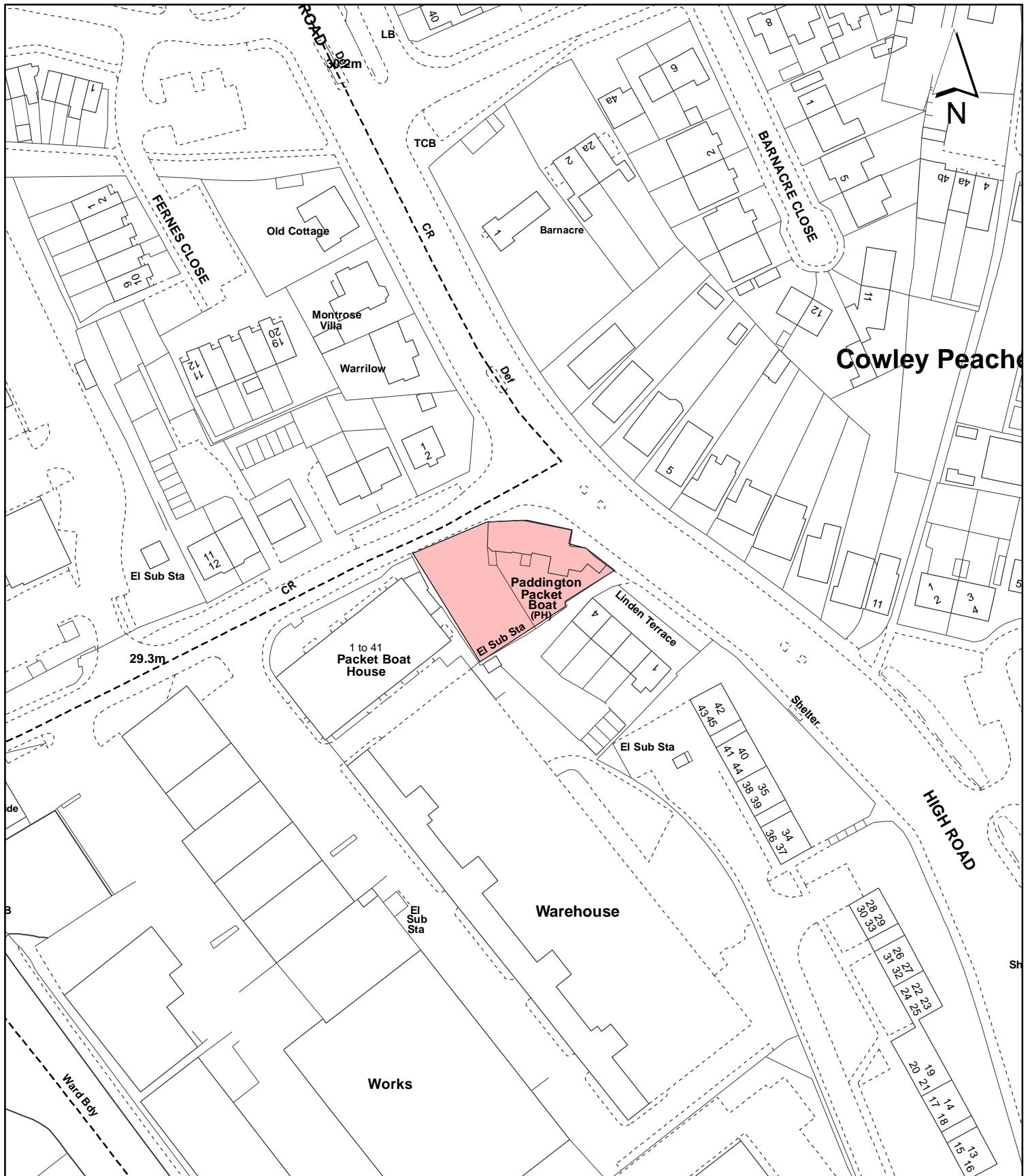


BENCHMARK

A R C H I T E C T S

Project Title: PADDINGTON PACKET BOAT
 Demolition Drawing
 Client: GROUND CONSTRUCTION LTD
 Date: 11/09/23
 Scale: 1:500@A3

Project No: 105
 Drawing No: 02-91-006
 Revision:



Notes:

 Site boundary

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Site Address:

**Paddington Packet Boat
Public House**

Planning Application Ref:

1058/APP/2018/4486

Planning Committee:

Major Page 146

Scale:

1:1,250

Date:

May 2019

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

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



Report of the Head of Planning, Transportation and Regeneration

Address NORTHWOOD COLLEGE EDUCATIONAL FOUNDATION MAXWELL ROAD
NORTHWOOD

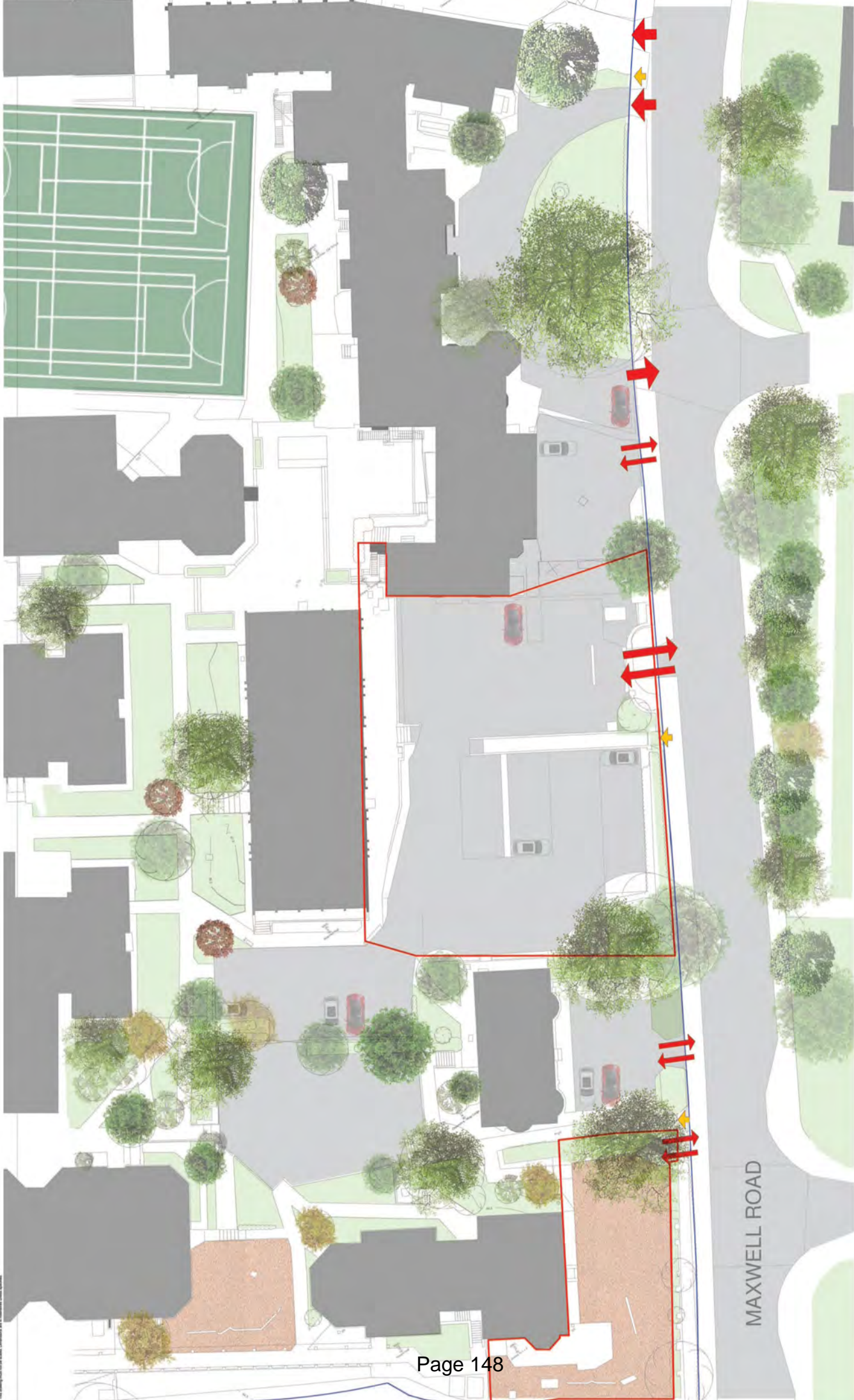
Development: The erection of a 4-storey block to accommodate a new science and sixth form centre, and the re-surfacing of the play space fronting Vincent House to facilitate car parking with associated works

LBH Ref Nos: 2082/APP/2018/3819

Date Plans Received: 29/10/2018
Date Application Valid: 29/10/2018

Date(s) of Amendment(s): 02/11/2018
09/04/2019
14/02/2019
29/10/2018

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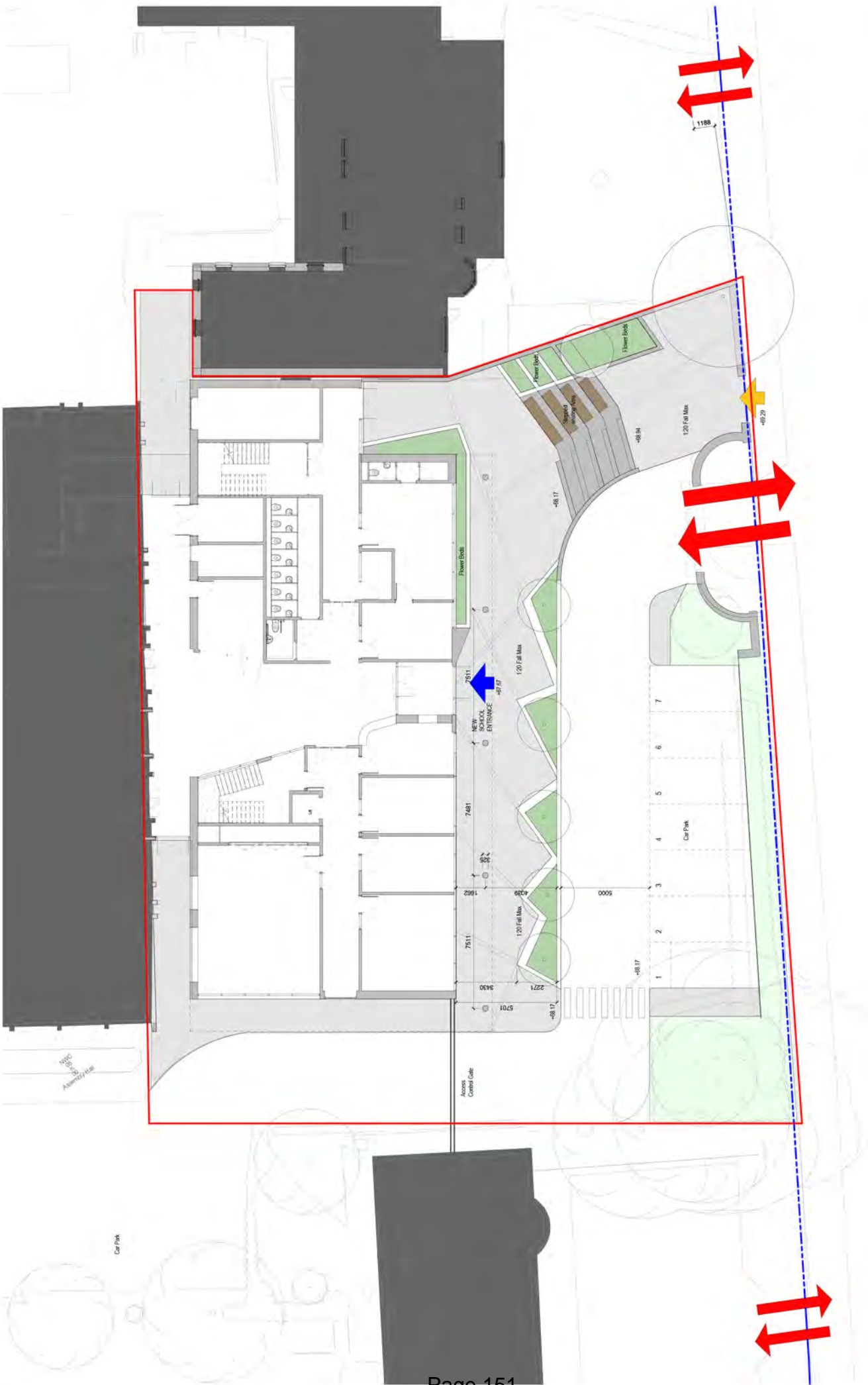


MAXWELL ROAD

NO.	DATE	DESCRIPTION	BY	CHECK



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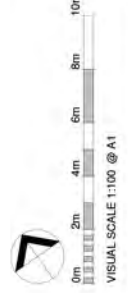
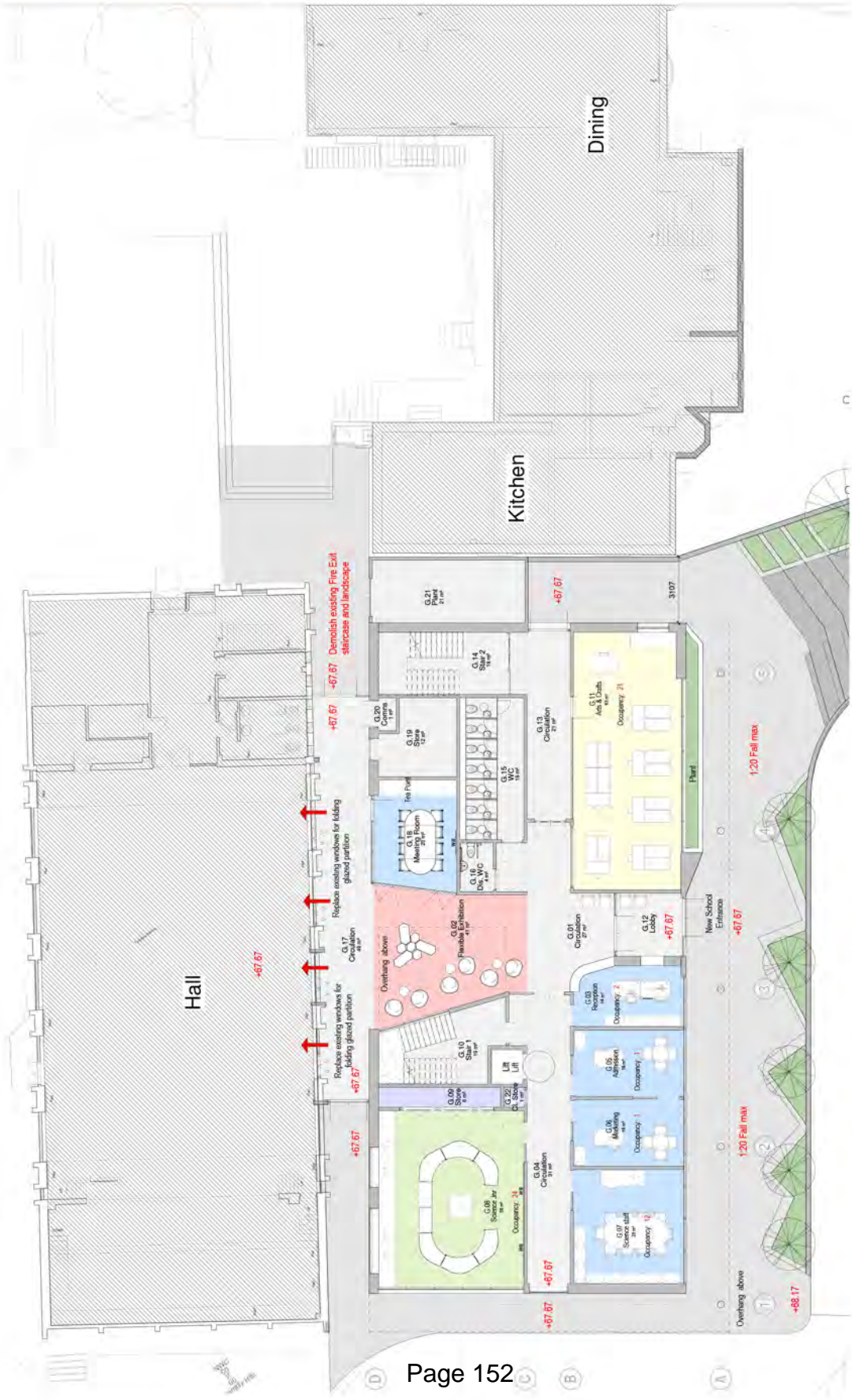
0m 2m 4m 6m 8m 10m

VISUAL SCALE 1:100 @ A1

DATE	DESCRIPTION	BY	CHECK

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- Colour key
- Basic Teaching
 - Large Spaces
 - Learning Resources Area
 - Non Net
 - not included
 - Prep room/ Storage
 - Staff and Administration
 - Proposed New Wall



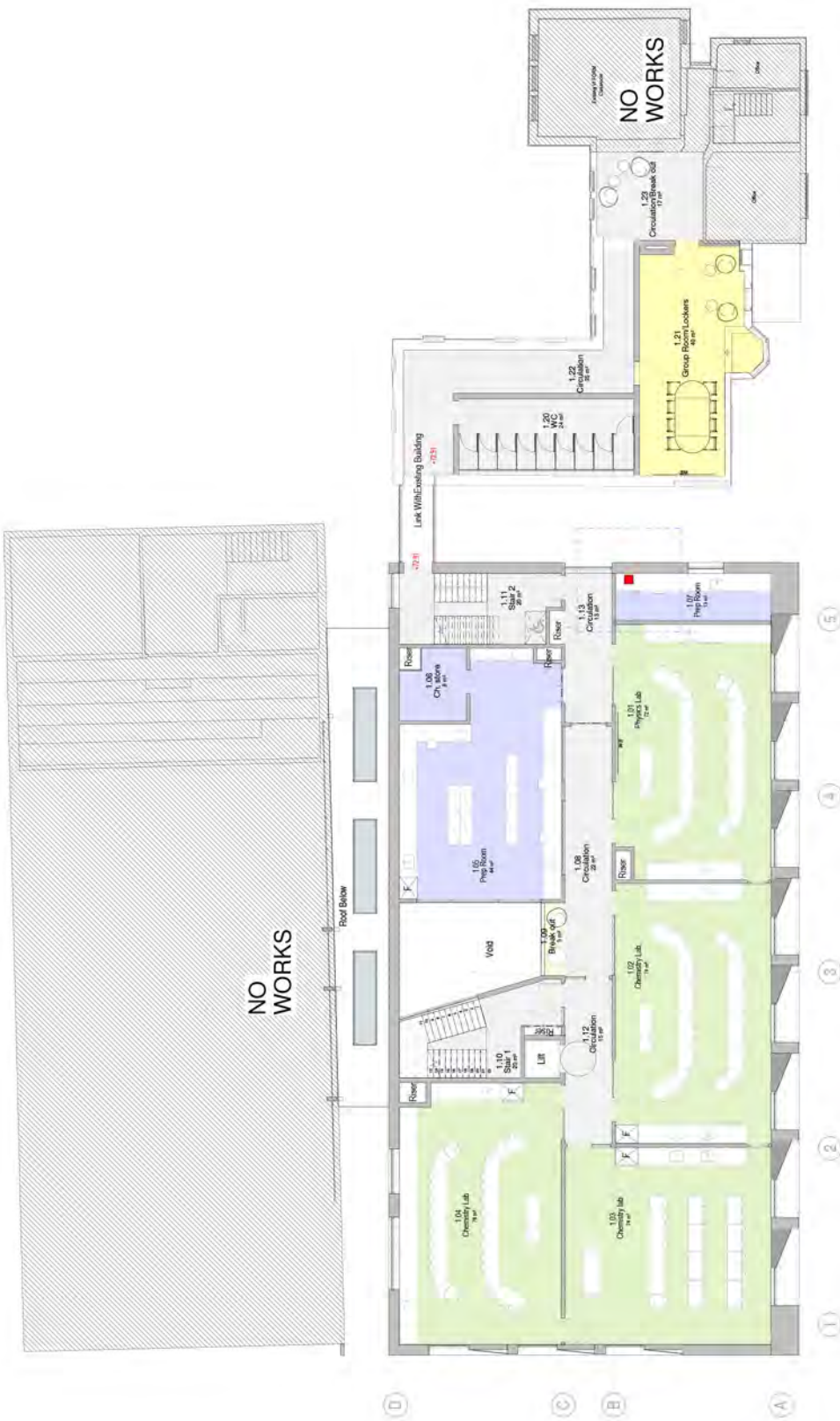
elliswilliams
 ARCHITECTS

Notwood College - Services - Site Plan
 Proposed Ground Floor Plan - Option 2
 2207_AG(0-1002)
 11/06/2018
 SHEET 00/013

1 Proposed Ground Floor Plan
 1:100

NO.	DATE	DESCRIPTION	BY

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- Colour key
- Basic Teaching
 - Large Spaces
 - Learning Resources Area
 - Non Net
 - not included
 - Prep room/ Storage
 - Staff and Administration
 - Proposed New walls
 - Radioactive cupboard
 - Proposed Location

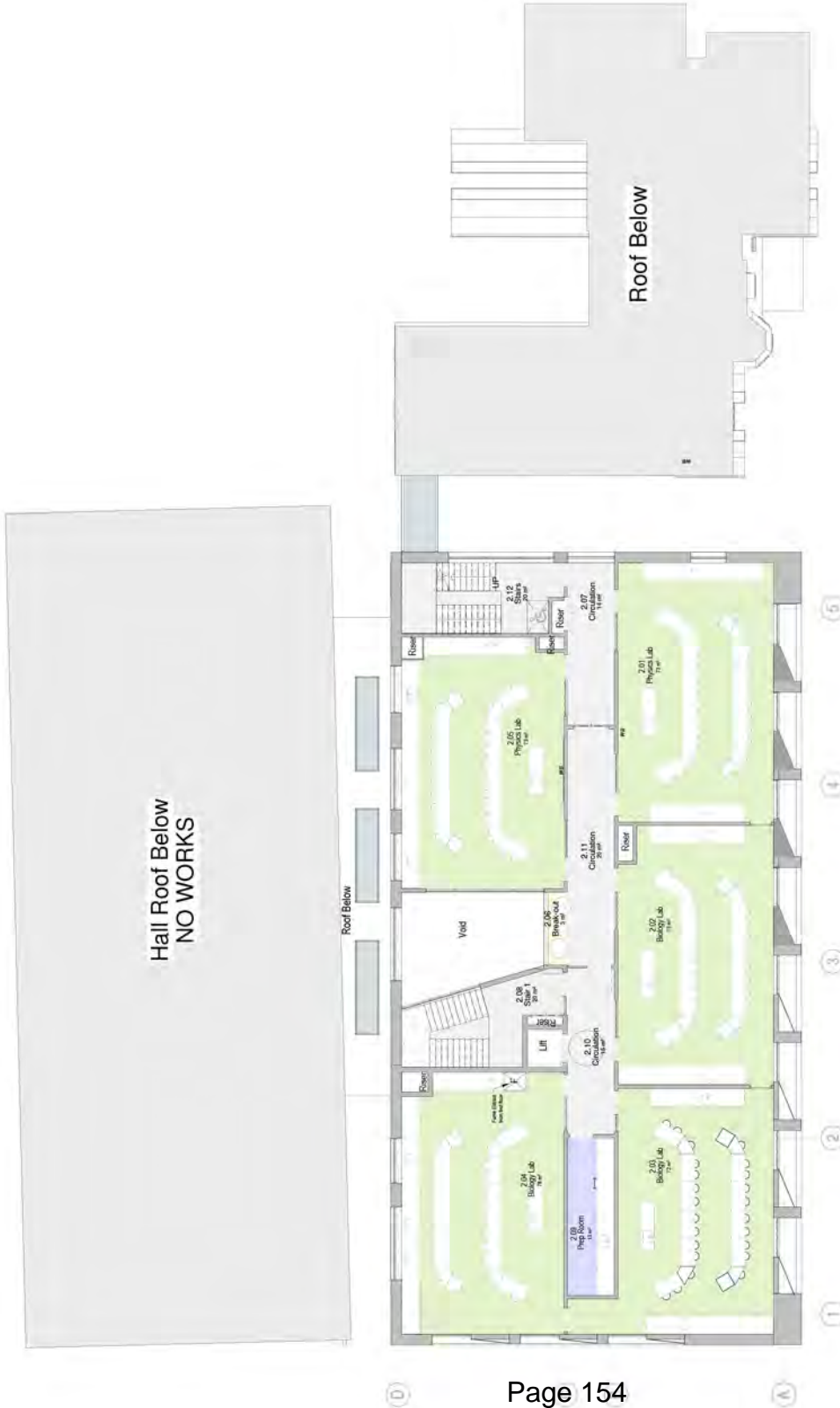


1 Proposed First Floor
 1:100

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- Colour key
- Basic Teaching
 - Large Spaces
 - Learning Resources Area
 - Non Net
 - not included
 - Prep room/ Storage
 - Staff and Administration
 - Proposed New walls
 - Fume Cupboard



VISUAL SCALE 1:100 @ A1

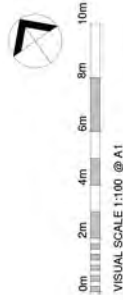
1 Proposed Second Floor
 1:100

REV	DATE	DESCRIPTION	BY	CHECK

- Colour key
- Basic Teaching
 - Large Spaces
 - Learning Resources Area
 - Non Net
 - not included
 - Prep room/ Storage
 - Staff and Administration
 - Proposed New walls

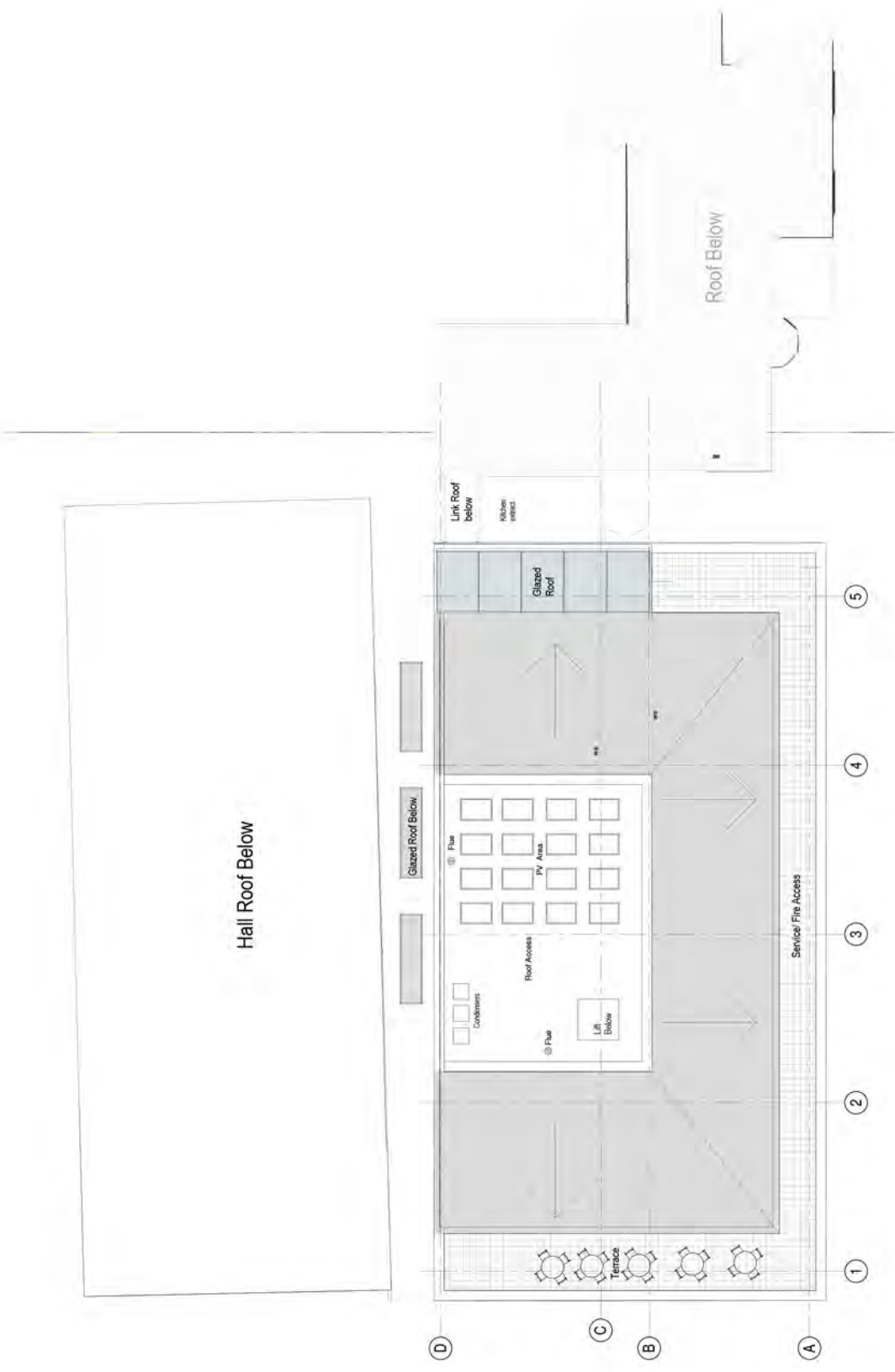


1 Proposed Third Floor
 1:100



REV	DATE	DESCRIPTION	BY	CHECK

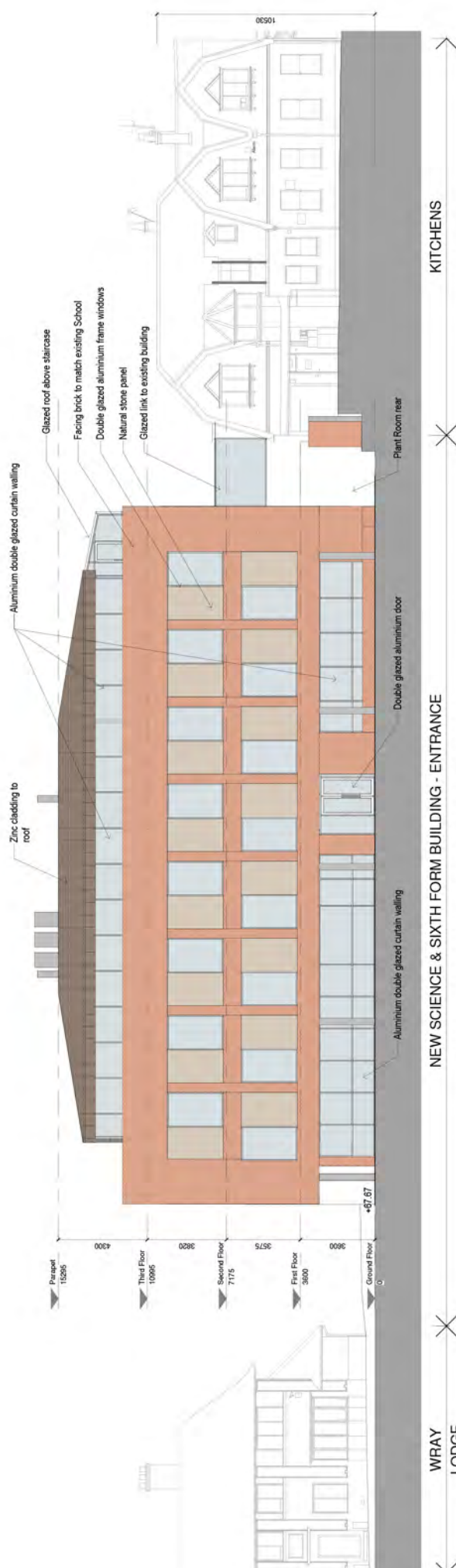
NOTES
 1. All work to be done in accordance with the relevant standards and specifications.
 2. The Contractor shall be responsible for obtaining all necessary permits.



1 Proposed Roof
 1:100

NO.	DATE	DESCRIPTION	BY	CHECK

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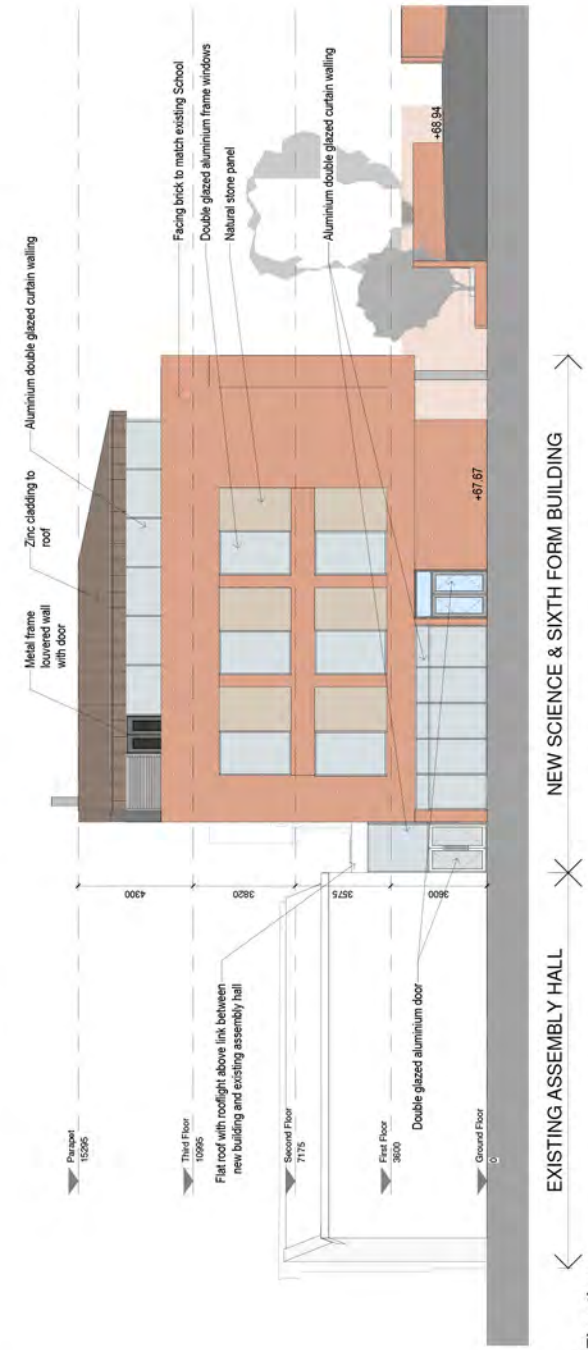


KITCHENS

NEW SCIENCE & SIXTH FORM BUILDING - ENTRANCE

WRAY LODGE

South Elevation Entrance Level
 1:100



NEW SCIENCE & SIXTH FORM BUILDING

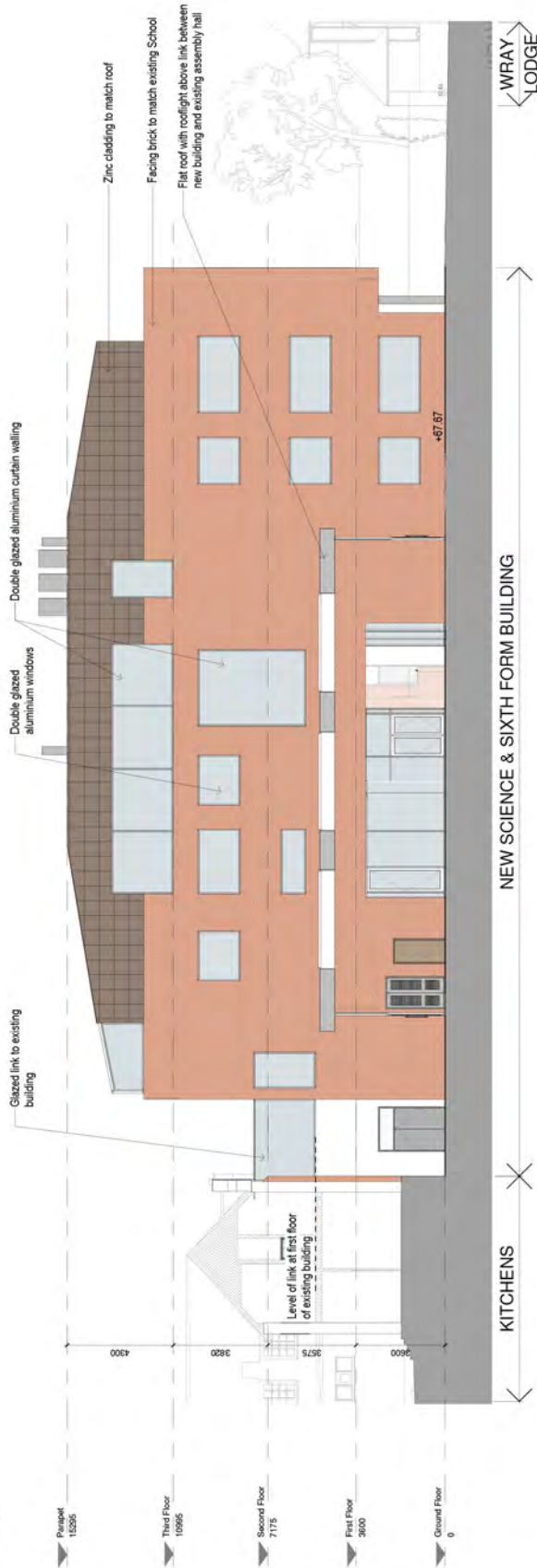
EXISTING ASSEMBLY HALL

3 West Elevation
 1:100



NO.	DATE	REVISION/NOTE	BY	CHECK

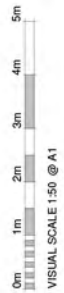
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1 North Elevation
 1 : 100

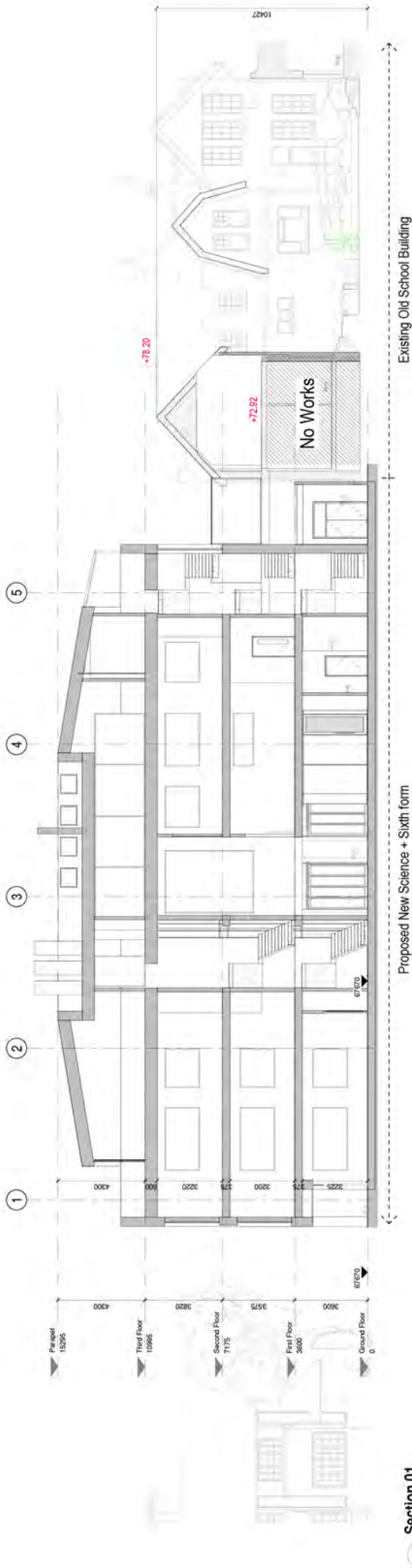


2 East Elevation
 1 : 100

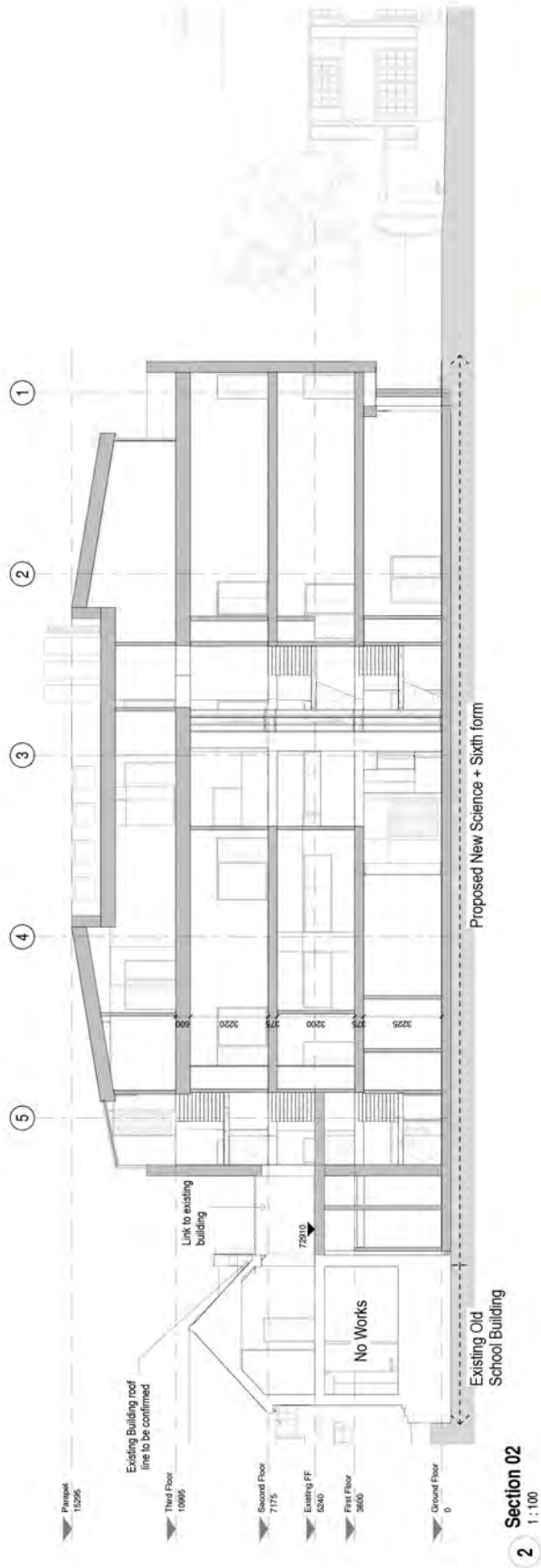


NO.	DATE	REVISION/NOTES	BY

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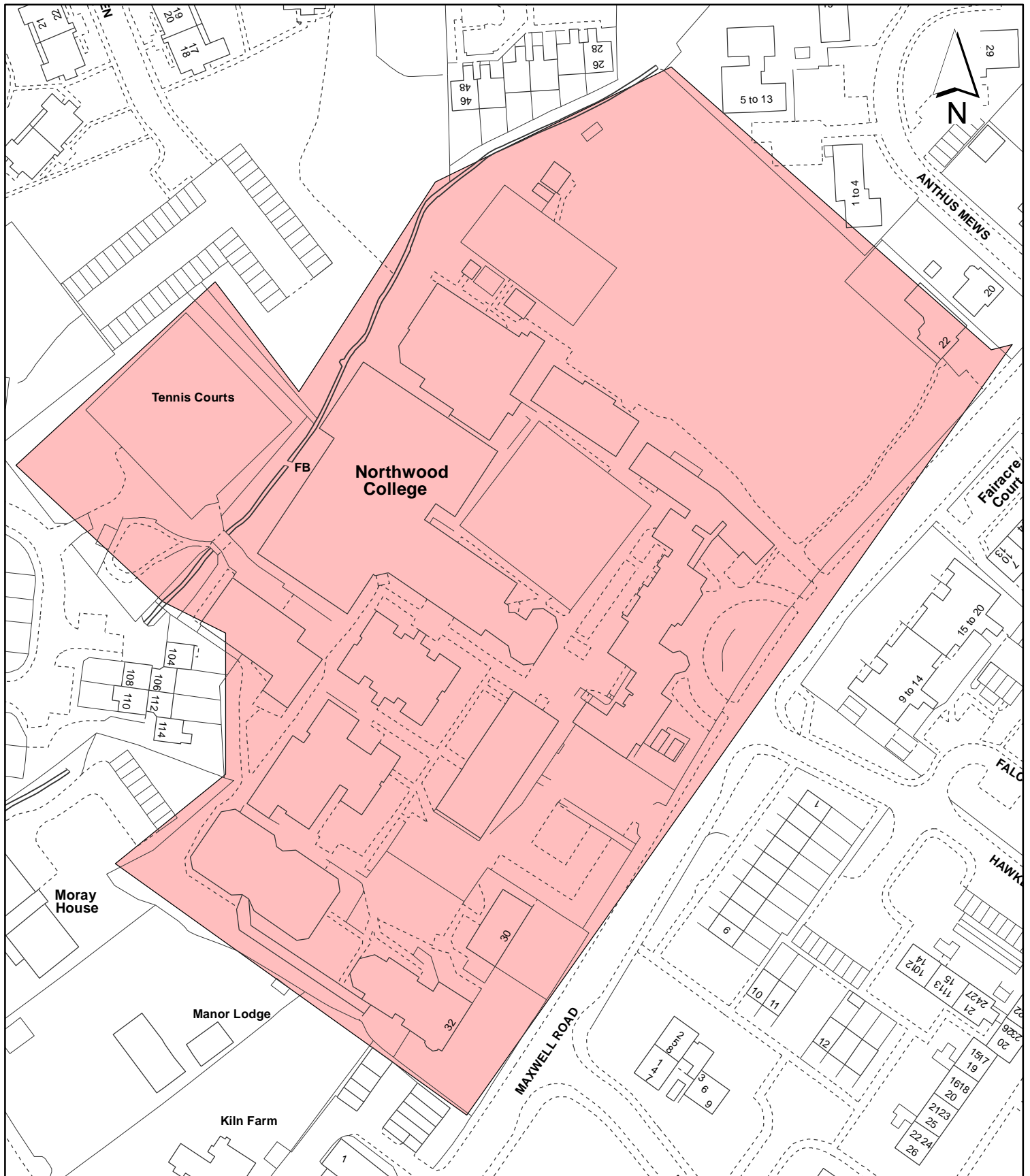


1 Section 01
 1:100



2 Section 02
 1:100

NO.	DATE	REVISIONS	BY	CHECK



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Site Address: **Northwood College
 Educational Foundation
 Maxwell Road
 Northwood**

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

Planning Application Ref:
2082/APP/2018/3819

Scale:
1:1,300

Planning Committee:
Major Page 160

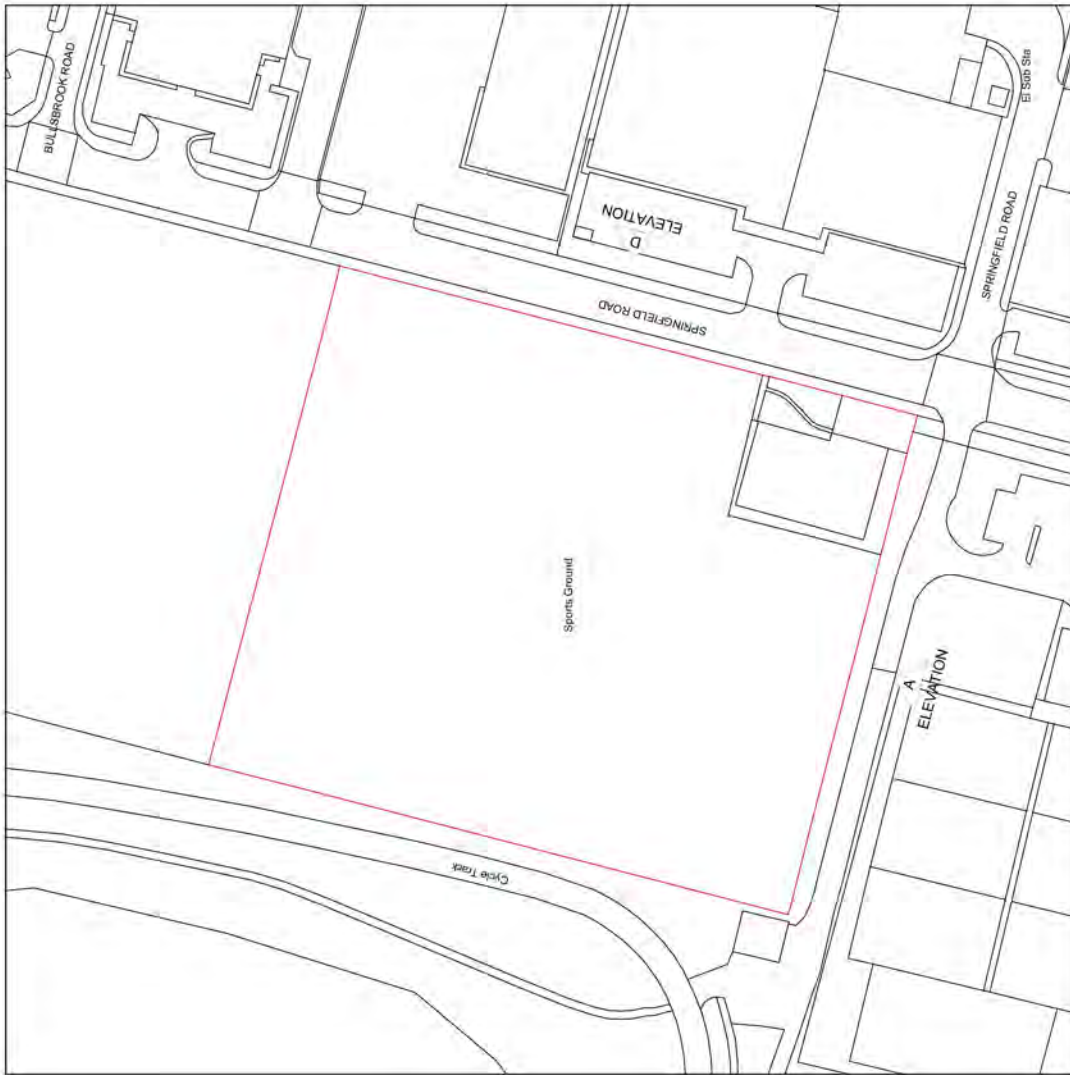
Date:
May 2019



Report of the Head of Planning, Transportation and Regeneration

Address GARIB NIWAJ SPRINGFIELD ROAD HAYES
Development: Replacement of the existing site boundary fence
LBH Ref Nos: 1033/APP/2019/52

Date Plans Received: 04/01/2019 **Date(s) of Amendment(s):** 04/01/2019
Date Application Valid: 04/01/2019



Akaal Associates Ltd

architects and construction management
 Mogal House (part), Lower Road, Higham Parva, Leicestershire, LE19 0JN
 01530 830061 | a@akalassociates.co.uk | w@akalassociates.co.uk

Drawing title: **Site Location Plan**
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client	Garib Niwaj Trust
project	Garib Niwaj, Springfield Road UB4
drawing	SITE LOCATION PLAN
date	July 2018
scale	1:1250 at A3
project no	2018.004
drawing no	S01
	A



Retain all existing shrub/hedge planting in the case any planting is removed during installation this is to be replaced with mixed leaf hedging

Carefully remove existing fencing and install new 2.1m high black welded 'Y' mesh galvanneal and powder coated steel fencing

Repair all existing shrub/hedge planting in the case any planting is removed during installation this is to be replaced with mixed leaf hedging

Carefully remove existing fencing and install new 2.1m high black welded 'Y' mesh galvanneal and powder coated steel fencing

A 2024/18 001 Amendments as per meeting with Dorset High School and Reform Trusts from LHM Planning on 18/02/18 Drawing number changed from 08-11 to C11

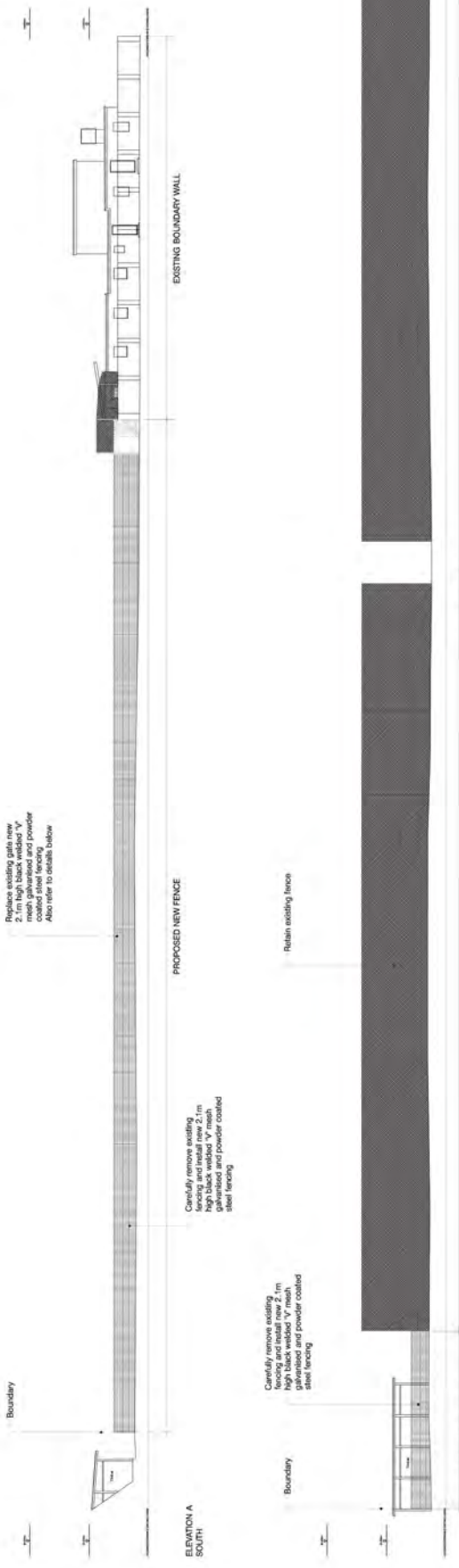
Akaal Associates Ltd
 architects and construction management
 Moor House Farm Lower Road Higher Cherham Uxbridge UB8 5EN
 1 017536 834051 e info@akaaalassociates.co.uk W akaaalassociates.co.uk

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client: Dorset Nival Trust project: Dorset Nival, Springfield Road U84

drawing: PROPOSED SITE PLAN: BOUNDARY FENCE
 date: Sept. 2016 scale: 1:250 at A2 project no: 2018.004 drawing no: C11



Retain existing gate new 2.1m high black welded 'V' mesh galvanneal and powder coated steel fencing. Also refer to details below.

Carefully remove existing fencing and install new 2.1m high black welded 'V' mesh galvanneal and powder coated steel fencing.

Carefully remove existing fencing and install new 2.1m high black welded 'V' mesh galvanneal and powder coated steel fencing.

Retain existing fence

Retain existing gates approved by LBA events team

Retain existing gates approved by LBA events team

Retain existing gates approved by LBA events team

New 2.1m high black welded 'V' mesh galvanneal and powder coated steel fencing by specialist.



EXAMPLE PHOTO



DETAIL PLAN 1:25



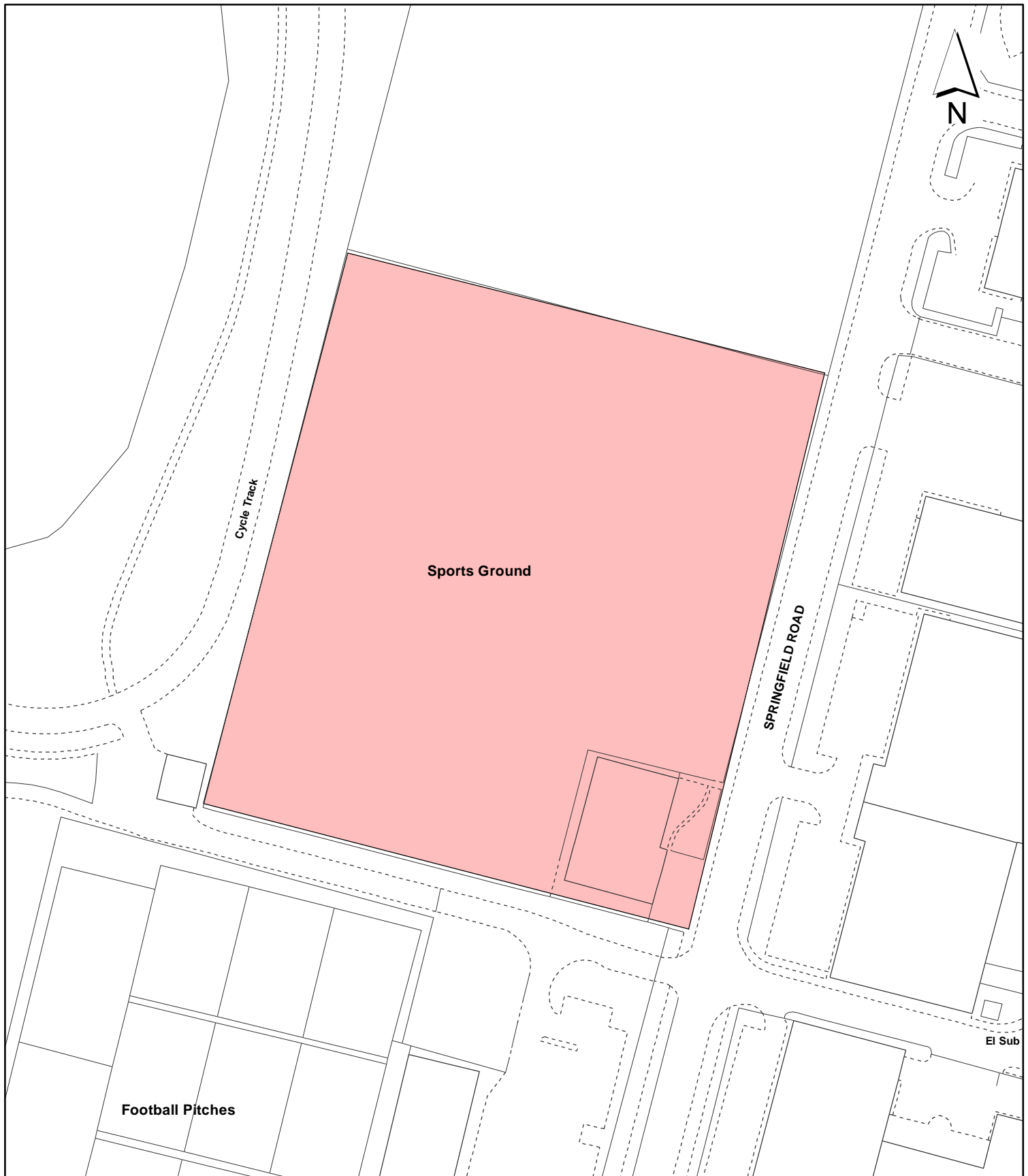
DETAIL ELEVATION 1:25

A	09/04/19	CSG	Amendments as per meetings with Zarah High-arnall and Richard Reeves from LBA Planning on 1.10.2019
Revision notes			

Akaal Associates Ltd
 architects and construction management
 Moor House Farm Lower Road Higher Denham Unbridge UB9 5FN
 t 01895 854361 e info@akaalassociates.co.uk w akaalassociates.co.uk

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client	Garth Nival Trust
project	Garth Nival, Springfield Road LBA
date	Sept. 2018
scale	1:200/1:25 at A1
project no	2018.004
drawing no	C12
sheet no	A



Notes:

 Site boundary

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Site Address:

**Garib Nawaj
 Springfield Road**

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

Planning Application Ref:
1033/APP/2019/52

Scale:
1:1,250

Planning Committee:
Major Page 165

Date:
May 2019



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Report of the Head of Planning, Transportation and Regeneration

Address VENTURA HOUSE, 72-74 STATION ROAD HAYES

Development: Proposed installation of a rooftop base station consisting of 12 x antenna, 4 x dishes, associated equipment, cabinets and ancillary development.
(Application under Part 16 of schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015 for determination as to whether prior approval is required for siting and appearance).

LBH Ref Nos: 63102/APP/2019/1107

Date Plans Received: 29/03/2019

Date(s) of Amendment(s):

12/04/2019

Date Application Valid: 29/03/2019

05/04/2019

(...)

ALL DIMENSIONS ARE IN mm UNLESS NOTED OTHERWISE
 N.G.R. E: 509755 N: 179569

DIRECTIONS TO SITE:

TAKE M25 AND M40 TO PARK RD/B467 IN ICKENHAM. TAKE THE EXIT FOR B467 FROM WESTERN AVE/A40 CONTINUE ON PARK RD. TAKE A4020 AND A437 TO CLAYTON RD IN HAYES, TAKE FIRST LEFT AT ROUNDABOUT ONTO STATION ROAD, VENTURA HOUSE ON LEFT HAND SIDE.

REV	A	Issued for Approval	BY	DATE
			GJ	23.01.19

CLARKE telecom
 Unit E, Madison Place, Northampton Road,
 Manchester, M40 5AG
 Tel: 0161 785 4501
 Fax: 0161 785 4501
 Web: www.clarke-telecom.com

O2 vodafone
 CTIL - NON - BEACON

Cell Name	Opt.
YMCA VENTURA HOUSE	-
Cell ID No	
CTIL	TEF
245338	VF
086090	17439

Site Address / Contact Details

Ventura House
 70 - 74 Station Road
 Hayes
 London
 UB8 4DQ

Drawing Title: SITE LOCATION MAPS

Purpose of Issue: **PLANNING**

Dwg Ref: PLANNING

Drawing Number: 100

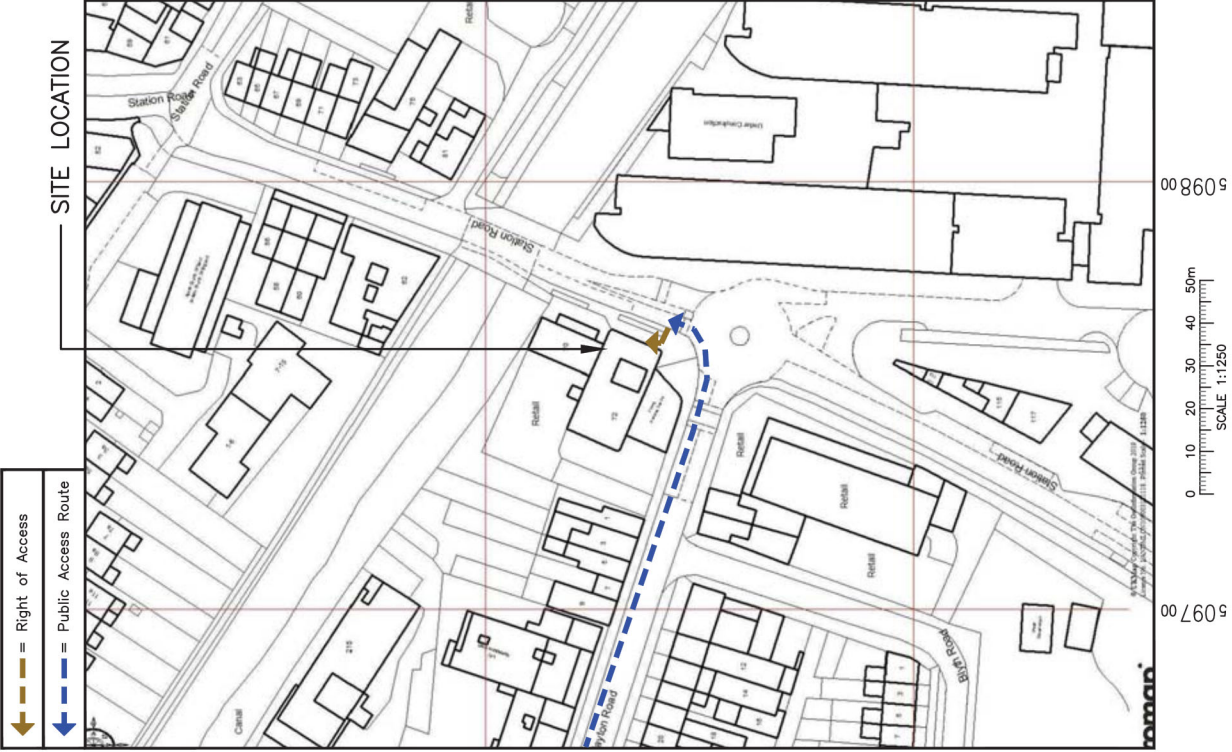
Original Sheet Size: A3

Drawn: GJ Date: 23.01.19

Checked: JBL Date: 23.01.19

Scale: 1:1250

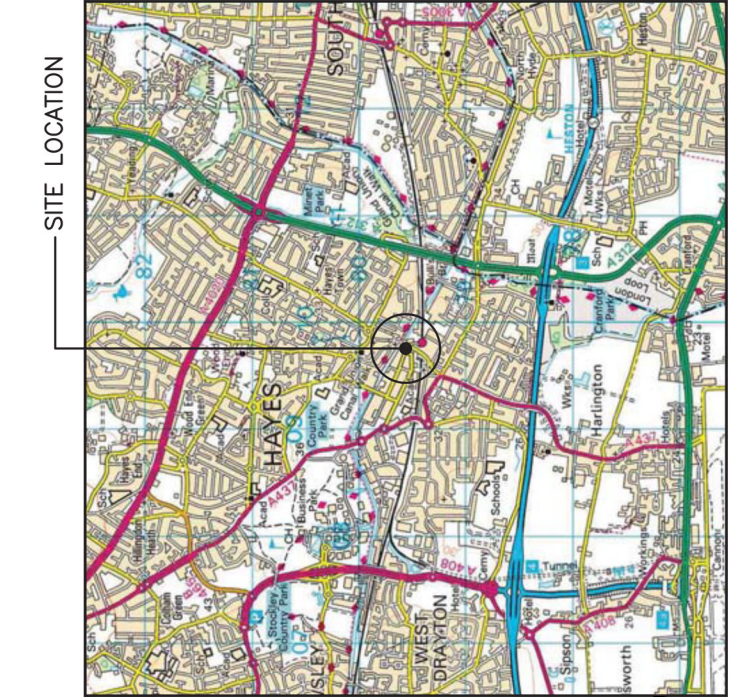
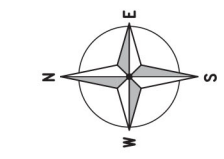
Pack Issue: B



DETAILED SITE LOCATION

(Scale 1:1250)

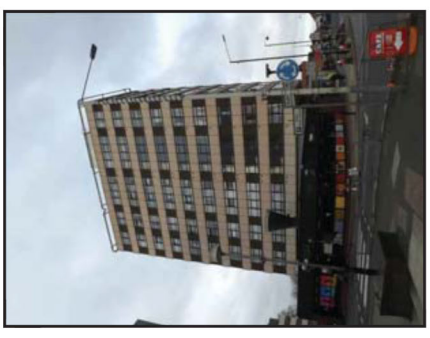
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SITE LOCATION

(Scale 1:50000)

Ordnance Survey map extract based upon Landranger map series with the permission of the controller of Her Majesty's Stationery Office. Licence No. 100060010. Crown copyright.



SITE PHOTOGRAPH

The drawings comply with TEF & Vodafone Standard ICNIRP guidelines.
 Designed in accordance with CTIL document: SDN0008

ALL DIMENSIONS ARE IN mm UNLESS NOTED OTHERWISE
 N.C.R. E: 509755 N: 179569

NOTES:

REV	MODIFICATION	BY	CH	DATE
B	Proposed 2No. VF Dishes Added	SB		27/02/19
A	Issued for Approval	GI	JBL	23/01/19

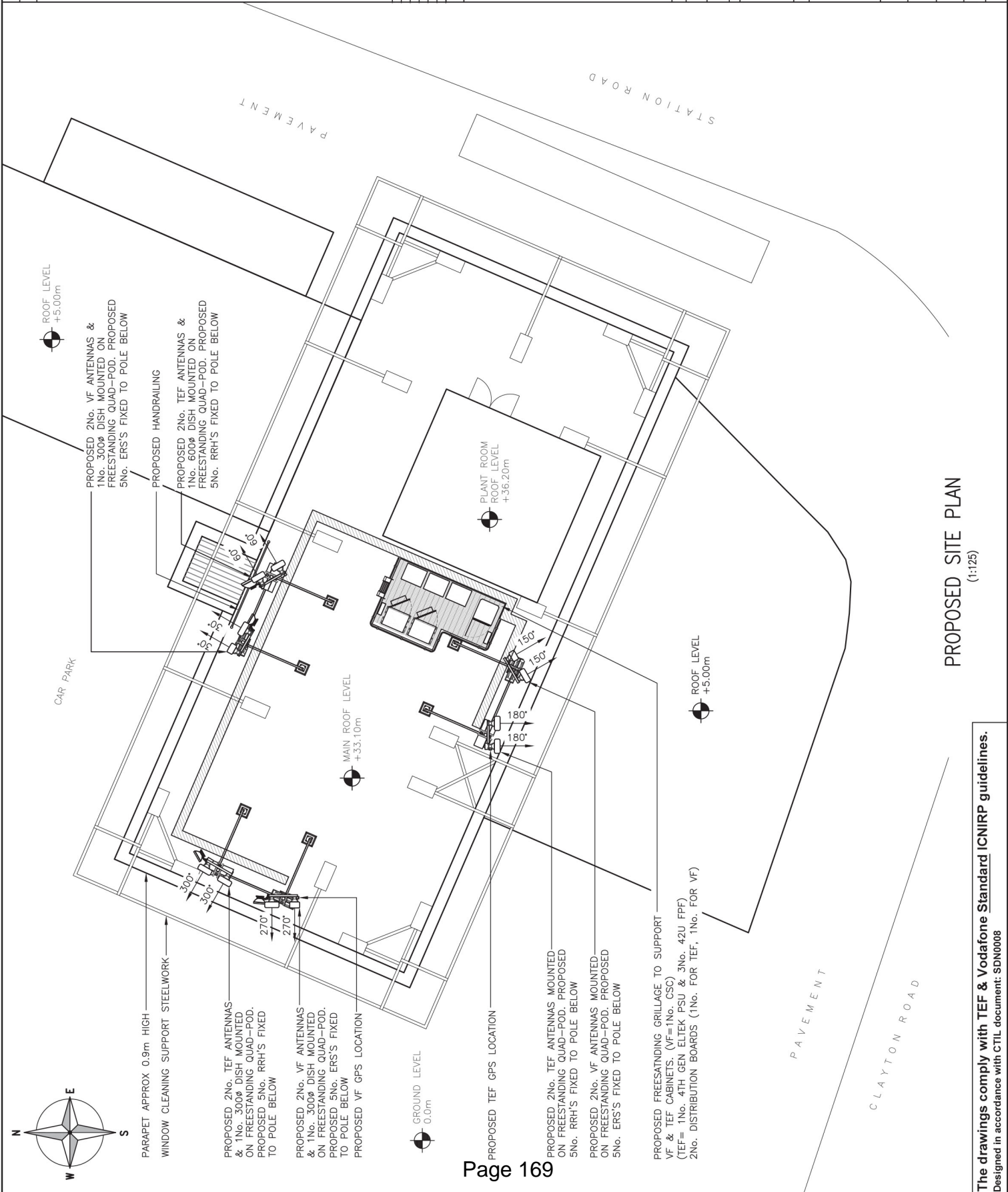
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 Tel: 0161 285 4501
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O2 vodafone
 CTIL - NON - BEACON

Cell Name	Opt.
YMCA VENTURA HOUSE	-
Cell ID No	
CTIL	VF
TEF	
245338	086090
	17439

Site Address / Contact Details
 Ventura House
 70 - 74 Station Road
 Hayes
 London
 UB8 4DG

Drawing Title: PROPOSED SITE PLAN
 Purpose of Issue: PLANNING
 Drawing Number: 200
 Original Sheet Size: A3
 Pack Issue: B
 Date: 23/01/19
 Checked: JBL
 Date: 23/01/19
 Drawn: GI



PROPOSED SITE PLAN
 (1:125)

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 Designed in accordance with CTIL document: SDN0008

ALL DIMENSIONS ARE IN mm UNLESS NOTED OTHERWISE
 N.C.R. E: 509755 N: 179569

NOTES:
 PLANT ROOM ROOF Lvl.+36.20m AGL
 MAIN ROOF Lvl.+33.10m AGL

REV	MODIFICATION	BY	CH	DATE
B	Proposed 2No. VF Dishes Added	GB		27.02.19
A	Issued for Approval	GI	JBL	23.01.19

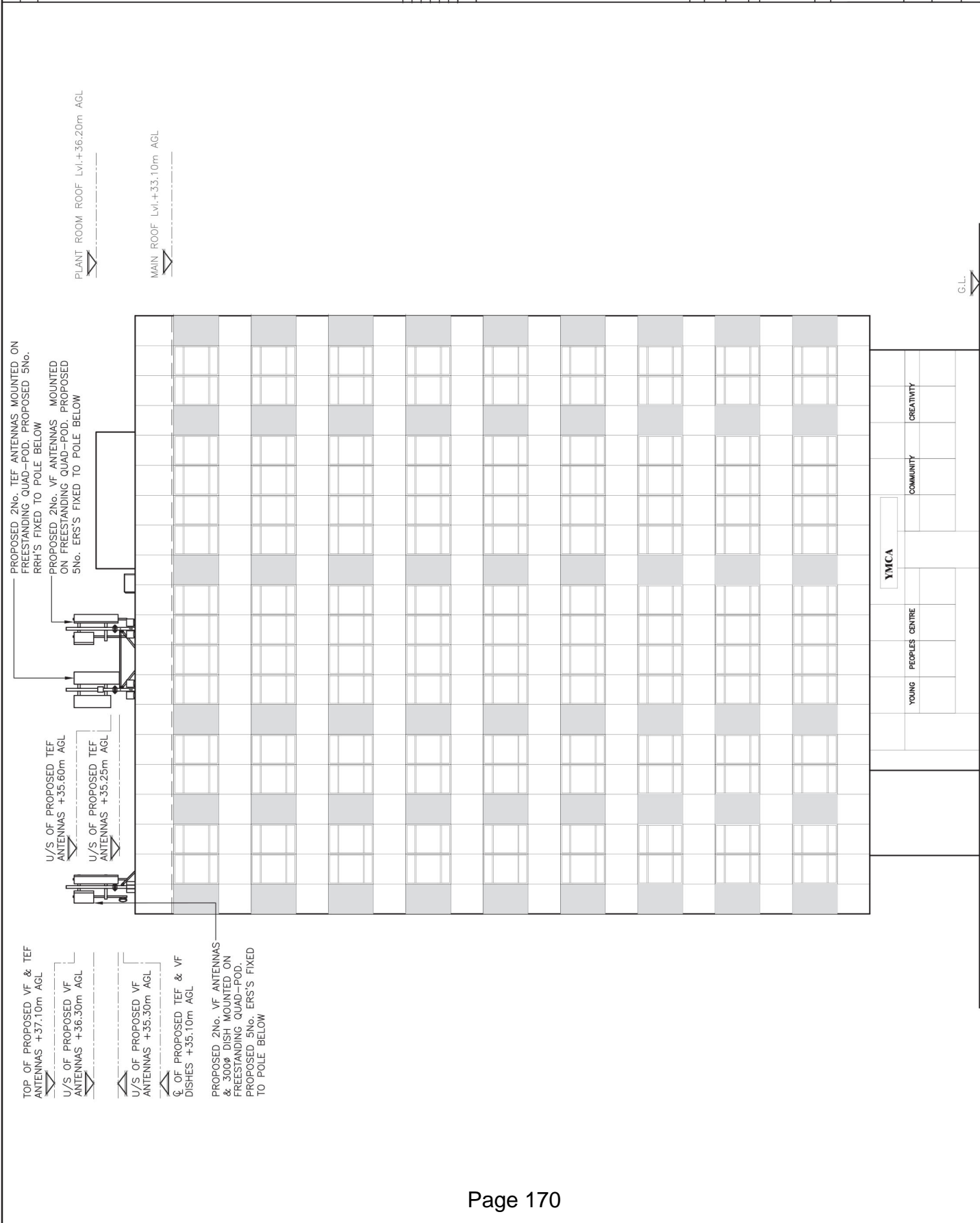
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 Fax: 0161 785 4501
 Web: www.clarke-telecom.com

O2 **vodafone**
 CTIL - NON - BEACON

Cell Name	Opt.
YMCA VENTURA HOUSE	-
Cell ID No	
CTIL	VF
TEF	
245338	086090
	17439

Site Address / Contact Details
 Ventura House
 70 - 74 Station Road
 Hayes
 London
 UB8 4DQ

Drawing Title:	PROPOSED SITE ELEVATION
Purpose of Issue:	PLANNING
Dwg Ref.:	
Drawing Number:	300
Surveyed By:	JBL
Original Sheet Size:	A3
Drawn:	GI
Date:	23.01.19
Checked:	JBL
Date:	23.01.19
Issue:	B
Drawn:	GI
Date:	23.01.19
Issue:	B

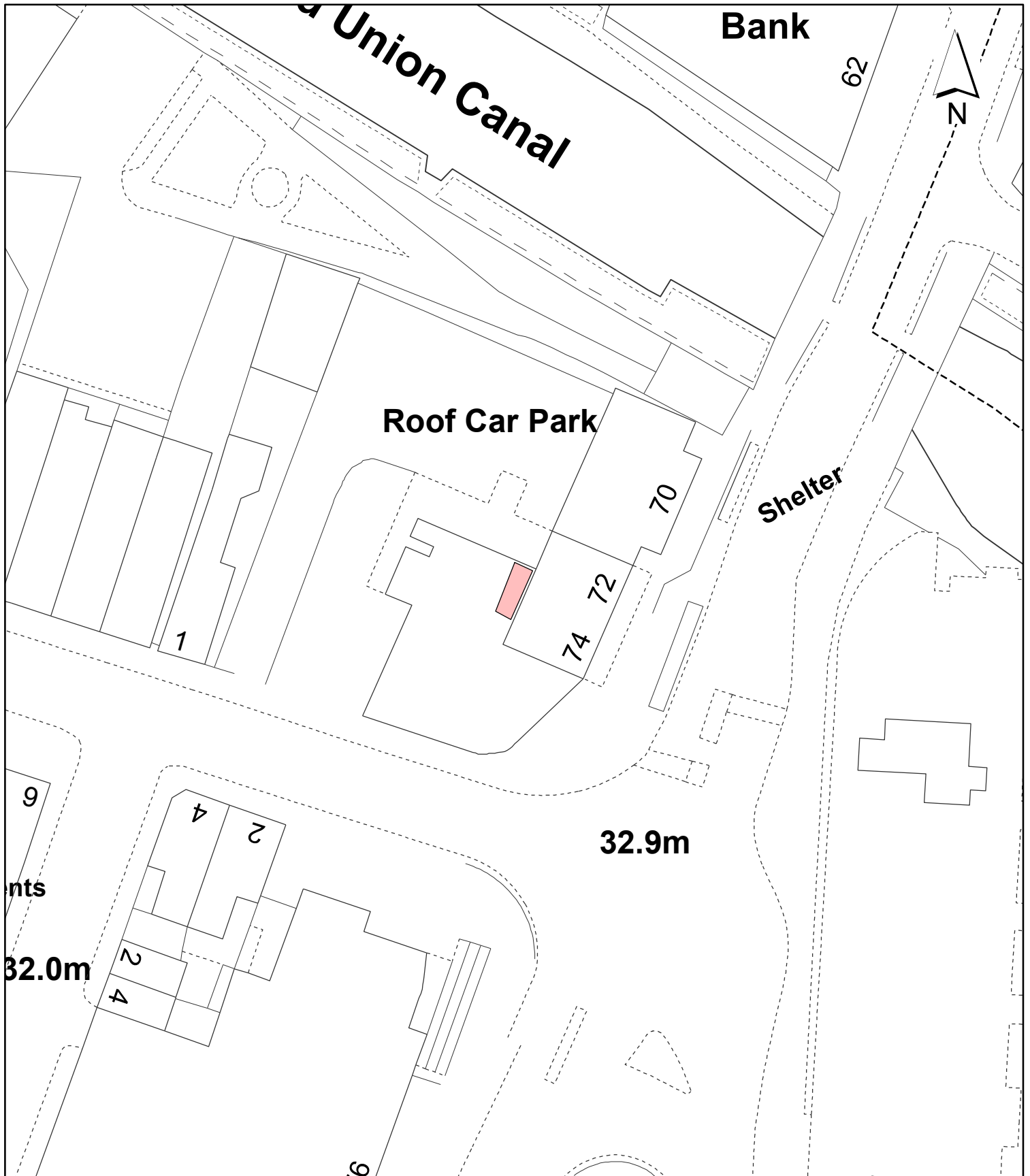




G.L. ↗

	YMCA		
YOUNG	PEOPLES CENTRE	COMMUNITY	CREATIVITY

PROPOSED SOUTH WEST ELEVATION
(1:150)

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 Designed in accordance with CTIL document: SDN0008



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	<p>Planning Application Ref:</p> <p style="text-align: center;">63102/APP/2019/1107</p>	<p>Scale:</p> <p style="text-align: center;">1:500</p>	 <p style="text-align: center;">HILLINGDON LONDON</p>
	<p>Planning Committee:</p> <p style="text-align: center;">North Page 171</p>	<p>Date:</p> <p style="text-align: center;">May 2019</p>	

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HILLINGDON LONDON

Meeting:	Major Applications Planning Committee	
Date:	Wednesday 15th May 2019	Time: 6:00pm
Place:	Committee Room 5, Civic Centre, Uxbridge	

ADDENDUM SHEET

Item: 6	Location: Malt House
<i>Amendments/Additional Information:</i>	<i>Officer Comments:</i>
To remove Conditions 1 and 6.	Condition 6 cannot be justified in this case, noting it is for a prior approval, not a full planning application. Condition 1 is superfluous..
Amend condition 5 to read: “The noise level in rooms at the development hereby approved shall meet the internal noise standard specified in BS8233:2014 for internal rooms and external amenity areas. Reason: To ensure that the amenity of the occupiers of the development are not adversely affected by noise from nearby commercial premises in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 (Saved UDP Policies) (November 2012).”	For accuracy.

Item: 7	Location: Paddington Packet Boat
<i>Amendments/Additional Information:</i>	<i>Officer Comments:</i>
Application has been withdrawn by the applicant.	

Item: 8	Location: Northwood College
<i>Amendments/Additional Information:</i>	<i>Officer Comments:</i>
The application is being reported to Major Applications Planning Committee because it comprises over 2,015 sq.m of new floorspace and it is therefore a major application.	For accuracy
Revision to last paragraph of section 7.07 of the report:	For accuracy

<p>Whilst the proposed building line of the new building aligns with the adjacent buildings, the proposed scale and massing would be prominent in the streetscene and dominate the adjacent locally listed buildings. The 1.3m strip of soft landscaping to the front of the building does little to improve the setting of the building. The harm by the scale and massing of the building would be very prominent within the streetscene, particularly in views looking north and south.</p> <p>The proposed building fails to articulate and express itself through design, it has an austere and unadorned appearance within the streetscene. The design of the building fails to respond to the locally listed buildings on either side of the development and instead references buildings that clearly detract from the character of the area. Due to the proposed height, scale, mass and design, the proposal would have an adverse impact on the streetscene and the character of the area contrary to Policy HE1 of the Local Plan: Part One (November 2012) and Policies BE13, BE19 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012); Policies DMHB 1, DMHB 2, DMHB 12 and DMHB 14 of the emerging Local Plan: Part 2 (March 2019) and the adopted Supplementary Planning Document Hillingdon Design; and Policies 3.5, 3.10, 3.11, 3.12 and 3.13 of the London Plan (2016) and Chapters 2, 11, and 12 of the NPPF (2019).</p>	
<p>Reason for refusal two is amended to read:</p> <p>The proposed development, in the absence of a Section 106 legal agreement, fails to secure a travel plan, boundary treatment work and project management and monitoring fee to adequately mitigate the impact of the proposal on local highways network and the local area contrary to Policies AM7, AM14, BE38 and R17 of the Local Plan: Part Two (Saved UDP Policies) (November 2012).</p>	<p>For accuracy</p>

Item: 10	Location: Ventura House
<i>Amendments/Additional Information:</i>	<i>Officer Comments:</i>
<p>Remove all reference to drawing no. 101 Rev A which is not a plan to be approved.</p>	<p>For accuracy</p>