



# Major Applications Planning Committee

Date:

**WEDNESDAY, 19 JUNE** 

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.

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#### To Councillors on the Committee

Councillor Edward Lavery (Chairman)
Councillor Ian Edwards (Vice-Chairman)
Councillor Janet Duncan
Councillor Martin Goddard

Councillor John Morse

Councillor John Oswell
Councillor Steve Tuckwell

Councillor Henry Higgins

Councillor Carol Melvin BSc (Hons)

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Contact: Neil Fraser Tel: 01895 250692

Email: nfraser@hillingdon.gov.uk

Putting our residents first

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

# Useful information for residents and visitors

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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.



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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 <u>cannot</u> 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 meetings

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- 4 Matters that have been notified in advance or urgent
- To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

# **PART I - Members, Public and Press**

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

# **Major Applications with a Petition**

	Address	Ward	Description & Recommendation	Page
6	Manor Court High Street, Harmondsworth – 27256/APP/2017/3723	Heathrow Villages	Alterations and conversion of the Manor Lodge into 2 No. 4-bedroom houses; conversion of the Stable Building into 6 No. 1-bedroom and 2 No. 2-bedroom cottages; conversion of the Office Barn into 1 No. studio flat, 1 No. 1-bedroom flat, 2 No. 2-bedroom houses and 1 No. 3-bedroom house; retention of the Granary Building and conversion to garden store; upgrade of boundary treatments; reinstatement of yard pond, together with associated parking and landscaping. (Application for Listed Building Consent).	9 – 28 255 - 286

7	Manor Court High Street, Harmondsworth – 27256/APP/2017/3721	Heathrow Villages	Alterations and conversion of the Manor Lodge into 2 No. 4-bedroom houses; conversion of the Stable Building into 6 No. 1-bedroom and 2 No. 2-bedroom cottages; conversion of the Office Barn into 1 No. studio flat, 1 No. 1-bedroom flat, 2 No. 2-bedroom houses and 1 No. 3-bedroom house; retention of the Granary Building and conversion to garden store; upgrade of boundary treatments; reinstatement of yard pond, together with associated parking and landscaping.	29 – 82 255 - 286
			Recommendations: Approve + Sec106	
8	Chailey Industrial Estate, Pump Lane Hayes – 2102/APP/2018/4231	Townfield	Redevelopment of the site to provide three buildings ranging from 2 to 10 storeys in height delivering 331 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 (AMENDED MAY 2019).	83 – 180 287 - 312
			Recommendations: Approve + Sec 106	

# **Major Applications without a Petition**

	Address	Ward	Description & Recommendation	Page
9	Northwood Recreation Ground, Chestnut Avenue Northwood – 23172/APP/2019/922	Northwood	Proposed side extension and installation of ramp  Recommendations: Approval	181 - 192 313 - 320

10	Northwood College Educational Foundation, Maxwell Road Northwood – 2082/APP/2018/3819	Northwood	The erection of a 4-storey block to accommodate a new science and sixth form centre, and the resurfacing of the play space fronting Vincent House to facilitate car parking with associated works  Recommendations: Refusal	193 - 222 321 - 334
11	Pylon Farm, Newyears Green Lane Harefield – 12579/APP/2018/2062	Harefield	Change of use of redundant equestrian (former agricultural) buildings to B1 (light industrial) and B8 (storage) use with parking for up to 32 vehicles and associated landscaping (Retrospective application).  Recommendations: Approval	223 - 246 335 - 361
12	Phase 3C, St Andrews Park, Hillingdon Road Uxbridge – 585/APP/2018/4168	Uxbridge North	Modification of the s.106 obligation planning application reference 585/APP/2009/2752 Redevelopment of Former RAF Uxbridge to include the following amendments:(a) Definitions in Clause 1 (Interpretation) - Affordable Housing Provider and Registered Social Landlord (b) Effect of the Agreement - Clause 2.4.1; and (c)The mortgagee in possession clause -The Affordable Housing Schedule (Schedule 4 Paragraph 12.1 and 12.2) as previously varied.  Recommendations: Approval	247 - 254 362 - 364

PART I - Plans for Major Applications Planning Committee 255 - 364

# Agenda Item 3

### **Minutes**



**MAJOR** Applications Planning Committee

9 May 2019

### Meeting held at Council Chamber - Civic Centre, High Street, Uxbridge

	Committee Members Present: Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Janet Duncan, Martin Goddard, John Morse, John Oswell, Steve Tuckwell, Henry Higgins and Carol Melvin
1.	ELECTION OF CHAIRMAN (Agenda Item 1)  RESOLVED: That Councillor Lavery be elected as Chairman of the Major Applications Planning Committee for the 2019/20 municipal year.
2.	ELECTION OF VICE-CHAIRMAN (Agenda Item 2)  RESOLVED: That Councillor Edwards be elected as Vice-Chairman of the Major Applications Planning Committee for the 2019/20 municipal year.
3.	MEMBERSHIP OF MAJOR APPLICATIONS SUB-COMMITTEE (Agenda Item 3)  RESOLVED: That the membership of the Major Applications Planning Sub-Committee be agreed for the 2019/20 municipal year as set out in the report.
	The meeting, which commenced at 9.05 pm, closed at 9.10 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Nikki O'Halloran on 01895 250472. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.



### **Minutes**



#### **MAJOR** Applications Planning Committee

#### 15 May 2019

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

#### **Committee Members Present:**

Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Janet Duncan, Martin Goddard, John Morse, Steve Tuckwell, Henry Higgins, Carol Melvin and Mohinder Birah

#### LBH Officers Present:

Glen Egan (Office Managing Partner - Legal Services), Mandip Malhotra (Strategic and Major Applications Manager), Richard Michalski (Highways Officer), James Rodger (Head of Planning, Transportation and Regeneration) and Anisha Teji (Democratic Services Officer)

4. **APOLOGIES FOR ABSENCE** (Agenda Item 1)

Apologies received from Councillor John Oswell with Councillor Mohinder Birah substituting.

5. **DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING** (Agenda Item 2)

Councillor Carol Melvin declared a non-pecuniary interest in agenda item 8: Northwood College Educational Foundation (2082/APP/2018/3819) as she had prior involvement with the application. She did not vote and left the room during discussion of the item.

Councillor Ian Edwards declared a pecuniary interest in agenda item 10: Ventura House, 72 – 74 Station Road (63102/APP/2019/1107) as he was a shareholder in Vodafone. He did not vote and left the room during discussion of the item.

Councillor Martin Goddard declared a pecuniary interest in agenda item 10: Ventura House, 72 – 74 Station Road (63102/APP/2019/1107) as he was a shareholder in Vodafone. He did not vote and left the room during discussion of the item.

6. TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (Agenda Item 3)

RESOLVED: That the minutes from the meeting held on 4 April 2019 be approved as a correct record.

7. MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (Agenda Item 4)

Agenda item 7: Paddington Packet Boat Public House (1058/APP/2018/4486) had been withdrawn from the agenda prior to the meeting.

	Agenda item 10: Ventura House, 72 – 74 Station Road (63102/APP/2019/1107) had been added as a late item and published as agenda B.
8.	TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (Agenda Item 5)
	It was confirmed that all items were marked Part I and would be considered in public.
9.	MALT HOUSE 281 FIELD END ROAD, RUISLIP - 23156/APP/2019/339 (Agenda Item 6)
	Change of use of offices (B1) to 47 (31 $\times$ 1 beds and 16 $\times$ 2 beds) residential apartments (C3). (Prior Approval Application).
	Officers introduced the report and highlighted the addendum which removed conditions 1 and 6 and made amendments to condition 5. Officers made a recommendation for approval and sec 106.
	Members moved, seconded and unanimously agreed the officer's recommendation.
	RESOLVED: That the application and section 106 be approved, subject to the amendments in the addendum.
10.	PADDINGTON PACKET BOAT PUBLIC HOUSE, COWLEY - 1058/APP/2018/4486 (Agenda Item 7)
	This item was withdrawn prior to the meeting.
11.	NORTHWOOD COLLEGE EDUCATIONAL FOUNDATION, NORTHWOOD - 2082/APP/2018/3819 (Agenda Item 8)
	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.
	Officers introduced the report and provided an overview of the application. Officers highlighted the addendum and made a recommendation for refusal.
	A petitioner spoke in support of the application and informed the Committee that the school had been established for 126 years. In summary, the petitioner cited that 89 % of 850 pupils lived in Hillingdon and were residents. Full consultation with neighbours and parents was undertaken prior to submitting the application, in addition to engagement with the Council's planning department. The pre application process started in October 2017, and the school had responded to numerous comments and feedback received. The final design of the building was not what the school had originally hoped for and all non-essential elements had been cut back. The new building would have a high quality design which would be sympathetic to existing buildings, and in keeping with its surroundings. The design would complement the campus feeling and landscape improvements had been proposed. It was submitted that the school strived to create sustainable transport initiatives, and the school would not be trying to increase pupil numbers with the new science buildings. The main

purpose of the development was to provide the best education for pupils, enabling a wider syllabus. It was further submitted that the school had deep roots in the community and the school had partnerships with other local schools. The development

was needed to thrive and to also survive as without the development the school would be unable to provide the best curriculum. For the reasons stated, the petitioner commended the planning application.

Councillor Scott Seaman - Digby, Ward Councillor for Northwood, addressed the Committee and told Members that there was always some form of engagement with the school ranging from fairs to other community events. Cllr Seaman- Digby submitted that there were thin grounds for refusal as the reasons were ambiguous based on the belief that it would cause harm. Cllr Seaman - Digby further submitted that the development would not over dominate the scene and the typography meant that it would be set back. Northwood was a diverse community and the school took pressure away from local schools. He urged the Committee to approve the application given the provision of transport, landscaping and highlighted that the concerns raised could be overcome by conditions. Cllr Seaman-Digby had received statements form 300 people in support of the application along with the Residents Association. Overall, Councillor Seaman - Digby asked the Committee to approve the application.

The Chairman read an email on behalf of Cllr Richard Lewis, Ward Councillor which stated:

The development is very sympathetic to the area in Maxwell Road, and is badly needed to improve the further development in the facilities, Educational and Science studies needed at the College since the merging with Heathfield School.

The College has been improving its buildings and facilities over the last years and has always been very aware of the conservation of its environment.

They have made a number of changes to try and address the Officers concerns and I don't feel that it is now totally out of context with the surrounding area. It is certainly nicer than the flats on the other side of Maxwell Road.

I am aware of this being a Conservation area, but Conservation does not mean no changes but attempting to make the best efforts to ensure that the area is not spoilt, there have been many changes in Northwood over the years, but it still has a reasonably village feel.

Having read the comprehensive report from HM Heritage I feel very comfortable with this development and would ask the Committee to approve the plans.

Members questioned how much taller the building would be in comparison to locally listed buildings. It was confirmed that it would be taller by at least a storey and a half higher.

Members acknowledged the community work undertaken by the school and noted the significance the development would have on the long term future of the school. Members also recognised that it was difficult to complement 50's buildings with modern day building designs.

Members appreciated officer concerns that the development jarred with the conservation area. However, it was noted that officers had made a conclusion that there was a less than substantial harm on the conservation area.

Members discussed the location and nature of the buildings in the surrounding areas and some Members considered that the design of the development made no attempt to accommodate surrounding buildings. Concerns were raised about over dominance and

chasing the whole nature of the local area.

The Head of Planning informed the Committee that the scheme could be improved and further work could be done with the applicant's architect. There were concerns with the scale and massing and this was not helped by the design of the building.

Members considered that a site visit would provide further clarity about the application and help provide a better understanding of the site. It may also provide an opportunity to address specific concerns.

The Committee moved a motion to defer the application to allow a Member site visit. The motion was seconded, and upon being put to a vote, there were six votes in favour and one abstention.

**RESOLVED:** That the application be deferred for a Members' site visit.

#### 12. **GARIB NAWAJ SPRINGFIELD ROAD, HAYES - 1033/APP/2019/52** (Agenda Item 9)

Replacement of the existing site boundary fence.

Officers introduced the report and made a recommendation for approval.

Some concerns were expressed about the quality and type of fence and its impact on the green belt. Members questioned whether a condition could be included to ensure that the colour of the fence was green.

The Committee moved a motion to approve the application subject to an amended condition in relation to the fence. The motion was seconded, and upon being put to a vote, there were five votes in favour, two votes against and one abstention.

#### **RESOLVED:**

That the application be approved subject to delegated authority to the Head of Planning, Transportation and Regeneration to amend the condition regarding the colour of the fence.

# 13. **VENTURA HOUSE, 74-72 STATION ROAD, HAYES - 63102/APP/2019/1107** (Agenda Item 10)

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).

Officers introduced the report and provided an overview of the application. Officers highlighted the addendum and made a recommendation for approval.

The Chairman read a written submission on behalf of a petitioner submitted in objection of the application. The statement read:

"We the residents of Ventura house have signed a petition against the installation of cell tower equipment and a base station to be placed on the roof of the building we reside in. There are very conflicting reports on the health and safety of these masts and the fact that a young people's hostel has been chosen out of all the other buildings in

the area we feel is not acceptable, furthermore we (the residents) were not properly notified of the proposed planning permission, the documents were seen by chance and then removed after questions were raised, we feel this hasn't even been conducted in the right manner. This building is full of young vulnerable people and its not right that this is being conducted for possible financial gain. We also feel very strongly that if neighbouring buildings with home owners knew about the planned installations there would be more against the proposal as it would be extremely unsightly for them to be looking out on to.

I hope we have managed to get our concerns on this matter across and that they are taken into consideration."

Members bore in mind the officer's comments about the health issues and requested that an additional condition be included requiring the removal of equipment once no longer necessary.

Members moved, seconded and unanimously agreed the officer's recommendation.

#### **RESOLVED:** That the application be approved subject to:

- 1. adding a condition requiring removal of equipment once no longer necessary;
- 2. delegated authority to the Head of Planning, Transportation and Regeneration to tidy the conditions; and
- 3. the changes in the addendum.

The meeting, which commenced at 6.00 pm, closed at 6.56 pm.

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

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



#### Report of the Head of Planning, Transportation and Regeneration

**Address** MANOR COURT HIGH STREET HARMONDSWORTH

**Development:** Alterations and conversion of the Manor Lodge into 2 No. 4-bedroom houses;

> conversion of the Stable Building into 6 No. 1-bedroom and 2 No. 2-bedroom cottages; conversion of the Office Barn into 1 No. studio flat, 1 No. 1bedroom flat, 2 No. 2-bedroom houses and 1 No. 3-bedroom house; retention of the Granary Building and conversion to garden store; upgrade of boundary treatments; reinstatement of yard pond, together with associated parking and

landscaping. (Application for Listed Building Consent).

LBH Ref Nos: 27256/APP/2017/3723

**Drawing Nos:** MC/17/L16A Proposed Office Barn Block Ground Floor Plan

> MC/17/L17 Proposed Office Barn Block First Floor Plan MC/17/L18 Proposed Office Barn Block Elevation 1 &2 MC/17/L19A Proposed Office Barn Block Elevation 3 MC/17/L20 Proposed Office Barn Block Elevation 4 MC/17/L21 Proposed Office Barn Block Elevation 5 MC/17/L21 Proposed Office Barn Block Elevation 5 MC/17/L22 Proposed Office Barn Block Elevation 6 MC/17/L30 Proposed Timber Carport and Bin Stores

MC/17/L31 Proposed Stables Communal Bin and Cycle Store

MC/17/EX01 Existing Site Plan

MC/17/EX02 Existing Manor Lodge Basement Floor Plan MC/17/EX03 Existing Manor Lodge Ground Floor Plans MC/17/EX04 Existing Manor Lodge First Floor Plan

MC/17/LP01 Location Plan Site Boundary Plan

MC/17/EX05 Existing Manor Lodge Second Floor Plan

MC/17/EX06 Existing Manor Lodge Elevation 1 MC/17/EX07 Existing Manor Lodge Elevation 2 MC/17/EX08 Existing Manor Lodge Elevation 3 MC/17/EX09 Existing Manor Lodge Elevation 4

MC/17/EX10 Existing Stables Office Block Ground Floor Plan MC/17/EX11 Existing Stables Office Block First Floor Plan MC/17/EX12 Existing Stables Office Block Elevation 1 MC/17/EX13 Existing Stables Office Block Elevation 2 MC/17/EX14 Existing Stables Office Block Elevation 3 MC/17/EX15 Existing Stables Office Block Elevation 4 MC/17/EX16 Existing Office Barn Ground Floor Plan MC/17/EX15 Existing Stables Office Block Elevation 4 MC/17/EX16 Existing Office Barn Ground Floor Plan MC/17/EX17 Existing Office Barn First Floor Plan

MC/17/EX18 Existing Office Barn Elevations 1 & 2 MC/17/EX19 Existing Office Barn Elevation 3 MC/17/EX20 Existing Office Barn Elevation 4 MC/17/EX22 Existing Office Barn Elevation 6 MC/17/L01C Proposed Options Site Plan

MC/17/L02 Proposed Manor Lodge Basement Floor Plan

MC/17/L03B Proposed Manor Lodge Ground Floor Plan MC/17/L04B Proposed Manor Lodge First Floor Plan MC/17/L05B Proposed Manor Lodge Second Floor Plan MC/17/L05B Proposed Manor Lodge Second Floor Plan MC/17/L06A Proposed Manor Lodge Elevation 1 MC/17/L07B Proposed Manor Lodge Elevation 2 MC/17/L08B Proposed Manor Lodge Elevation 3 MC/17/L09B Proposed Manor Lodge Elevation 4 MC/17/L10C Proposed Stables Office Block Ground Floor Plan MC/17/L11B Proposed Stables Office Block First Floor Plan MC/17/L12 Proposed Stables Office Block Elevation 1 MC/17/L13A Proposed Stables Office Block Elevation 2 MC/17/L14A Proposed Stables Office Block Elevation 3 MC/17/L15B Proposed Stables Office Block Elevation 4 LP\_MCHSH\_030 C - Landscape Design and Access Statement September 2017 MC/17/L32 Proposed Office Barn Communal Bin and Cycle Store MC/16/S01 Existing and Proposed Site Section A-A MC/16/S02 Existing and Proposed Site Section B-B MC/16/S03 Existing and Proposed Site Section C-C Heritage Statement July 2017

Date Plans Received: 11/10/2017 Date(s) of Amendment(s):

**Date Application Valid:** 11/10/2017

#### 1. CONSIDERATIONS

#### 1.1 Site and Locality

The site lies in the Harmondsworth Village Conservation Area. The buildings, apart from the modern office block opposite the Great Barn, are considered as listed at Grade II, the Manor House being listed in its own right and the adjacent stable block being considered as curtilage listed. The Great Barn, while not part of the proposal area, lies within the overall original farm site and is Grade I listed, currently in the guardianship of Historic England. The history of the grain store is unclear, although it is understood that it has been moved within the site. At present it is treated as curtilage listed.

Manor Lodge is a Grade II Listed, mid-19th Century, two-storey villa of yellow stock brick, with a hipped slate roof. It retains its garden setting with some mature trees around the edges of the site. The building was converted from use as a dwelling to offices in 1987.

Planning permission was subsequently granted for its conversion to a residential care home in 2008. Whilst it is understood that conversion work took place, the care home never came into use. Most recently it has been used as a HMO.

The application site is bounded to the east by the Grade II\* St Mary's Church, its associated graveyard and the Grade II Listed Five Bells Public House. The listed church

yard wall encloses the Harmondsworth Manor Farm site on its eastern boundary. To the south are residential properties in Blondell Close and open fields; and to the west by open fields.

The site also lies in a Archaeological Priority Area and within the proposed Heathrow Archaeological Priory Zone. There are surface flooding issues within the central area of the site.

The entire application site falls within the Harmondsworth Village Conservation Area as designated in the Hillingdon Local Plan. The northern part of the application sit, falls within the Green Belt.

#### 1.2 Proposed Scheme

Planning permission is sought for alterations and conversion of the Manor Lodge into 2 No. 4-bedroom houses; conversion of the Stable Building into 6 No. 1-bedroom and 2 No. 2-bedroom cottages; conversion of the Office Barn into 1 No.studio flat, 1 No. 1- bedroom flat, 2 No. 2-bedroom houses and 1 No. 3-bedroom house; retention of the Granary Building and conversion to garden store; upgrade of boundary treatments; reinstatement of yard pond, together with associated parking and landscaping. as part of this proposal, the site has been divided into 3 areas:

#### . Manor Lodge Site (former Manor Farm House)

The subdivision of the listed former farm house into two units comprising 2 x 4 bedroom apartments with basement accommodation. This part of the site does not fall within, but is adjacent to the Green Belt. The site does however fall within the Harmondsworth Village Conservation Area and is a statutory Grade 2 Listed Building.

The subdivision would result in the front (easternmost) part of the building being one residential unit, (Unit 1), and the rear (westernmost) part of the building, containing the original tower and 20th century extensions, being the second, (Unit 2). Unit 1 incorporates the historic basement and this part of the building, containing a high degree of historic fabric, will be carefully preserved with existing historic floor finishes and doors retained and refurbished. A modest two storey replacement extension to Unit 2 is also proposed. This will replace the existing single storey extension and is attached predominantly to late 20th century extensions of the building.

#### . The Stable Block

Proposals entail the conversion of the building into eight residential units in the form of six 1 bed flats and two, 2 bed houses. External alterations proposed are limited to the addition of new windows and doors.

#### . Office Barn

Proposals entail the conversion of the building to form five residential units comprising one studio flat, one 1 bedroom flat, two 2 bedroom houses and one 3 bedroom house. External alterations to the structure are limited and involve the addition of a small number of windows and doors and, to elevation 3, the replacement of existing windows with sliding doors providing external access to the units. These changes are necessary to facilitate the building's conversion.

#### . General

A key part of the proposals are the landscaping works to the site. Broadly this involves the

reconfiguration of parking arrangements, provision of new hardstanding and the reinstatement of a pond. New hardstanding is proposed in the form of a gravel bonded surface, and permeable paving. Parking reconfiguration seeks to remove parking from the central yard area, i.e. around the granary and grade I listed barn and to reinstate more organised parking arrangements away from the listed buildings along with suitable hard surfaces. The existing parking area to the east and north of the Office Barn will be converted to garden areas.

The following reports relevant to the listed building consent application have been submitted in support of the application:

. Design and Access Statement

The Design and Access Statement sets out the design philosophy of the scheme taking into consideration relevant statutory tests and policies in the statutory development plan, having regard to other relevant material planning considerations.

. Heritage, Townscape and Visual Impact Assessment September 2016

The document provides an assessment of the history and development of the site, and provides an analysis of the impact of the proposed development on the historic environment, including heritage assets within the site, and the setting of nearby listed heritage assets.

#### 1.3 Relevant Planning History Comment on Planning History

#### 25525/APP/2016/1091

Planning permission granted on 21 September 2016 for the change of use Manor Lodge, which forms a part of the wider Manor Court complex in Harmondsworth, to a house in multiple occupation (HMO) to include the retention of 10 bedsits with seven parking spaces for a temporary period of three years. The applicant advised that temporary permission was sought for a period of three years only, whilst longer-term proposals relating to the use of the whole Manor Court site are progressed.

#### 70075/APP/2018/312

Change of use of an existing two storey building from offices (Use Class B1) to a college for further education (Use Class D1), including internal alterations and the installation of secure fencing and gates (Listed Building Consent).

Reused for the following reason:

1. The applicant has failed to demonstrate that the proposed alterations to the existing listed building would not be detrimental to its character and appearance.

#### 70075/APP/2018/69

Change of use of an existing two storey building (the Stable Block) from offices (Class B1) to a college of further education (Class D1) including internal alterations and the installation of secure fencing and gates.

Refused for the following reasons:

1. The proposed development, by reason of the associated infrastructure (fencing, cycle storage, etc) would be detrimental to the setting of the existing and adjoining listed buildings.

2. The development would result in inadequate provision of car parking to deal with the demands of the proposed development, which are unlikely to be addressed by public transport capacity and would be likely to cause on-street parking, to the detriment of highway and pedestrian safety.

#### 2. Advertisement and Site Notice

2.1 Advertisement Expiry Date: - 6th December 2017

2.2 Site Notice Expiry Date:- Not applicable

#### 3. Comments on Public Consultations

**EXTERNAL** 

#### HISTORIC ENGLAND

Thank you for your letter of 27 October 2017 notifying Historic England of the application for listed building consent relating to the above site. On the basis of the information provided, we do not consider that it is necessary for this application to be notified to Historic England under the relevant statutory provisions, details of which are enclosed.

If you consider that this application does fall within one of the relevant categories, or if there are other reasons for seeking the advice of Historic England, we would be grateful if you could explain your request. Please do not hesitate to telephone me if you would like to discuss this application orthe notification procedures in general.

Please note that this response relates to historic building and historic areas matters only. If there are any archaeological implications to the proposals it is recommended that you contact the Greater London Archaeological Advisory Service for further advice

#### THE ENGLISH HERITAGE TRUST

The English Heritage Trust manages the Harmondsworth Great Barn, which is the Grade I listed monument immediately adjacent to the proposed development and owned by the Historic Buildings and Monuments Commission for England (the Commission). The English Heritage Trust wishes to object to the application on the following grounds:

1. The landscape drawing LP/MCHSH/030B shows the open area to the east of the Barntermed the Farmyard - being divided in two, along the ownership boundary. The drawings suggests that a1.2m high post and rail fence will be erected along this boundary, nine trees are to be planted, and six "grasscrete" car parking spaces are to be provided at the southern end. We believe that this treatment - particularly the planting of trees along the boundary - will break up the open nature of the Farmyard area, which is preserved in form by the current building layout, and thereby harm the setting of the Barn.

(Officer note: This element has been deleted from the scheme).

2. The proposed landscaping treatment shown in drawing LP/MCHSH/030B is also unworkable. The Commission has a right of way with or without vehicles over the land between the Barn and the office building that is shown as being separated with a

permanent boundary of post and rail fence and tree planting and on which a number of parking spaces are proposed.

(Officer note: The boundary fencing and tree planting have been deleted from the scheme).

3. The car parking spaces at the southern end of the Farmyard appear to be unworkable because there is insufficient space to manoeuvre a vehicle within the application area on land owned by the applicant.

(Officer note: The car parking spaces have been deleted).

4. The proposal does not address how access to the Commission's car parking to the west of the Barn is to be managed. We consider it very likely that residents of and visitors to the proposed scheme will park in this area, thereby significantly impeding the proper management and use of a monument that is regularly opened to the public.

(Officer note: The proposed development does not impede access to the Commission's car park).

5. It is unclear how a resident at the proposed unit No.15 is meant to access the property as the footpath stops short of the proposed entrance to that unit. Extension of the footpath is not possible as some of the land required is in the Commission's ownership.

(Officer note: The footpath is within the application site and applicant's ownership).

6. Aspects of the conversion of the office building with potential to affect adversely the setting of the Barn have not been addressed in sufficient detail in our view. For example there are no details on how the residential units are going to be serviced in terms of the location of boiler flues, TV aerials/satellite dishes etc; there is no lighting scheme included; and there appears to be very little provision for refuse and recycling bins, which could lead to a profusion of wheelie bins in front of the Barn.

(Officer note: Sensitive lighting is proposed for ecological reasons. Details of bin stores, flues and antennae are controlled by conditions).

#### URBAN DESIGN AND CONSERVATION OFFICER

BACKGROUND: Manor Court is an early Victorian farmhouse built in the Italianate villa style on the site of the former manor house of Harmondsworth. It is constructed of yellow bricks under a slate roof with a symmetrical main facade and large porch. To the rear is a three storey nineteenth century tower with twentieth century extensions dating from 2007, one two storey, one single storey.

The building is listed grade II and forms part of the setting and history of the grade I listed Harmondsworth barn for which it was the farmhouse and the grade II\* listed St Mary's Church to the east of the site. The barn does not form part of the present applications site but is separately owned by Historic England.

Between the two buildings is a Victorian stable building which is curtilage listed. Forming the north and east sides of the farmyard is a modern office building. To the south of this is

a nineteenth century granary that was moved from elsewhere within the site in 1988 and should also be considered as cartilage listed. There are also curtilage listed walls dating from the nineteenth century. The group of buildings forms a significant historical grouping of farm buildings and are key to the setting of the grade I listed barn.

The site lies within the Harmondsworth Conservation Area, an Archaeological Area (APA) and the proposed Heathrow APA.

The current proposal is to develop the various buildings for residential use and received pre-application advice. The current proposal reduces the sixteen units of the pre-app to fifteen units, deleting the proposed new dwelling on the basis of the in-principle objection of the conservation officer. Manor Court will be subdivided into two four bedroom houses with separate gardens. The Stable building will have six units in the modern section and two cottages along the front. The office barn will be converted into five dwellings. The whole site will be landscaped and will include the reinstatement of a former pond and the retention of the Granary building.

Conservation Comments were submitted in February 2018. These have recently been followed up by revisions and plans further amended.

#### COMMENTS:

The comments below relate to the latest amended plans.

#### **Manor Court**

Inclusion of a pitched roof over flat roofed three storey addition to the rear of Manor Court was requested. However, this amendment was found to be potentially structurally challenging and visually confusing and the applicants have now been requested to retain as existing.

Notes have been added that existing cameras will be replaced and service and cabling removed. Plastic pipe work and snorkel boiler flues will be removed and replaced with more discreet flues and that the obscure glazing will be traditional etched glass.

The door to the living room of unit 2 has been retained in situ. A note has been added that the infill panels between the two units will be recessed in order to allow the division to be understood.

The plans have been amended to state that the existing wall next to Manor Court will be retained where possible and repaired where required.

#### **Stables**

Although a further set of plans have been produced in line with the conservation officer's comments, there were some outstanding issues that still needed to be addressed.

The front elevation has been amended to show a stable door with a glazed top half and the note referring to structural glazing removed.

Additional information has been provided on the nature of the infill wall and staircase on the ground floor of unit 9. These are modern blockwork walls and a modern staircase. Their

removal is therefore acceptable.

It is now proposed that the existing brick work wall to the side of Unit 10 directly opposite the end of the grade 1 listed barn will be raised to 1.8 metres to form a boundary to the garden. This is acceptable providing the bricks are conditioned.

Following my own comments that the existing hedging between the car parking area of the stables and that of the listed barn was rather sparse and might not provide sufficient screening, the applicants have undertaken to add additional planting. This has been noted on the plans.

One proposed window on the front elevation (elevation 4) of the stables has been deleted and the other aligned above a door. Previously the two windows had a cluttered and ill thought out quality.

Office Barn

The grasscrete has been removed from the landscaping plans and block plans.

The applicants have requested that Historic England's requirement on the location of boiler flues and TV aerials on the office barn should be conditioned as they wish to explore the option of electric heating.

Following a recent site visit, it is clear that some sort of boundary needs to be retained between the car parking for the Office barn and the farmyard of the listed barn. The applicants have proposed retaining the existing wall and the plans amended accordingly.

#### General

Management plan and future maintenance plan still to be agreed.

The applicants will not be proposing any major lighting scheme beyond modest low level amenity lighting on the buildings and near key pathways due to issues with ecology (bats). This also might be conditioned. From a conservation angle, the lighting should be low key and modest in scope in order to preserve the setting and character of the historic buildings.

The applicants have confirmed that they are not proposing any works to the granary as it is in good condition.

RECOMMENDATION: Approval with conditions

Conditions

#### Pre-commencement

- Details and samples of all new external materials, including brickwork, bonding, pointing style, mortar mix, roofing materials, rainwater goods
- Detailed drawings including profiles of all new windows, external doors including information on materials, glazing and finishes.
- Detailed drawing including profile of the door canopy to the rear of Manor Court including materials and finish

- Details of external pipe work, flues and vents
- Details of new joinery, including internal doors, architraves, skirting and staircase details
- Details of fire and sound proofing works/upgrading
- Details of method of repair of brick garden wall at Manor Court required including new brickwork where relevant, pointing style and mortar mix.
- Details of new boiler flues and vents
- Details of brickwork for boundary wall at unit 10
- Full details of boundary treatments including product details with materials and finish
- Details of the means of surfacing and marking out the car parking spaces
- Details of lighting plan
- Details of location of boiler flues and TV aerials on the Office Barn
- Recording up to Historic England level 4 prior to works taking place on site

#### General (for LBC)

- Obscure glazing shall use traditional etched glass in order to preserve the character of the listed building.
- Rainwater goods should be constructed in cast iron in order to preserve the character of the listed buildings.
- The basement of Manor Court shall not be waterproofed or tanked in anyway in order to preserve the special architectural and historic interest of the listed building
- The existing wall between the farmyard and parking area is to be retained in order to preserve the setting of the listed barn, Harmondsworth Barn.
- No further additions to Manor Court to preserve the character and special interest of the listed building.
- Management Plan and future maintenance plans to be agreed.

#### 4. 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.HE1 (2012) Heritage

#### Part 2 Policies:

BE1	Development within archaeological priority areas
BE10	Proposals detrimental to the setting of a listed building
BE11	Proposals for the demolition of statutory listed buildings
BE12	Proposals for alternative use (to original historic use) of statutorily listed buildings
BE15	Alterations and extensions to existing buildings
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas

BE8	Planning applications for alteration or extension of listed buildings
LPP 5.3	(2016) Sustainable design and construction
LPP 7.5	(2016) Public realm
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
NPPF	National Planning Policy Framework

#### 5. MAIN PLANNING ISSUES

Of particular relevance are Policies BE8, BE9, BE10, BE11 and BE12 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012). These seek to ensure that any development involving listed buildings or curtilage structures does not have any detrimental impact on the overall value of the structure or building.

Saved UDP Policies BE8 and BE9 state that applications for planning permission to alter or extend statutory listed buildings will normally only be permitted if no damage is caused to historic structures. Any additions should be in keeping with other parts of the building and any new external or internal features should harmonise with their surroundings.

Policy BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states planning permission or listed building consent will not normally be granted for proposals which are considered detrimental to the setting of a listed building. Saved UDP Policy BE11 sets out that the demolition of statutory listed buildings or walls will not be permitted unless it can be established that the building cannot reasonably be used or adapted in part or in total for a beneficial use and that every effort has been made to retain the building and its features of historic or architectural interest.

Policy BE12 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that statutory listed buildings should, preferably remain in their historic use. Where planning permission is required, an alternative use will be permitted if it is appropriate to secure the renovation and subsequent preservation of the building, features of architectural or historic interest and setting. London Plan Policy 7.8 states that development should value, conserve restore, re-use and incorporate heritage assets where appropriate.

The NPPF recognises that heritage assets are an irreplaceable resource and that they should be conserved in a manner appropriate to their significance.

In assessing the impact of the development on heritage assets, there are two main issues: the impact of the conversion of the buildings and the impact on the setting of the adjacent listed buildings in terms of the location of the additional development. Any development would therefore be expected to address these matters.

Manor Lodge

The subdivision of the house into two units, and indeed the change of use of the other buildings is not ideal. While the building was originally designed as a single family dwelling,

due to later extensions to accommodate a recent use as a care home, the building is now considered to be too large to be a viable single unit. The conversion of the building back to residential use is an appropriate use for the building, which will lead to investment in the structure and its surroundings. This investment will see for the grade II listed building's long term conservation and maintenance. The residential use of the structure is also likely to bring about a far less intensive use of the structure than the existing temporary housing use and is therefore likely to result in lower levels of wear and tear to historic fabric.

Although subdividing the building will result in some level of change to the fabric and layout of the listed building, it is considered that the scheme is sensitive to the special interest of the building and due to the existing plan form of the building and the number of staircases present, the subdivision can be achieved without the need for high levels of alteration to fabric or plan form.

The subdivision would result in the front (easternmost) part of the building being one residential unit, Unit 1, and the rear (westernmost) part of the building, containing the original tower and 20th century extensions, being the second, Unit 2. Positively, the new ground to first floor staircase for the rear unit can be housed within a modern extension, so to avoid loss of historic fabric.

A modest two storey replacement extension to Unit 2 is also proposed. This will replace the existing single storey extension and is attached predominantly to late 20th century extensions of the building and as such will not affect any historic fabric. Through increasing the scale of the rear modern extensions, the proposed extension provides an opportunity to rationalise the existing extensions which currently visually contrast with the historic core of the building. There are no objections in principle to the alteration of the modern additions to the rear of the building, provided they are well detailed and in materials to match the original building.

The proposed additional floor to the rear extension has been added to the existing structure, thereby avoiding it's total demolition and minimising disturbance to the other structures. It is not considered that the proposed extension is overly large, appearing as secondary elements to the house. However, the Conservation Officer considers that no further additions should be allowed if this proposal is agreed. Details and samples of all new external materials, including brickwork, bonding, pointing style, mortar mix, roofing materials, rainwater goods new windows, external doors and door canopy, and also any external pipe work, flues and vents can be controlled via condition.

The inclusion of a pitched roof over flat roofed three storey addition to the rear of Manor Court was initially requested. However, this amendment was found to be potentially structurally challenging and visually confusing and the applicants have now been requested to retain as existing. The retention of the existing flat roof is now supported by officers.

The Conservation Officer has recommended that existing CCTV cameras should be replaced by more discrete units and disused services and cabling removed. the snorkel boiler flues are not approved and should be replaced with smaller, more discreet flues in the same position. In addition, any existing plastic pipe work should also be replaced in cast metal. The new obscure glazing should use traditional etched glass.

As part of the works, the building will be sensitively refurbished with all original doors, joinery, windows, plasterwork and chimney breasts retained and made good as required. Where modern features exist, these will be replaced to match the original, thus reinstating

the building's character. The Conservation Officer notes that existing plasterwork and plaster features, such as cornices, should be retained and repaired, although at first floor, much of this is not original, but is nevertheless, lime plaster. Details of any new joinery, internal and external including doors, architraves, skirting and staircase details will be required by condition. In addition, details of fire and sound proofing works/upgrading will also need to be submitted via condition. Externally, details of the repair of the external garden wall will be required but can be covered by condition. As much as possible of this structure should be retained, with a better quality natural stone paving used around the house.

Unit 1 incorporates the historic basement and this part of the building, containing a high degree of historic fabric, which will be carefully preserved with existing historic floor finishes and doors retained and refurbished. The Conservation Officer recommends that the basement should not be "waterproofed", as this would most likely mean the disturbance of the original brick floors for drainage and the installation of a pump, plus covering the walls with "egg box" membranes Amended plans have been received detailing these amendments, or can be secured by condition/s.

Within Unit 2 a new staircase will be provided to serve the ground to first floor (and existing staircase will serve the first and second floors). This staircase is located within modern extensions to the historic building and as such no historic fabric will be affected by its insertion. In aesthetic terms the proposed stair will be detailed to match the original staircase within Unit 1.

One of the key benefits of the scheme is that the existing modern en-suites (installed as part of the previous care home use) which have had a considerable effect on room proportion can be removed; It is considered that this would represent a considerable enhancement to the building's significance.

As a whole the changes to the fabric of the grade II listed Manor Court are relatively minor and would not be capable of affecting the significance of the nearby listed structures (including the grade I listed Great Barn, grade II\* Church of St Mary and grade II listed Five Bells Public House and Sun House) or the Harmondsworth Village Conservation Area.

In conclusion, it is considered that though resulting in a change to the grade II listed Manor Court, the proposed conversion of the building will not result in material harm to the asset's significance. Though subdividing into two units, the benefits of the scheme are considered to outweigh any small level of harm this would incur. Such benefits include securing a viable use of a heritage asset in support of its long term conservation and providing elements of enhancement to the significance of the building as a result of the removal of the en-suites, general refurbishment, reinstatement of appropriate features and the rationalisation of existing extensions.

#### The Stables

Proposals entail the conversion of the building into eight residential units in the form of six 1 bedroom flats and two, 2 bedroom houses. There are no objections in principle to the proposed change of use. It is not considered that Internal alterations to subdivide the building will affect either the limited heritage value of the building itself or the contribution it makes to the conservation area and surrounding listed buildings.

External alterations proposed are limited to the addition of new windows and doors. Initially

officers remained concerned at the number of new openings in the facades, particularly the rear elevation, which would need to be kept to a minimum to retain the agricultural character of the building. Amended plans have been submitted addressing the above mentioned concerns. The front elevation has been amended to show a stable door with a glazed top half and the note referring to structural glazing removed. In addition, one proposed window on the front elevation (elevation 4) of the stables has been deleted and the other aligned above a door. Previously the two windows had a cluttered and ill thought out quality. Additional information has also been provided on the nature of the infill wall and staircase on the ground floor of unit 9. These are modern blockwork walls and a modern staircase. Their removal is therefore considered acceptable.

Details of the position of any new boiler flues/flues and vents could be dealt with via condition. These should be discretely located.

The rear garden areas need to be screened from the Great Barn by extended/new walls and timber post and rail fencing, plus planting, details of which will be required. The means of enclosing the rear car parking area, surfacing and marking out of spaces have been carefully considered. It is suggested that parking spaces should be delineated with studs or granite sets. It is now proposed that the existing brick work wall to the side of Unit 10 directly opposite the end of the grade 1 listed barn will be raised to 1.8 metres to form a boundary to the garden. This is acceptable providing the bricks are conditioned.

Following officer comments, that the existing hedging between the car parking area of the stables and that of the listed barn was rather sparse and might not provide sufficient screening, The applicants have undertaken to add additional planting. This has been noted on the plans. As a result of the amendments, it is not considered that this element of the scheme would affect the contribution the building currently makes to the significance of surrounding listed buildings and the Harmondsworth Village Conservation Area. The significance of these assets would be preserved by the proposals to convert the Stables.

#### Office Barn

Dating to the 1980's the Office Barn (Building 3) is considered to be of limited heritage interest and makes a neutral contribution to the significance of surrounding heritage assets, including the grade I listed Great Barn and the Harmondsworth Village Conservation Area.

Proposals entail the conversion of the building to form five residential units comprising one studio flat, one 1 bedroom flat, two 2 bedroom houses and one 3 bedroom house. No objections are raised in principle in heritage terms to the conversion of this building, nor to the loss of the car park to the rear to form gardens.

Given the modern nature of the building it holds capacity for internal alteration. It is not considered that the internal subdivisions required for the conversion will have an effect on heritage significance. External alterations to the structure are limited and involve the addition of a small number of windows and doors and, to elevation 3, the replacement of existing windows with sliding doors providing external access to the units. These changes are necessary to facilitate the building's conversion and are not considered to affect the overall external character or architectural merit of the building, as a late 20th century structure.

The area in front of the Office Barn, facing the Great Barn, will remain grassed and

landscaped, with the grasscrete parking areas removed.

It is important that the use of this building as residential units does not negatively impact on or curtail the community use of the barn. The installation of a WC on site for use by volunteers (Friends of the Great Barn) has not been included within the scheme. Historic England have not specifically requested this. The applicant submits that there is no level of demand that justifies this and there is no long term prospect for the maintenance of such a facility. In addition it would be open to abuse and vandalism which would prove difficult for the future residents on site.

Given the limited external alterations, it is not considered that the proposal would affect or detract from the significance of nearby listed buildings and the Harmondsworth Village Conservation Area. The significance of these assets would be preserved by the proposals to convert the Office Barn.

#### General

The reinstatement of the farm yard pond and the reintroduction of planting and landscaping to replace that recently removed from the site is welcomed. No detailed lighting plans have been submitted. This will need to be low key for ecological reasons. Details can be secured by condition.

The Conservation Officer recommends that the agricultural post and rail fencing to the site boundary should be retained. The estate type railing for use between the Manor House and Stables are acceptable but need to be combined with planting. Details of boundary treatments will be included in the final landscaping scheme which is secured by condition. Finally, PVs at roof level are not considered acceptable for use on this site and will no longer form part of the scheme.

As part of any proposals, a management and future maintenance plan would need to be agreed for the site. In addition, the buildings and site as a whole would also need to be recorded up to level 4 prior to any works taking place on site. Furthermore, details of the works to the granary are required. These issues can be covered by conditions on this listed building consent or conditions/S106 Agreement on the associated planning application elsewhere on this agenda.

In conclusion, it is considered that the enhancements to heritage significance delivered by the proposed development will outweigh the identified harm. The proposed development would not detract from the character and appearance of the Conservation Area, and the significance of the Grade II listed Manor House building would be preserved. Similarly, the settings of the surrounding listed buildings, including the Grade 1 Great Tithe Barn would be preserved. The proposed development will enable a long term viable and sustainable use for the site to be secured, and will enable a number of heritage enhancements. As such, the proposed development is acceptable in heritage terms, in compliance with relevant heritage policies listed above.

#### 6. RECOMMENDATION

APPROVAL subject to the following:

1 LB1 Time Limit (3 years) - Listd Building Consent

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

#### REASON

To comply with Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

#### 2 LB10 Internal and External Finishes (Listed Buildings)

All new works and works of making good to the retained fabric of the building, whether internal or external, shall be finished to match the existing fabric with regard to methods used and to material, colour, texture and profile.

#### **REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 3 LB11 Further Details (Listed Buildings)

Detailed drawings or samples of materials, as appropriate, in respect of the following shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun:

- Details and samples of all new external materials, including brickwork, bonding, pointing style, mortar mix, roofing materials, rainwater goods
- Detailed drawings including profiles of all new windows, external doors including information on materials, glazing and finishes.
- Detailed drawing including profile of the door canopy to the rear of Manor Court including materials and finish
- Details of external pipe work, flues and vents
- Details of new joinery, including internal doors, architraves, skirting and staircase details
- Details of fire and sound proofing works/upgrading
- Details of method of repair of brick garden wall at Manor Court, including new brickwork where relevant, pointing style and mortar mix.
- Details of new boiler flues and vents
- Details of brickwork for boundary wall at unit 10
- Full details of boundary treatments including product details with materials and finish
- Details of the means of surfacing and marking out the car parking spaces
- Details of lighting plan
- Details of location of boiler flues and TV aerials on the Office Barn
- Details of the works to the granary

#### **REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 4 LB12 Hidden Features

Any hidden historic features which are revealed during the course of works shall be retained in situ, work suspended in the relevant area of the building and the Council as local planning authority notified immediately. Provision shall be made for the retention proper recording, as required by the Council.

#### **REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policies BE8, BE 9, BE 10 and BE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 5 LB2 Making good of any damage

Any damage caused to the building in execution of the works shall be made good to the satisfaction of the Local Planning Authority within 6 months of the works being completed.

#### REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 6 LB3 Works to building's interior

Unless specified on the approved drawings, the Local Planning Authority's agreement must be sought for the opening up of any part of the interior of the building.

#### **REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policies BE8, BE 9, BE 10 and BE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 7 LB4 Storage of salvaged items

Salvaged items approved for re-use as part of this consent shall be securely stored on site (or subject to the Local Planning Authority's agreement, elsewhere) until employed again and Council officers shall be allowed to inspect them.

#### **REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 8 LB6 Inspection of the building prior to demolition

Prior to alteration or demolition, the (building/feature) should be recorded to Level (4) as defined by Historic England and following agreement with LBH and where appropriate Historic England, copies of the document sent to the Uxbridge Local History Library archive and English Heritage for inclusion in the London Heritage Environment Record.

#### REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **9** LB7 Inspection of the building prior to works

Where works involve opening up prior to a final decision on works of removal, alterations or restoration, the Local Planning Authority shall be notified and allowed to inspect prior to the execution of final proposals.

#### **REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 10 LB8 Measures to protect the building

Prior to works commencing, details of measures to protect the building from the weather, vandalism and accidental damage shall be submitted to and approved by the Local Planning Authority. Such measures shall be implemented prior to any works commencing and retained in situ until works are completed.

#### **REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 11 LB9 Samples of materials

Samples of all materials and finishes to be used for all external surfaces of the building, including the erection of a sample panel, shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun.

#### **REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 12 NONSC Non Standard Condition

Not withstanding the approved drawings, obscure glazing shall use traditional etched glass.

#### **REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 13 NONSC Non Standard Condition

Not withstanding the approved drawings, rainwater goods shall be constructed in cast iron.

#### **REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 14 NONSC Non Standard Condition

The basement of Manor Court shall not be waterproofed or tanked in any way.

#### **REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **INFORMATIVES**

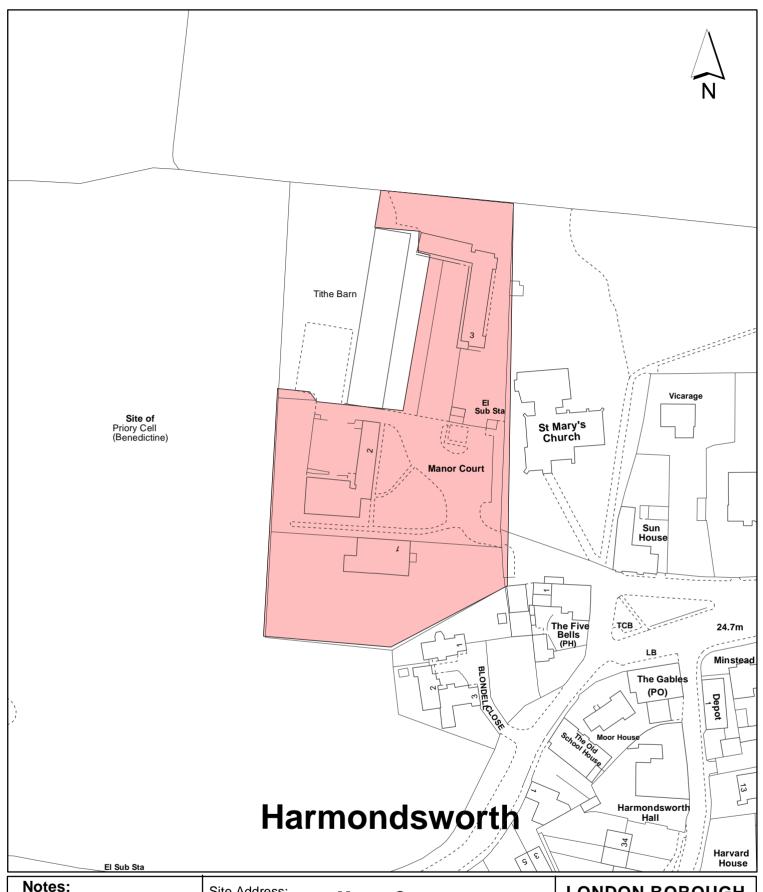
- The decision to GRANT Listed Building Consent has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, 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).
- The decision to GRANT Listed Building Consent 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.

BE1	Development within archaeological priority areas
BE10	Proposals detrimental to the setting of a listed building
BE11	Proposals for the demolition of statutory listed buildings
BE12	Proposals for alternative use (to original historic use) of statutorily listed buildings
BE15	Alterations and extensions to existing buildings
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
LPP 5.3	(2016) Sustainable design and construction
LPP 7.5	(2016) Public realm
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
HDAS-LA	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
NPPF	National Planning Policy Framework

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.

Contact Officer: Karl Dafe Telephone No: 01895 250230





### Site boundary

For identification purposes only.

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Site Address:

# **Manor Court High Street** Harmondsworth

Planning Application Ref: 27256/APP/2017/3723 Scale:

1:1,250

Planning Committee:

Major Page 27

Date:

**June 2019** 

### **LONDON BOROUGH** OF HILLINGDON **Residents Services**

**Planning Section** Civic Centre, Uxbridge, Middx. UB8 1UW

Telephone No.: Uxbridge 250111





# Agenda Item 7

#### Report of the Head of Planning, Transportation and Regeneration

Address MANOR COURT HIGH STREET HARMONDSWORTH

**Development:** Alterations and conversion of the Manor Lodge into 2 No. 4-bedroom houses;

conversion of the Stable Building into 6 No. 1-bedroom and 2 No. 2-bedroom

cottages; conversion of the Office Barn into 1 No. studio flat, 1 No. 1-

bedroom flat, 2 No. 2-bedroom houses and 1 No. 3-bedroom house; retention of the Granary Building and conversion to garden store; upgrade of boundary treatments; reinstatement of yard pond, together with associated parking and

landscaping.

**LBH Ref Nos**: 27256/APP/2017/3721

**Drawing Nos:** MC/17/L05B Proposed Manor Lodge Second Floor

MC/17/L06A Proposed Manor Lodge Elevation MC/17/L07B Proposed Manor Lodge Elevation MC/17/L08B Proposed Manor Lodge Elevation MC/17/L09B Proposed Manor Lodge Elevation 4

MC/17/L10C Proposed Stables Office Block Ground Floor MC/17/L11B Proposed Stables Office Block First Floor MC/17/L12 Proposed Stables Office Block Elevation 1 MC/17/L13A Proposed Stables Office Block Elevation 2 MC/17/L14A Proposed Stables Office Block Elevation 3

MC/17/LP01 Location Plan MC/15/P01 Aerial Views

MC/15/P02 Site Photographs /15/P03 Site Photographs

MC/17/EX01 Existing Site Plar

MC/17/EX02 Existing Manor Lodge Basement Floor Plar

MC/17/EX03 Existing Manor Lodge Ground Floo
/17/EX04 Existing Manor Lodge First Floo
MC/17/EX05 Existing Manor Lodge Second Floo
MC/17/EX06 Existing Manor Lodge Elevation
MC/17/EX18 Existing Office Barn Elevations 1 & 2
MC/17/EX19 Existing Office Barn Elevation 3
MC/17/EX20 Existing Office Barn Elevation 4
MC/17/EX21 Existing Office Barn Elevation 5

MC/17/EX22 Existing Office Barn Elevation 6 MC/17/L01C Proposed Options Site Plan

MC/17/L02 Proposed Manor Lodge Basement Floor Plar

MC/17/L03B Proposed Manor Lodge Ground Floo MC/17/L04B Proposed Manor Lodge First Flooi MC/17/L04B Proposed Manor Lodge First Flooi MC/17/EX07 Existing Manor Lodge Elevation : MC/17/EX08 Existing Manor Lodge Elevation : MC/17/EX09 Existing Manor Lodge Elevation :

C/17/EX10 Existing Stables Office Block Ground Floor

MC/17/EX11 Existing Stables Office Block First Floor MC/17/EX12 Existing Stables Office Block Elevation 1 MC/17/EX13 Existing Stables Office Block Elevation 2 MC/17/EX15 Existing Stables Office Block Elevation 4

MC/17/EX16 Existing Office Barn Ground Floor

MC/17/EX17 Existing Office Barn First Floor
MC/17/L15B Proposed Stables Office Block Elevation 4
MC/17/L16A Proposed Office Barn Block Ground Floor
MC/17/L17 Proposed Office Barn Block First Floor
MC/17/L18 Proposed Office Barn Block Elevation 1 &2
MC/17/L19A Proposed Office Barn Block Elevation 3
MC/17/L20 Proposed Office Barn Block Elevation 4
MC/17/L21 Proposed Office Barn Block Elevation 5
MC/17/L22 Proposed Office Barn Block Elevation 6

MC/17/L30 Proposed Timber Carport and Bin Stores MC/17/L31 Proposed Stables Communal Bin and Cycle Store

MC/17/L32 Proposed Office Barn Communal Bin and Cycle Store

MC/16/S01 Existing and Proposed Site Section A-*I*MC/16/S02 Existing and Proposed Site Section B-E
MC/16/S03 Existing and Proposed Site Section C-C

Date Plans Received: 11/10/2017 Date(s) of Amendment(s):

**Date Application Valid:** 11/10/2017

#### 1. SUMMARY

Planning permission and listed building consent (planning ref 27256/APP/2017/3723) are sought for alterations and conversion of the Manor Lodge into 2 No. 4-bedroom houses; conversion of the Stable Building into 6 No. 1-bedroom flats and 2 No. 2-bedroom cottages; conversion of the Office Barn into 1 No. studio flat, 1 No. 1- bedroom flat, 2 No. 2-bedroom houses and 1 No. 3-bedroom house; retention of the Granary Building and conversion to garden store; upgrade of boundary treatments; reinstatement of yard pond, together with associated parking and landscaping. The scheme will provide a total of 15 residential units.

3 letters of representations, together with a petition bearing 50 signatures have been received objecting to the proposal, mainly on the grounds of over development and the misuse of a local historically important heritage area, increased traffic generation and parking. In addition one letter of support has been received. Representations have also been received from English Heritage Trust, Harmondsworth Village Conservation Advisory Panel and Harmondsworth and Sipson Residents Association, commenting on the Heritage aspects of the proposal.

Due regard has been made to the conversion of the buildings, both in terms of the listed building, the character and appearance of the Conservation Area and the adjoining listed buildings, including the statutory Grade 1 listed Great Barn. Similarly, the identification of a viable use to the listed buildings is considered to be a heritage benefit.

The proposed scheme would be below the London Plan density guidelines, However, the location of the scheme partially in the Green Belt and / or within the curtilage of a listed building would result in higher density development being inappropriate. The scheme will provide good internal and external living space, whilst the proposed layout would not have an adverse impact on the living conditions of surrounding occupiers in terms of overdominance, loss of privacy and loss of daylight/sunlight.

No major changes are proposed to the scale and layout of the site and it is considered that the proposed development would be compatible with sustainable residential quality, having regard to the specific heritage constraints of this site.

It is recommended that the scheme be supported, subject to conditions and a S106 Agreement, to secure planning obligations comprising construction training, affordable housing, a management plan to secure the long term maintenance of the Manor Lodge, Stables Block and Granary Building, and a carbon offset contribution.

# 2. RECOMMENDATION

- 1.That delegated powers be given to the Head of Planning, Transportation and Regeneration to grant planning permission subject to the following:
- A. That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and / or other appropriate legislation to secure:
- (i) Construction Training: Either a construction training scheme delivered during the construction phase of the development or a financial contribution
- (ii) Affordable Housing: £106,000 in lieu of affordable housing on-site provision and an affordable housing review mechanism
- (iii) A Management Plan to secure the long term maintenance of the Manor Lodge, Stables Block and Granary Building.
- (iv) Carbon offset contribution of £11,340
- (v) The residents of this development not to be eligible for parking permits, apart from Blue Badge holders and a charge made against the site to ensure the future buyers are aware of the parking restrictions
- (vi) Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.
- B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreements and any abortive work as a result of the agreement not being completed.
- C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.
- D) If the Legal Agreements have not been finalised by 30/9/2019 (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 planning permission for the following reason:

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

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

# 1 T8 Time Limit - full planning application 3 years

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

# **REASON**

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

# 2 OM14 Secured by Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall be submitted and approved in writing by the Local Planning Authority before development commences. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). The approved measures shall be implemented before the development is occupied and thereafter retained.

#### **REASON**

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

# 3 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

MC/17/LP01 Location Plan - Site Boundary Plan

MC/17/L01C Proposed Options Site Plan

MC/17/L02 Proposed Manor Lodge Basement Floor Plan

MC/17/L03B Proposed Manor Lodge Ground Floor Plan

MC/17/L04B Proposed Manor Lodge First Floor Plan

MC/17/L04B Proposed Manor Lodge First Floor Plan

MC/17/L05B Proposed Manor Lodge Second Floor Plan

MC/17/L06A Proposed Manor Lodge Elevation 1

MC/17/L07B Proposed Manor Lodge Elevation 2

MC/17/L08B Proposed Manor Lodge Elevation 3

MC/17/L09B Proposed Manor Lodge Elevation 4

MC/17/L10C Proposed Stables Office Block Ground Floor Plan

MC/17/L11B Proposed Stables Office Block First Floor Plan

MC/17/L12 Proposed Stables Office Block Elevation 1

MC/17/L13A Proposed Stables Office Block Elevation 2

MC/17/L14A Proposed Stables Office Block Elevation 3

MC/17/L15B Proposed Stables Office Block Elevation 4

MC/17/L16A Proposed Office Barn Block Ground Floor Plan

MC/17/L17 Proposed Office Barn Block First Floor Plan

MC/17/L18 Proposed Office Barn Block Elevation 1 &2

MC/17/L19A Proposed Office Barn Block Elevation 3

MC/17/L20 Proposed Office Barn Block Elevation 4

MC/17/L21 Proposed Office Barn Block Elevation 5

MC/17/L22 Proposed Office Barn Block Elevation 6

MC/17/L30 Proposed Timber Carport and Bin Stores

MC/17/L31 Proposed Stables Communal Bin and Cycle Store

MC/17/L32 Proposed Office Barn Communal Bin and Cycle Store

MC/16/S01 Existing and Proposed Site Section A-A

MC/16/S02 Existing and Proposed Site Section B-B MC/16/S03 Existing and Proposed Site Section C-C

LP/MCHSH/030 C Landscape PLan

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

## **REASON**

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

# 4 RES5 General compliance with supporting documentation

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

- Bat Survey Report Ref: 856431 dated October 2017)
- Air Quality Assessment Ref: 16-2140
- Aboricultural Report
- Environmental Noise Report Ref: REG/7074 dated 26/4/17

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

#### REASON

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

# 5 RES7 Materials (Submission)

Not withstanding the submitted plans, detailed drawings or samples of materials, as appropriate, in respect of the following shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun. Thereafter the development shall be constructed in accordance with the approved details and be retained as such. Details should include information relating to:

- (i) Details and samples of all new external materials, including brickwork, bonding, pointing style, mortar mix, roofing materials, rainwater goods
- (ii) Details of external pipe work, flues and vents
- (iii) Detailed drawings of fenestration and doors, including profiles of all new windows, external doors, together with information on materials, glazing and finishes
- (iv) Detailed drawing including profile of the door canopy to the rear of Manor Court, together with materials and finish
- (v) Details of new joinery, including internal doors, architraves, skirting and staircase details
- (vi) Details of fire and sound proofing works/upgrading
- (vii) Details of new boiler flues and vents
- (viii) Details of location of boiler flues and TV aerials on the Office Barn
- (ix) Full details of boundary treatments including product details with materials and finish
- (xi) Comprehensive colour scheme for all built details
- (xii) Make, product/type, colour and photographs/images.
- (xiii) Timber Carport, Cycle and Bin Stores

#### **REASON**

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

# 6 AR3 Sites of Archaeological Interest - scheme of investigation

No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

- A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

#### **REASON**

The site is of archaeological interest and it is considered that all evidence of the remains should be recorded in accordance with Policy BE3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

# 7 RES9 Landscaping (car parking & refuse/cycle storage)

A landscape scheme shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun. The scheme shall include: -

- 1. Details of Soft Landscaping
- 1.a Planting plans (at not less than a scale of 1:100),
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
- 2. Details of Hard Landscaping
- 2.a Cycle Storage (17 secure spaces)
- 2.b Means of enclosure/boundary treatments including:
- . boundary walls, retaining walls, fencing and railings;
- . details of method of repair of brick garden wall at Manor Court, including new brickwork where relevant, pointing style and mortar mix and
- . details of brickwork for boundary wall at unit 10.
- 2.c Surface level car parking layouts for 28 vehicles, including 3 disabled parking bays and demonstration that 12 of the parking spaces (6 active and 6 passive) are served by electrical charging points and parking for 1 motor cycle.
- 2.d Hard Surfacing Materials, including of the means of surfacing and marking out the car parking spaces
- 3. Details of Landscape Maintenance
- 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

# 4. Schedule for Implementation

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

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

#### **REASON**

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE10, BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and 5.17 (refuse storage) of the London Plan (2016).

# 8 RES15 Sustainable Water Management (changed from SUDS)

Not withstanding the submitted plans, prior to commencement of external works, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by providing information on:

- a) Suds features:
- i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1in 30, 1 in 100, and 1 in 100 plus 40 Climate change,
- iii. where identified in an area at risk of surface water flooding, include additional provision within calculations for surface water from off site
- iv. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus 40% climate change, including flow paths depths and velocities identified as well as any hazards, ( safe access and egress must be demonstrated).
- b) Capacity of Receptors
- i. Capacity and suitable condition should be demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented.
- c) Minimise water use.
- i. incorporate water saving measures and equipment.
- ii. provide details of how rain and grey water will be recycled and reused in the development.
- d) Long Term Management and Maintenance of the drainage system.
- i. Provide a management and maintenance plan ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
- ii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
- iii. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

# f) From commencement on site

i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works. Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

# **REASON**

- I) To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding in accordance with Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) and Policy 5.12 Flood Risk Management of the London Plan (March 2016)
- ii) To ensure that surface water run off is handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and iii) To conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016). National Planning Policy Framework (March 2012), and the Planning Practice Guidance (March 2014).

# 9 RES19 Ecology

Prior to occupation of the development hereby approved, further bat surveys and an ecological enhancement scheme based on the recommendations contained in the submitted Bat Survey Report Ref: 856431 dated October 2017, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings. These shall include bat boxes, Hedgehog dome and a range of plants to encourage and support wildlife. The development shall proceed in accordance with the approved scheme.

#### **REASON**

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

# 10 RES20 Traffic Arrangements - submission of details

Notwithstanding the submitted plans, the approved development shall not be occupied until the traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities and means of surfacing) have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose for the lifetime of the development. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area. 1 (20%) of the parking spaces shall be served by active electric charging points and 1 (20%) of the parking spaces shall be served by passive electric charging points.

## **REASON**

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

# 11 RES25 No floodlighting

Notwithstanding the submitted plans, no floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include

location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered other than for routine maintenance which does not change its details.

#### **REASON**

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

#### 12 NONSC Noise

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed residential development from road traffic, air traffic and other noise has been submitted to and approved in writing by the Local Planning Authority. The scheme should ensure that internal LAeq,T and LAmax noise levels meet noise design criteria as per BS8233:2014. All works which form part of the scheme shall be fully implemented before the residential development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

# **REASON:**

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

# 13 NONSC Construction environmental management plan

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) and a Construction Logistics Plan (CLP) shall be submitted to, and approved in writing by, the Local Planning Authority (LPA). The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority (LPA). The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

# **REASON**

To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

# 14 NONSC Air Quality Condition

Prior to the commencement of development, a Low Emission Strategy, with an associated Air Quality Action Plan, demonstrating the management, control and significant reduction of NO2, PM10 and PM2.5 shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall identify all sources of emissions associated with the proposal and the measures and technology to reduce and manage them. In addition, the strategy shall quantify the reductions estimated for each measure. The action plan will aim to implement the strategy and will indicate how and when the measures will

be implemented and how their effectiveness is quantified. The measures shall include but not limited to:

#### Vehicular Traffic

- a) Setting targets for and incentivising the use of Euro V and Euro VI HGVs
- b) Setting targets for and incentivising the use of Euro 5 and Euro 6 non HGVs
- c) Installation of electric charging points
- d) Active promotion of cleaner vehicle technologies for all users of the development
- e) Active promotion of no idling

# Technology

Use of low emission boilers that comply with the GLA Sustainable Design and Construction SPD.

#### **Emissions**

The action plan must include forecasts for the emissions associated with the development and set annual reduction targets.

# Monitoring

The action plan must include details for monitoring the vehicular types and recording the percentage of Euro V/5 and Euro VI/6 vehicles as well as progress against the emission reduction targets.

# Reporting

The action plan must include details for reporting the results of the monitoring to the Local Authority.

## **REASON**

To ensure the development reduces and manages its air quality impacts in an area that currently exceeds minimum EU limit values for health and in line with Policy EM8 of the Local Plan and 7.14 of the London Plan.

# 15 OM14 Secured by Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall be submitted and approved in writing by the Local Planning Authority before development commences. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). The approved measures shall be implemented before the development is occupied and thereafter retained.

# **REASON**

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

#### 16 RES12 No additional windows or doors

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

#### **REASON**

To prevent overlooking to adjoining properties and to ensure that the proposed development will preserve and enhance the visual amenities of the locality in accordance with policies BE13 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

# 17 RES14 Outbuildings, extensions and roof alterations

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

#### REASON

To protect the character and appearance of the area and amenity of residential occupiers in accordance with policies BE8, BE10, BE13, BE21, BE23 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

# 18 RES26 Contaminated Land

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

# **REASON**

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

# 19 NONSC Non Standard Condition

The car parking facilities provided at the site shall be used by residents and visitors only. Prior to occupation of the development, a Parking Allocation Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking shall befor residential use of the residential units hereby approved and as agreed within the Parking Allocation Plan, unless otherwise agreed in writing by the Local Planning Authority.

# **REASON**

To ensure availability and management of parking, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 6.3 and 6.13 of the London Plan (2016).

# 20 NONSC Non Standard Condition

Vehicular and pedestrian access shall be provided at all times to the English Heritage Trust car park.

#### **REASON**

To ensure availability and management of parking, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 6.3 and 6.13 of the London Plan (2016).

#### 21 RES10 Tree to be retained

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

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

#### **REASON**

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

# **INFORMATIVES**

# 1 | 152 | Compulsory Informative (1)

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

# 2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (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.

AM1 Developments which serve or draw upon more than a walking

distance based catchment area - public transport accessibility and

capacity considerations

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
0 N 1 4 1	furniture schemes
AM14	New development and car parking standards.
AM15 AM7	Provision of reserved parking spaces for disabled persons
AM9	Consideration of traffic generated by proposed developments.  Provision of cycle routes, consideration of cyclists' needs in design
Alvia	of highway improvement schemes, provision of cycle parking
	facilities
BE1	Development within archaeological priority areas
BE10	Proposals detrimental to the setting of a listed building
BE11	Proposals for the demolition of statutory listed buildings
BE12	Proposals for alternative use (to original historic use) of statutorily
	listed buildings
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to
<b>5</b> -0	neighbours.
BE3	Investigation of sites of archaeological interest and protection of
DE20	archaeological remains
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
EC3	Potential effects of development on sites of nature conservation
	importance
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
OE1	Protection of the character and amenities of surrounding properties
	and the local area
OE5	Siting of noise-sensitive developments
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3 LPP 5.7	(2016) Sustainable design and construction
LPP 6.13	(2016) Renewable energy (2016) Parking
LPP 6.13	` ,
LFF U.U	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 7.14	(2016) Improving air quality
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.5	(2016) Public realm
-	

LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement,
	Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon, Local Development Framework,
	Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
NPPF	National Planning Policy Framework

# 3 I1 Building to Approved Drawing

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

# 4 I11 The Construction (Design and Management) Regulations 1994

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

# 5

b) The bin enclosures must be built to ensure there is at least 150 mm clearance in between the bulk bins and the walls of storage area. The size and shape of the bin enclosures must also allow good access to bins by residents, and if multiple bins are installed for the bins to be rotated in between collections. The dimensions of an 1,100 litre bulk bin are shown in the table below: -

Bin Size Height Depth Width 1,100 litre Eurobin 1,370 mm 990 mm 1,260 mm

- c) Arrangements should be made for the cleansing of the bin stores with water and disinfectant. A hose union tap should be installed for the water supply. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than1:20) towards the drainage points.
- d) The material used for the floor should be 100 mm thick to withstand the weight of the bulk bins. Ideally the walls of the bin storage areas should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.
- e) The gate / door of the bin stores need to be made of metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The

door frame should be rebated into the opening. Please ensure the doorway should allow clearance of 150 mm either side of the bin when it is being moved for collection. The doors should open outwards from the chamber. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.

- f) If any of the bin chambers are internal then they should have appropriate passive ventilators to allow air flow and stop the build up of unpleasant odours. The ventilation needs to be fly-proofed.
- g) If the chambers are inside the building they should have a light. The lighting should be a sealed bulked fitting (housings rated to IP65 in BS EN 60529:1992).
- h) The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).
- i)The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.
- j) The roadway should be strong enough to withstand the load of a 26 tonne refuse collection vehicle. The point of collection would be from Cricketfield Road. I am assuming the intention is for the vehicle to reverse into the development.

#### **General Points**

The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

# 6 I12 Notification to Building Contractors

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

# 7 I13 Asbestos Removal

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

# 8 I15 Control of Environmental Nuisance from Construction Work

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

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

Sundays, Bank or Public Holidays.

- B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.
- C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.
- D. No bonfires that create dark smoke or nuisance to local residents.

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

# 9 I17 Communal Amenity Space

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

# 10 I18 Storage and Collection of Refuse

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

# 11 Sewerage Connections, Water Pollution etc.

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

# 12 | Encroachment

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

# 13 | 121 | Street Naming and Numbering

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

# 14 Works affecting the Public Highway - General

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

# 15 I43 Keeping Highways and Pavements free from mud etc

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

# 16 I25A The Party Wall etc. Act 1996

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

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

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

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

# 17 Building Regulations - Demolition and Building Works

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

# 18 | 132 | Trees in a Conservation Area

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

# 19 147 Damage to Verge - For Council Roads:

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

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

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

# 20 I49 Secured by Design

The Council has identified the specific security needs of the application site to be: CCTV and boundary treatments. You are advised to submit details to overcome the specified security needs in order to comply with condition 14 of this planning permission.

# 21 | 159 | Councils Local Plan : Part 1 - Strategic Policies

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

# 22 | 16 | Property Rights/Rights of Light

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

# 23

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

#### 24

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

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

#### 25

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

# 26

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

# 27

With regard to the archaeological condition 5, the written scheme of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice, in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

# 28

#### Cranes

Given the nature of the proposed development, it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome Heathrow Airport Ltd) before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at http://www.aoa.org.uk/policy-safeguarding.htm

# 3. CONSIDERATIONS

# 3.1 Site and Locality

The site lies in the Harmondsworth Village Conservation Area. The buildings, apart from the modern office block opposite the Great Barn, are considered as listed at Grade II, the Manor House being listed in its own right and the adjacent stable block being considered as curtilage listed. The Great Barn, while not part of the proposal area, lies within the overall original farm site and is Grade I listed, currently in the guardianship of Historic England. The history of the Granary Building (grain store) is unclear, although it is understood that it has been moved within the site. At present it is treated as curtilage listed.

Manor Lodge is a Grade II Listed, mid-19th Century, two-storey villa of yellow stock brick, with a hipped slate roof. It retains its garden setting with some mature trees around the edges of the site. The building was converted from use as a dwelling to offices in 1987. Planning permission was subsequently granted for its conversion to a residential care

home in 2008. Whilst it is understood that conversion work took place, the care home never came into use. Most recently it has been used as a HMO.

The application site is bounded to the east by the Grade II\* St Mary's Church, its associated graveyard and the Grade II Listed Five Bells Public House. The listed church yard wall encloses the Harmondsworth Manor Farm site on its eastern boundary. To the south are residential properties in Blondell Close and open fields; and to the west by open fields.

The site also lies in a Archaeological Priority Area and within the proposed Heathrow Archaeological Priority Zone. There are surface flooding issues within the central area of the site. The entire application site falls within the Harmondsworth Village Conservation Area as designated in the Hillingdon Local Plan. The northern part of the application site falls within the Green Belt. The application site sits immediately adjacent to the north of the Heathrow Northwest Runway Scheme boundary map, as identified within Annex A of the Airports National Policy Statement (June 2018).

# 3.2 Proposed Scheme

Planning permission is sought for alterations and conversion of the Manor Lodge into 2 No. 4-bedroom houses; conversion of the Stable Building into 6 No. 1-bedroom flats and 2 No. 2-bedroom cottages; conversion of the Office Barn into 1 No. studio flat, 1 No. 1- bedroom flat, 2 No. 2-bedroom houses and 1 No. 3-bedroom house; retention of the Granary Building and conversion to garden store; upgrade of boundary treatments; reinstatement of yard pond, together with associated parking and landscaping.

As part of this proposal, the site has been divided into 3 areas:

. Manor Lodge Site (former Manor Farm House)

The subdivision of the listed former farm house into two units comprising 2 x 4 bedroom apartments with basement accommodation. This part of the site does not fall within, but is adjacent to the Green Belt. The site does however fall within the Harmondsworth Village Conservation Area and is a statutory Grade 2 Listed Building.

The subdivision would result in the front (easternmost) part of the building being one residential unit, (Unit 1), and the rear (westernmost) part of the building, containing the original tower and 20th century extensions, being the second, (Unit 2). Unit 1 incorporates the historic basement and this part of the building, containing a high degree of historic fabric, will be carefully preserved with existing historic floor finishes and doors retained and refurbished. A modest two storey replacement extension to Unit 2 is also proposed. This will replace the existing single storey extension and is attached predominantly to late 20th century extensions of the building.

. The Stable Block

Proposals entail the conversion of the building into eight residential units in the form of six 1 bed flats, and two 2 bed houses. External alterations proposed are limited to the addition of new windows and doors.

. Office Barn

Proposals entail the conversion of the building to form five residential units comprising one

studio flat, one 1 bedroom flat, two 2 bedroom houses and one 3 bedroom house. External alterations to the structure are limited and involve the addition of a small number of windows and doors and, to elevation 3, the replacement of existing windows with sliding doors providing external access to the units. These changes are necessary to facilitate the building's conversion

#### . General

A key part of the proposals are the landscaping works to the site. Broadly this involves the reconfiguration of parking arrangements, provision of new hardstanding and the reinstatement of a pond. New hardstanding is proposed in the form of a gravel bonded surface, and permeable paving. Parking reconfiguration seeks to remove parking from the central yard area, i.e. around the granary and grade I listed barn and to reinstate more organised parking arrangements away from the listed buildings along with suitable hard surfaces. The existing parking area to the east and north of the Office Barn will be converted to garden areas.

# 3.3 Relevant Planning History

# **Comment on Relevant Planning History**

#### 25525/APP/2016/1091

Planning permission granted on 21 September 2016 for the change of use Manor Lodge, which forms a part of the wider Manor Court complex in Harmondsworth, to a house in multiple occupation (HMO) to include the retention of 10 bedsits with seven parking spaces for a temporary period of three years. The applicant advised that temporary permission was sought for a period of three years only, whilst longer-term proposals relating to the use of the whole Manor Court site are progressed.

# 70075/APP/2018/312

Change of use of an existing two storey building (The Stable Block) from offices (Use Class B1) to a college for further education (Use Class D1), including internal alterations and the installation of secure fencing and gates (Listed Building Consent) Refused for the following reason:

1. The applicant has failed to demonstrate that the proposed alterations to the existing listed building would not be detrimental to its character and appearance.

### 70075/APP/2018/69

Change of use of an existing two storey building from offices (Class B1) to a college of further education (Class D1) including internal alterations and the installation of secure fencing and gates

Refused for the following reasons:

- 1. The proposed development, by reason of the associated infrastructure (fencing, cycle storage, etc) would be detrimental to the setting of the existing and adjoining listed buildings.
- 2. The development would result in inadequate provision of car parking to deal with the demands of the proposed development, which are unlikely to be addressed by public transport capacity and would be likely to cause on-street parking, to the detriment of highway and pedestrian safety.

# 4. Planning Policies and Standards

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

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

# Part 1 Policies:

BE23

BE24 BE3

BE38

PT1.BE1	(2012) Built Environment	
PT1.Cl1	(2012) Community Infrastructure Provision	
PT1.EM1	(2012) Climate Change Adaptation and Mitigation	
PT1.EM11	(2012) Sustainable Waste Management	
PT1.EM6	(2012) Flood Risk Management	
PT1.H1	(2012) Housing Growth	
PT1.H2	(2012) Affordable Housing	
PT1.HE1	(2012) Heritage	
Part 2 Policies:		
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations	
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes	
AM14	New development and car parking standards.	
AM15	Provision of reserved parking spaces for disabled persons	
AM7	Consideration of traffic generated by proposed developments.	
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities	
BE1	Development within archaeological priority areas	
BE10	Proposals detrimental to the setting of a listed building	
BE11	Proposals for the demolition of statutory listed buildings	
BE12	Proposals for alternative use (to original historic use) of statutorily listed buildings	
BE13	New development must harmonise with the existing street scene.	
BE15	Alterations and extensions to existing buildings	
BE20	Daylight and sunlight considerations.	
BE21	Siting, bulk and proximity of new buildings/extensions.	

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

Investigation of sites of archaeological interest and protection of archaeological

Retention of topographical and landscape features and provision of new planting

Requires the provision of adequate amenity space.

and landscaping in development proposals.

BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
EC3	Potential effects of development on sites of nature conservation importance
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 7.14	(2016) Improving air quality
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.5	(2016) Public realm
LPP 7.8	(2016) Heritage assets and archaeology
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HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
NPPF	National Planning Policy Framework

# 5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- 6th December 2017
- **5.2** Site Notice Expiry Date:- Not applicable

# 21st November 2017

#### 6. Consultations

#### **External Consultees**

The application has been advertised under Article 15 of the Town and Country Planning General Development Management Order 2015 as a Major Development. 26 adjoining owner/occupiers have been consulted and site notices were also posted. The application has been advertised as a development that affects the character and appearance of the Harmondsworth Conservation Area and the setting of surrounding listed buildings,

3 responses have been received to the neighbour consultation, the contents of which are summarised below.

- > This site is unsuitable for housing.
- > The grade 1 listed barn needs to be protected.
- >The stables and the office block need to be used as community buildings for the residents.
- >This is clearly an over development and misuse of local historically important / graded area
- >The increase in traffic it would cause is unacceptable.
- >HMO residents owning a vehicle are advised that they are NOT allowed to park within the boundary of the complex which then means they park their vehicles directly outside
- > When the new owners took over this complex, they ripped out the Scout Garden and filled in the pond
- >The small parking area in the complex is already used by the owners as a car park including pick ups and drops off on a daily basis causing further traffic congestion and danger.
- > With Heathrow expansion looming I feel this is more a money making exercise than an a project that will benefit the local residents
- > Concern over wildelife in The Great Barn

In addition a petition bearing 50 signatures has been received objecting to the proposals.

One letter of support has been received making the following comments:

I think this development would be an asset to the village providing the houses/flats for owner occupiers and some under the help to buy scheme.

# THE ENGLISH HERITAGE TRUST

The English Heritage Trust manages the Harmondsworth Great Barn, which is the Grade I listed monument immediately adjacent to the proposed development and owned by the Historic Buildings and Monuments Commission for England (the Commission). The English Heritage Trust wishes object to the application on the following grounds:

1. The landscape drawing LP/MCHSH/030B shows the open area to the east of the Barn - termed the Farmyard - being divided in two, along the ownership boundary. The drawings suggests that a 1.2m high post and rail fence will be erected along this boundary, nine trees are to be planted, and six "grasscrete" car parking spaces are to be provided at the southern end. We believe that this treatment - particularly the planting of trees along the boundary - will break up the open nature of the Farmyard area, which is preserved in form by the current building layout, and thereby harm the setting of the Barn.

(Officer note: This element has been deleted from the scheme).

2. The proposed landscaping treatment shown in drawing LP/MCHSH/030B is also unworkable. The Commission has a right of way with or without vehicles over the land between the Barn and the office building that is shown as being separated with a permanent boundary of post and rail fence and tree planting and on which a number of parking spaces are proposed.

(Officer note: This element has been deleted from the scheme).

3. The car parking spaces at the southern end of the Farmyard appear to be unworkable because there is insufficient space to manoeuvre a vehicle within the application area on land owned by the applicant.

(Officer note: These car parking spaces have been deleted from the scheme).

4. The proposal does not address how access to the Commission's car parking to the west of the Barn is to be managed. We consider it very likely that residents of and visitors to the proposed scheme will park in this area, thereby significantly impeding the proper management and use of a monument that is regularly opened to the public.

(Officer note: The proposals do not impede access to the Trust's car parking area).

5. It is unclear how a resident at the proposed unit No.15 is meant to access the property as the footpath stops short of the proposed entrance to that unit. Extension of the footpath is not possible as some of the land required is in the Commission's ownership.

(Officer note: The footpath is within the applicant's ownership).

6. Aspects of the conversion of the office building with potential to affect adversely the setting of the Barn have not been addressed in sufficient detail in our view. For example there are no details on how the residential units are going to be serviced in terms of the location of boiler flues, TV aerials/satellite dishes etc; there is no lighting scheme included; and there appears to be very little provision for refuse and recycling bins, which could lead to a profusion of wheelie bins in front of the Barn.

(Officer note: Permitted development rights will be removed. Refuse storage is sited away from the Great Barn in dedicated refuse stores and other matters such as lighting will be controlled by suitable planning conditions).

# HARMONSWORTH AND SIPSION RESIDENTS ASSOCIATION

HASRA has been contacted by several Harmondsworth Residents who are opposed to the development of Manor Court for residential properties. The reasons cited for their opposition is as follows:

- 1. Anticipation that properties will be built to provide a business opportunity for landlords rather than family homes
- 2. The proximity to The Great Barn and Norman Church (with bell tower) will have an impact on the daily lives of those living on site due to the number of visitors/tourist who regularly come to the area to view such unique buildings.
- 3. The Heathrow Villages are already flooded with rental properties which have become unofficial homes of multiple occupancy.
- 4. The re-introduction of the pond seems somewhat bizarre to a small area where it is proposed children will play.
- 5. The Heathrow villages would struggle to support more residents in regards to the support services needed for residents.
- 6. Concerns over access to the site because question of ownership

- 7. Many residents feel it's time to provide the community with facilities
- 8. More homes will mean more road traffic on the already busy high street and would place added pressure on the limited parking available

# HARMONDSWORTH CONSERVATION AREA ADVISORY PANEL

We welcome the owner's attempt to find a beneficial use for the buildings on this site as all but the farmhouse have been empty and potentially falling into disrepair for several years. However, it is essential that any future use should be in sympathy with the listed buildings and their setting, and enhance their appearance and surroundings rather than cause detriment either to them or the wider Conservation Area in which the site is located. The lack of major alterations to the external appearance of the buildings is a positive feature of this application though we consider some of the proposed changes to their surroundings problematic.

The appropriateness of using the buildings, especially the Stables and the Office Barn, for residential purposes needs careful consideration. We have identified a number of issues below, many of which relate to the relationship of the proposed development to the Grade I Great Barn which until relatively recently was an integral part of Manor Court.

We are aware that some local residents believe that community-centred uses (eg, visitor centre and cafe, local history museum, medical centre, hospice) might be preferable but realise that it is for the owner to decide what uses would be practicable. If the buildings are put into residential use as described in this planning application then we have concerns about the following:

(i) The overall site plan and the landscape plan show different arrangements, most noticeably in the Farmyard. The latter shows a proposed fence and trees dividing the Farmyard area along the boundary between the land in front of the Office Barn and that owned by English Heritage to the east of the Great Barn. We believe these and the Acer at the south end of this area would be detrimental to the open nature of this space which reflects the historic use of the area and is one of the defining features of the Great Barn's setting that was carefully preserved when the Office Barn was built in the 1980s.

We are also concerned at the grasscrete area shown in the south-east corner of the farmyard as this would encourage car parking which would be inappropriate here. It is not clear how the cars would access the area without driving over the land belonging to the Great Barn. A further difference between the plans is in defining the area of private rear garden that belongs to the studio flat in the Office Barn; it either may or may not include the area immediately north of the Great Barn. If this land is not in private ownership it is not clear how it would be accessed or maintained.

- (ii) More information about the long term management and maintenance of the site is needed. If residents were tenants rather than owner-occupiers they may not show the necessary level of respect for the properties, their gardens and the communal grounds. We are also concerned about the supervision and maintenance of any re-instated "farmyard pond" as although it is visually desirable, the residents of the houses and flats are likely to include young children and a pond could pose a risk to their health and safety. A poorly maintained pond could also become an eyesore.
- (iii) To retain the historic rural setting of the Great Barn we need assurances that the external appearance of the other buildings will remain largely unaltered and that a proliferation of TV aerials, satellite dishes, washing lines, garden sheds etc will not be permitted. If permission is granted, we would welcome a condition restricting future extensions and alterations to the newly-created dwellings; the deep roof over the north wing of the Office Barn could be a prime target for future expansion.
- (iv) Children playing unsupervised near the Barn could result in damage to its external fabric.

- (v) The assessments of noise and air pollution included in the application refer to the present situation. There is no assessment of the likely increase in noise levels and pollution that would be caused by the proximity of the site to the proposed third runway at Heathrow, were that to go ahead.
- (vi) Access to the proposed dwellings in the Office Barn may be problematic as the only paved route to the more northern properties is via the narrow cloister walkway which passes directly in front of the living room windows of the other properties. The front doors of the one-bed flat open outwards and could easily hit someone walking to the studio flat.
- (vii) At the moment the Friends of the Great Barn have access to water and a toilet in the Office Barn building (though these facilities are not used by members of the public visiting the Barn). These facilities were specifically provided when permission was granted for the construction of the Office Barn in the 1980s so that the Great Barn could be used independently. We are therefore concerned that this provision under the 1980's planning permission does not appear to be continuing.
- (viii) Access to the Manor Court site is currently restricted by a locked gate. It is not clear in the proposals if this is to be retained. It is also not clear how parking on the site is to be controlled, particularly in order to prevent "overflow" parking in the area to the west of the Great Barn which belongs to English Heritage and is designated for its visitors' parking.
- (ix) The property owned by the applicant does not extend to a public highway as access to the site relies on a short stretch of road between the Five Bells public house and the Church whose ownership is disputed. It would be good to see this issue agreed before the Manor Court site's ownership is further fragmented.
- (x) It is proposed to use the Granary as a garden store, though presumably only for the communal parts of the property. Although not itself a listed building, it still benefits from its original internal partitions which we hope will not be removed as part of its change of use. If alterations are planned, a full record of the building should be made beforehand. We hope planning permission for this scheme will not be granted until the issues we have identified have been addressed.

# HISTORIC ENGLAND

We do not wish to comment in detail, but offer the following general observations.

# Historic England Advice

Regarding the physical works to the listed and curtilage listed buildings contained within this and the associated application for Listed Building Consent it is our view that we do not have a statutory remit to provide a consultation response.

However, insofar as the works may impact on the setting of the Grade I listed Harmondsworth Barn and the Grade II\* listed church of St Mary, Historic England can provide some comment.

To that end we would advise you in assessing this application to consider the Planning (Listed Buildings and Conservation Areas) Act 1990 which requires Local Planning Authorities to pay special regard to the preservation of the setting of listed buildings, and to pay special attention to the desirability of sustaining and enhancing the character and appearance of conservation areas (Sections 66 and 72).

We would also draw your attention toparagraphs 132, 134 and 137 of the National Planning Policy Framework which clarify that harm can be caused to the signficance of designated heritage assets through impacts on their setting; that any such harm has to be clearly and convincingly justified and outweighed by the delivery of public benefits; and that Local Planning Authorities should seek opportunities for new development in conservation areas or in the setting of heritage assets to better reveal or enhance their significance. Finally, given the extraordinary significance of the Grade

I listed Harmondsworth Barn we would urge you to ensure that the development will not jeopardise access arrangements or rights of access for the general public to the barn itself.

#### Recommendation

We would urge you to address the above issues, and recommend that the application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice. It is not necessary for us to be consulted again. However, if you would like further advice, please contact us to explain your request.

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

# THE GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)

Recommend Archaeological Condition(s)

The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified for the Local Plan: Harmondsworth; Heathrow Area. Manor Farm dates to at least the early 15th century with the Great Barn being the only surviving element, although there is a potential for below ground remains of Manor Farm to survive. Additionally, the site lies in an area where highly significant archaeological remains, dating from the prehistoric through to the medieval periods have been recorded.

Overall the scale of the archaeological impact will be minimal; arising from landscaping, the small extension to Manor Court and any new services. The applicant should be encourage to minimise the level of ground reduction within the development and where possible ground raising would be preferable to ground reduction. That being said, the archaeological impact could be sufficiently mitigated through the implementation of an archaeological watching brief during all works that would have a below ground impact.

Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates that the development is likely to cause some harm to archaeological interest but not sufficient to justify refusal of planning permission provided that a condition is applied to require an investigation to be undertaken to advance understanding. The archaeological interest should be conserved by attaching a condition as

# Condition

No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

- A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material, this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI

# Informative

The written scheme of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge

under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

I envisage that the archaeological fieldwork would comprise the following:

# Watching Brief

A watching brief involves the proactive engagement with the development groundworks to permit investigation and recording of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive.

Please note that this response relates solely to archaeological considerations. If necessary, Historic England's Development Management or Historic Places teams should be consulted separately regarding statutory matters. Further information on archaeology and planning in Greater London including Archaeological Priority Areas is available on the Historic England website.

METROPOLITAN POLICE DESIGNING OUT CRIME GROUP (DOCG) North West Team

I have met the applicant and conducted a site visit. This site must be locked and secured. Owing to its remote location, the lack of appropriate lighting owing to ecological reasons and the importance of the Barn. I have provided the applicant a letter with police recommendations, which if followed the site will achieve Secure By Design accreditation, which I request as a planning condition.

# **Internal Consultees**

#### URBAN DESIGN AND CONSERVATION OFFICER

BACKGROUND: Manor Court is an early Victorian farmhouse built in the Italianate villa style on the site of the former manor house of Harmondsworth. It is constructed of yellow bricks under a slate roof with a symmetrical main facade and large porch. To the rear is a three storey nineteenth century tower with twentieth century extensions dating from 2007, one two storey, one single storey. The building is listed grade II and forms part of the setting and history of the grade I listed Harmondsworth barn for which it was the farmhouse and the grade II\* listed St Mary's Church to the east of the site. The barn does not form part of the present applications site but is separately owned by Historic England. Between the two buildings is a Victorian stable building which is curtilage listed. Forming the north and east sides of the farmyard is a modern office building. To the south of this is a nineteenth century granary that was moved from elsewhere within the site in 1988 and should also be considered as cartilage listed. There are also curtilage listed walls dating from the nineteenth century. The group of buildings forms a significant historical grouping of farm buildings and are key to the setting of the grade I listed barn.

The site lies within the Archaeological Priority Area and within the proposed Heathrow Archaeological Priory Zone.

The current proposal is to develop the various buildings for residential use and received preapplication advice. The current proposal reduces the sixteen units of the pre-app to fifteen units, deleting the proposed new dwelling on the basis of the in-principle objection of the conservation officer. Manor Court will be subdivided into two four bedroom houses with separate gardens. The Stable building will have six units in the modern section and two cottages along the front. The office barn will be converted into five dwellings. The whole site will be landscaped and will include the reinstatement of a former pond and the retention of the Granary building.

Initial Conservation comments were submitted in February 2018. These have recently been followed up by revisions to the scheme to address outstanding issues.

#### **COMMENTS:**

The comments below relate to the follow up from the original observations with further comments regarding the updated plans.

#### **Manor Court**

Inclusion of a pitched roof over flat roofed three storey addition to the rear of Manor Court was initially requested. However, this amendment was found to be potentially structurally challenging and visually confusing and the applicants have now been requested to retain as existing flat roof.

Notes have been added that existing cameras will be replaced and service and cabling removed. Plastic pipe work and snorkel boiler flues will be removed and replaced with more discreet flues and that the obscure glazing will be traditional etched glass.

The door to the living room of unit 2 has been retained in situ. A note has been added that the infill panels between the two units will be recessed in order to allow the division to be understood.

The plans have been amended to state that the existing wall next to Manor Court will be retained where possible and repaired where required.

#### Stables

Although a further set of plans have been produced in line with the conservation officer's comments, there were some outstanding issues that still needed to be addressed. The front elevation has been amended to show a stable door with a glazed top half and the note referring to structural glazing removed.

Additional information has been provided on the nature of the infill wall and staircase on the ground floor of unit 9. These are modern blockwork walls and a modern staircase. Their removal is therefore acceptable.

It is now proposed that the existing brickwork wall to the side of Unit 10 directly opposite the end of the grade 1 listed barn will be raised to 1.8 metres to form a boundary to the garden. This is acceptable, providing the bricks are conditioned.

Following my own comments that the existing hedging between the car parking area of the stables and that of the listed barn was rather sparse and might not provide sufficient screening, the applicants have undertaken to add additional planting. This has been noted on the plans.

One proposed window on the front elevation (elevation 4) of the stables has been deleted and the other aligned above a door. Previously the two windows had a cluttered and ill thought out quality.

#### Office Barn

The grasscrete has been removed from the landscaping plans and block plans.

The applicants have requested that Historic England's requirement on the location of boiler flues and TV aerials on the office barn should be conditioned as they wish to explore the option of electric heating.

Following a recent site visit, it is clear that some sort of boundary needs to be retained between the car parking for the Office barn and the farmyard of the listed barn. The applicants have proposed retaining the existing wall and the plans amended accordingly.

#### General

Management plan and future maintenance plan still to be agreed.

The applicants will not be proposing any major lighting scheme beyond modest low level amenity lighting on the buildings and near key pathways due to issues with ecology (bats). This also might be conditioned. From a conservation angle, the lighting should be low key and modest in scope in order to preserve the setting and character of the historic buildings.

The applicants have confirmed that they are not proposing any works to the granary as it is in good condition.

RECOMMENDATION: Approval with conditions

#### Conditions

#### Pre-commencement

- Details and samples of all new external materials, including brickwork, bonding, pointing style, mortar mix, roofing materials, rainwater goods
- Detailed drawings including profiles of all new windows, external doors including information on materials, glazing and finishes.
- Detailed drawing including profile of the door canopy to the rear of Manor Court including materials and finish

Details of external pipe work, flues and vents

- Details of new joinery, including internal doors, architraves, skirting and staircase details
- Details of fire and sound proofing works/upgrading
- Details of method of repair of brick garden wall at Manor Court required including new brickwork where relevant, pointing style and mortar mix.
- Details of new boiler flues and vents
- Details of brickwork for boundary wall at unit 10
- Full details of boundary treatments including product details with materials and finish
- Details of the means of surfacing and marking out the car parking spaces
- Details of lighting plan
- Details of location of boiler flues and TV aerials on the Office Barn
- Recording up to Historic England level 4 prior to works taking place on site

# General (for LBC)

- Obscure glazing shall use traditional etched glass in order to preserve the character of the listed building.
- Rainwater goods should be constructed in cast iron in order to preserve the character of the listed buildings.
- The basement of Manor Court shall not be waterproofed or tanked in anyway in order to preserve the special architectural and historic interest of the listed building
- The existing wall between the farmyard and parking area is to be retained in order to preserve the setting of the listed barn, Harmondsworth Barn..
- No further additions to Manor Court to preserve the character and special interest of the listed building.
- -Management Plan and future maintenance plans to be agreed

#### TREE AND LANDSCAPE OFFICER

This site is occupied by a complex of buildings, courtyards, car parks and amenity space to the west of St Mary's Church. The site is dominated by historic listed building including Harmondsworth Barn, Manor Lodge, the Stables and a granary. The site was developed in the 1990's to provide office buildings and external works which were carefully designed around the farmyard court to complement the setting of the historic buildings and minimise the visual impact of the new buildings on the old. The area is covered by TPO 30 which includes a number of trees (T43, T44 and G2) within the garden of Manor Lodge. The site also lies within the Harmondsworth Village Conservation Area and designated Green Belt.

COMMENT: No trees will be affected by the proposed change of use. The D&AS sets out the objectives for the landscape design prepared by DCCLA. One of the aims is to avoid 'any formal landscaping in the courtyard, due to the impact that might have on the historic character of the courtyard. However, the courtyard in front of the Tithe Barn was designed to be informal and uncluttered with informal perimeters edge with wildflower meadows. The central gravelled area in front of the Tithe Barn is a discretely reinforced fire path and should not be blocked or compromised. The trees and grass with parking opposite the front of the Tithe Barn will have an urbanising effect on the setting of the listed barn. This area was originally to be seeded and managed as a wildflower meadow. Otherwise, there is no stated design strategy for the site.

The development of the site and conversion of office accommodation to residential will be accompanied by the need for car parking, private / communal amenity space, and the incorporation of space and site furniture to meet the functional requirements of security, lighting, bin and bike storage. All of these requirements will need sensitive siting and detailing to ensure that they do not detract from the setting of the historic buildings.

RECOMMENDATION: While there is no objection to the change of use needed to re-vitalise the site, the aesthetic integrity of the site must be respected. A robust landscape design strategy /statement is required to explain and support the site masterplan and design rationale. Once this has been agreed landscape conditions should include RE8, RES9 (parts 1,2,4,5 and 6) and RES10.

(Officer Note: A Landscape Strategy has been submitted and amendments to the landscape scheme have been undertaken to address areas of concern).

#### **ACCESS OFFICER**

I have considered the detail of this planning application and have no comments to make at this time.

## WASTE MANAGER

Space is allocated for waste storage which is good practice. The use of 5 x 1,100 litre wheeled bins shown would be sufficient for the waste and recycling produced. Arrangements should be made for the cleansing of the bin stores with water and disinfectant. A hose union tap should be installed for the water supply. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than1:20) towards the drainage points. The material used for the floor should be 100 mm thick to withstand the weight of the bulk bins. Ideally the walls of the bin storage areas should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61. I would recommend just a single gate / door of the bin stores; instead of the multiple door double gates shown. This needs need to be made of metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Again the doorway should allow clearance of 150 mm either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved

in and out of the chamber. The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard). The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle. I have a concern over the smooth resin surface. This would only be suitable if the surface were akin to concrete or laid paving slabs. The access roads must be made strong enough to withstand the load of a 26 tonne refuse collection vehicle.

# **HIGHWAY ENGINEER**

This application is for the alteration and conversion of existing buildings on Manor Lodge site at High Street Harmondsworth. These listed buildings are part of a wider complex of listed buildings in the area. The existing buildings in this application have been used as an office (903 sq.m) but it does have approval as a care home but that use has not been implemented. Access to the site is from Moor Lane/High Street which is a narrow distributor road through the area. The site has a PTAL value of 1b (poor) so there will be a very strong reliance on private cars for trip making at this site.

A Transport Statement by Milestone has been provided in support of the application. The application involves the creation of 6x1b+6x2b+3x3/4b units on the site along with 28 car parking spaces and as many as 17 cycle parking spaces along with refuse/recycling bin stores. This level of car parking is in keeping with the Council's car parking policy. The TS suggests that the traffic generation at the site will be less than existing with proposed use in place.

There has been some comments received by English Heritage Trust relating to access rights over the site and if those rights are applicable then the layout of the proposed scheme would need amendment. There a number of parking spaces which are planned to have grasscrete surfacing which is not ideal for permanent resident parking. These same spaces also seem to have access issues.

# Additional comments 2/5/19

The two identified aspects that required remedy/attention were related to:-

- A) The use of 'grasscrete' for residential parking purposes and
- B) The assurance of unfettered access to and from Harmondsworth Barn.

With regard to point A, the applicant has removed the proposed 'grasscrete' spaces which were presumably provided as an overspill parking provision. The scenario is now considered acceptable and remedies the original concern raised.

In terms of point B, the site envelope takes access from the High Street with a transition from an adopted public highway to a private access way which commences and runs adjacent from the Five Bells public house due west. The applicant has reaffirmed that the existing arrangements of access to the Grade 1 listed barn will be shared with the development proposal and maintained in perpetuity. The plan layout as presented within the submission confirms this statement hence the arrangement is considered non-prejudicial to the functioning and convenience of Harmondsworth Barn.

# 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

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not exacerbate congestion or parking stress, subject to appropriate planning conditions, 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).

# **ENVIRONMENTAL PROTECTION UNIT**

I have read through the submitted documents and I have no objections to the proposal. The following condition should be attached to ensure that acceptable noise levels are achieved indoors and a reasonable degree of peaceful enjoyment of gardens and amenity areas.

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.

INFORMATIVES: Standard informative for Demolition and Construction:

# FLOOD AND DRAINAGE OFFICER

Concept and Outline plans are accepted. All information requested and queries raised have been appropriately addressed and accepted by the Lead Local Flood Authority (LLFA).

Lanmore to now supply full Detailed Design for the surface water drainage and SuDS on site, including any construction phasing plans, for final approval by LLFA.

The plans have evolved in a positive fashion since the first iterations received and those from Taylor and Boyd. However, it is recommended that development should not commence or any associated drainage/flooding conditions be approved until the Lead Local Flood Authority (LLFA) has agreed the final drainage strategy for the site.

30.10.18

The Drainage proposals discount rainwater harvesting across the site however there is considerable landscaping which would benefit from the provision of water butts, which will be considered favourably. It is recognised that the buildings as listed may preclude the provision of green roofs. The site is shown to be suitable for infiltration and tests have been undertaken to demonstrate this. However there is considerable existing hard standing and it is not clear where and what the existing soakaways are located and will serve and how the main access will be drained, as it is not clear from the drawings if this surfacing is to be replaced. Grasscrete is proposed in one small area, which if used very infrequently could appear aesthetically appropriate. However if this area is to be used more frequently the grass is likely to die out and will not enhance the area.

(Officer Note: Grasscrete has been deleted from the scheme. Detailed drainage proposals are secured by condition.)

# S106 AND VIABILITY OFFICER

The application scheme proposes to redevelop the site to provide 15 residential units, comprising 8 flats and 7 houses. The applicant's agent submitted its Financial Viability Apprasial (FVA) report in 2018.

The agent proposed a 100% private scheme based on the outputs from their appraisal. According to their assumptions, and benchmarking against their opinion of the site's benchmark land value, the scheme results in a profit margin of 14.3%, which they indicate is below the range typically required on London schemes.

The Council appointed third party FVA assessor to review the submitted FVA. The assessor reviewed the FVA and considered a number of the inputs to be overstated and made adjustments to: Benchmark Land Value (specifically the landowner's premium being applied), construction costs and developer's profit.

Based on the FVA Review analysis, the assessor arrived at a project surplus of £106,000 above Benchmark Land Value, based on a target profit margin of 17.5% on value which the assessor believed to be reasonable for a scheme of this nature. The assessor is of the opinion that a payment in lieu of affordable housing could be offered. Their modelling indicates that a payment of £106,000 could be supported.

#### Conclusions

Planning consent should be subject to S106 agreement including Heads of Terms:-

- · financial contribution of £106,000 in lieu of affordable housing provision
- · affordable housing review mechanism; and
- · all other relevant heads of terms contributions

#### 7. MAIN PLANNING ISSUES

# 7.01 The principle of the development

The application site comprises a Grade II Listed and curtilage buildings. Furthermore, it falls within a Conservation Area and partly within the Green Belt. Accordingly, in considering the principle of the development, due consideration must be given to these land use designations, in addition to the acceptability of the loss of the existing authorised use.

# **Manor Court**

Current local, London Plan and national planning policies seek to preserve and protect heritage assets, including Listed Buildings and Conservation Areas. However, they are not prescriptive over the types of use appropriate for such designations.

Notably, Local Plan: Part 2 Policy BE12 confirms that whilst listed buildings should preferably remain in their historic use, an alternative use will be permitted if it is appropriate to secure the renovation and subsequent preservation of the building.

With regard to the loss of the previous B1 office use, the principle of this has already been established via the 2008 consent (ref: 27256/APP/2007/2127) for conversion of the property into a residential care home and subsequently to a HMO (ref:25525/APP/2016/1091), albeit the latter on a temporary basis. It is not considered that there has been any significant change in policy since the time of those consents which would mean the loss of B1 use is no longer acceptable.

With regard to the loss of the care home and HMO uses, it must be noted that current planning policies seek to encourage a wide mix of residential uses to meet housing needs. Accordingly, this would not in itself preclude the change of use of the Manor Lodge to an alternative residential use. Furthermore, Local Plan Part 2 Policy H8 generally seeks to support the change of use of non-residential uses to residential use, providing other Local Plan objectives can be met.

The subdivision of the house into two units, although not ideal, is supported, as the associated internal and external changes do not adversely effect the layout or appearance of the building, and retain historic features and fabric. The acceptability of this proposed change of use has also been considered in terms of, and balanced against the benefits of securing the long term future of the site.

# Stables and Office Barn

The site is not a designated Industrial or Business Area in the adopted UDP or the Hillingdon Local Plan: Part 1- Strategic Policies, Employment and Land Map. Saved Local Plan Part 2 Policy LE4 relates to the loss of employment land outside identified Industrial and Business Areas. Briefly, Policy LE4 protects such uses unless:

- 1. The existing use seriously affects amenity, through disturbance to neighbours, visual intrusion, or an adverse impact on the character of the area;
- 2. The site is unsuitable for industrial or similar redevelopment due to its size, shape, location or lack of vehicular access;
- 3. There is no realistic prospect of the land being used for industrial, warehousing or employment generating land uses in the future;
- 4. The proposed use is in accordance with the Council's regeneration policies.

The Local Plan lists individual strategic policies including Policy E1 relating to Managing the Supply of Employment Land and states the Council will accommodate growth by protecting Strategic Industrial Locations and the designation of Locally Significant Industrial Sites (LSIS) and Locally Significant Employment Locations (LSEL), including the designation of 13.63 hectares of new employment land. The site does not fall within a LSIS or LSEL.

Any proposals for redevelopment of the site for employment generating uses in the future would be assessed against impact on amenity. It is considered that residential use of the site would be compatible with the residential properties directly adjacent to the site

It is acknowledged that the existing office buildings have been vacant for some time, with efforts made to let them for office purposes but without success. In view of this, there is considered to be no objection in principle to their conversion to residential use, in terms of Policy LE4 (3).

#### Green Belt

The Stables and Office Barn are located within the Green Belt. The NPPF states that that re-use of buildings in the Green Belt, provided that the buildings are of permanent and substantial construction, is not inappropriate development within the Green Belt.

Given that both buildings are of solid construction, they are considered appropriate for reuse. Therefore in terms of national Green Belt policy, the conversion of these elements of the scheme to residential development in the form of residential units is acceptable in principle.

Local Plan: Part 2 Policy OL4 allows minor alterations to buildings within the Green Belt providing the development would not significantly impact on the visual amenities or the openness of the Green Belt. This general principle is reiterated in NPPF. Only minor alterations are proposed to the building and external landscape and accordingly, the development is considered to comply with the relevant policies in this instance.

In terms of usage, the Stables and Office Barn were last used as offices and as such was inappropriate development in the Green Belt. Comparing the impact on the Green Belt of the existing authorised use with the proposed conversion for residential purposes, the impact in terms of activity is considered to be comparable. Therefore, as the proposed use does not have a materially greater impact in terms of its use than the former use on the openness of the Green Belt, the proposed conversion is considered to be in accordance with Saved UDP Policy OL1.

# Proposed Residentail Use

The National Planning Policy Framework (NPPF) seeks to significantly boost the supply of housing and as such, the supply of housing is considered to be a public benefit. The NPPF supports the delivery of a wide choice of high quality homes, widening opportunities for home ownership and the creation of sustainable, inclusive and mixed communities. London Plan Policy 3.3 recognises the need for more homes in London in order to promote opportunity and provide a real choice for all Londoners.

For Hillingdon, the London Plan sets a housing delivery target of a minimum of 5,593 new homes between 2015 and 2025 (559 per annum). Local Plan Policy H1 seeks to maximise the supply of additional housing in the borough and states the Council will meet and exceed its minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies. Policy at local, regional and national levels therefore acknowledges the need to provide new homes. It is considered that the nature and deliverability of the proposed development would contribute positively and actively to meeting the overall housing requirement for Hillingdon over the Local Plan period.

Policy H8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is relevant to the current proposal in that is states that a change of use from non residential to residential will only be permitted if;

- (i) a satisfactory residential environment can be achieved;
- (ii) the existing use is unlikely to meet demand for such
- (iii) the proposal is consistent with the other objectives of the plan.

It is acknowledged that the existing office buildings have been vacant for some time, with efforts made to let them for office purposes but without success. In view of this, there is considered to be no objection in principle to their conversion to residential use, in terms of Policy H8 (ii).

As set out elsewhere in this report, it is also considered that a satisfactory residential environment could potentially be created for all of the future occupiers. The scheme is therefore considered to accord with criteria (i). Provided the proposed scheme is not considered to be contrary to Green Belt and Heritage policies as a result of the conversions, the scheme would accord with criteria (iii) of this policy and no objection would be raised to the redevelopment of the stables and office barn for residential use.

On the basis of the above and notwithstanding the Listed Building, Conservation Area and Green Belt designations applicable to this part of the site, the proposal is considered to comply with relevant planning policy, such that no objections are raised to the principle of the development, subject to site specific criteria being met.

# 7.02 Density of the proposed development

Policy 3.4 of the London Plan (2016) seeks for new developments to achieve the maximum possible density which is compatible with the local context. Table 3.2 establishes a density

matrix to establish a strategic framework for appropriate densities at different locations.

Site densities are of only limited value when considering the suitability of housing schemes of this scale. The London Plan (2016) advises that an appropriate residential density for the site would range from 150 -200 habitable rooms per hectare (hr/ha) and 50 -75 units per hectare (u/ha) for units with a typical size of 2.7 - 3.0 habitable rooms per unit (hr/u).

The development would result in a density of 19 units per hectare, which would be below the range of acceptability for a site at this location. Whilst the proposed density in terms of units per hectare is below that set out in the London Plan, the location of the scheme in the Green Belt and / or within the curtilage of a listed building would result in higher density development being inappropriate. No objections are therefore raised to the low density of the proposed development in this case. Therefore, in terms of density, the proposal would be considered acceptable and would secure the optimum potential of the site, in accordance with policy 3.4 of the London Plan (2016).

# **UNIT MIX**

Policy 3.8 'Housing Choice' of the London Plan (2016) encourages a full range of housing choice and policies H4 and H5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) seek to ensure a practicable mix of housing units are provided within residential schemes. These policies are supported by the London Plan Housing SPG, which seeks to secure family accommodation within residential schemes, particularly within the social rented sector, and sets strategic guidance for Council's in assessing their local needs. Policy 3.11 of the London Plan states that within affordable housing provision, priority should be accorded to family housing.

15 units are proposed in total.

Manor Lodge - 2 units (2 x 4 bedroom houses)

The Stables - 8 units (6 x 1 bedroom flats and 2 x 2 bedroom houses

The Office Barn -5 units (1x studio flat, 1 x 1 bedroom flat, 2 x 2 bedroom houses and 1 x 3 bedroom houses).

This mix of units is considered appropriate for this location. The proposed development in this respect accords with the requirements of national policy and the Development Plan, by making effective and efficient use of brownfield land and delivering a good proportion of larger family homes.

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

The site is within the Harmondsworth Conservation Area. The Manor Lodge is grade II listed and the site as a whole forms a significant component in the Conservation Area. Of particular relevance are Saved Policies BE8, BE9, BE10, BE11 and BE12 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012). These seek to ensure that any development involving listed buildings or curtilage structures does not have any detrimental impact on the overall value of the structure or building. In assessing the impact there are two main issues: the impact of the conversion of the building and the impact on the setting of the listed buildings in terms of the location of the additional development.

#### **ARCHAEOLOGY**

The NPPF accords great weight to the conservation of designated heritage assets and also non-designated heritage assets of equivalent interest. Heritage assets of local or

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

The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified for the Local Plan: Harmondsworth; Heathrow Area. Manor Farm dates to at least the early 15th century with the Great Barn being the only surviving element, although there is a potential for below ground remains of Manor Farm to survive. Additionally, the site lies in an area where highly significant archaeological remains, dating from the prehistoric through to the medieval periods have been recorded.

The Greater London Archaeological Advisory Service (GLAAS), having considered the proposals, concludes that the scale of the archaeological impact will be minimal, arising only from landscaping, the small extension to Manor Court and any new services. GLAAS advises that the archaeological impact could be sufficiently mitigated through the implementation of an archaeological watching brief during all works that would have a below ground impact. GLASS further concludes that although the development is likely to cause some harm to archaeological interest, this is not sufficient to justify refusal of planning permission, provided that a condition is applied to require an investigation to be undertaken to advance understanding. The archaeological interest should be conserved by attaching a condition requiring a written scheme of investigation (WSI).

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

### **CONSERVATION AREA**

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

The character of the Harmondsworth Village Conservation Area is primarily residential, though shops and public houses exist. The conservation area is centred on the historic core of the village around The Green. Overall within the conservation area there is a high rate of survival with much of the historic street layout being retained. In the historic core of the conservation area, including Manor Court, there is a mixture of medieval and post medieval structures of predominantly two or three storeys in height. Beyond the historic core, more recent development exists, the majority dating to the mid to late 20th century. In these areas there is also an increased scale.

As a result of the limited external alterations, it is considered that the proposal would not affect or detract from the significance of a number of assets within the Harmondsworth Village Conservation Area. It is considered that the proposed redevelopment will secure the viable re-use of the sensitive site in a way that is sympathetic to its heritage values and the heritage values of surrounding assets. In addition, the landscaping proposals, which reinstate an appropriate farmyard landscape character to Manor Court will better reveal the

significance of these heritage assets.

Overall, it is considered that the scheme will introduce a built form that is appropriate to its Conservation Area context and will improve the character of the area. The proposals will conserve and enhance the setting for the retained Manor House building and also enhance the quality of the conservation area, in compliance with Policies BE4 and BE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

#### SETTING OF LISTED BUILDINGS

Manor Court is located within the setting of a number of listed buildings. These include:

- The Great Barn, Manor Court (grade I) dating to 1467;
- ·Church of St Mary, High Street (grade II\*) a multiphase church with origins in the 12th century;
- •The Five Bells Inn, High Street (grade II) timber framed 17th century public house with 18th and 19th century alterations and facade; and
- ·The Sun House, High Street (grade II) 16th century timber framed house with brick facade

Due to the siting of the structures and the presence of existing intervening tree lines, it is considered that the Great Barn and Church of St Mary would be most capable of being affected by proposals to the buildings.

The Great Barn is a grade I listed structure, first designated on 1 March 1950. The significance of the barn is defined clearly within the List Description as deriving from architectural interest, historic interest, rarity, documentation, group value and setting. It has strong group value with the Church of St Mary, of Norman origins, and Manor Farmhouse, the successor to the medieval manor house, in what is still essentially a village setting. In terms of setting, it is those elements of the setting of the Great Barn and the configuration and form of the farmyard setting, (though altered and including modern development), which makes a strong positive contribution to the significance of the grade I listed building.

As with the Great Barn, the setting of the grade II\* listed Church of St Mary makes a strong positive contribution to its significance, due to its group value within a village setting and due to the presence surrounding assets, including the adjacent grade I listed barn. The Barn holds a strong link with the church, due to its early date and surrounding village development, which spans from the 16th century through to the present day.

The setting of the Five Bells Public House and Sun House is very much appreciated as part of an intact medieval and post medieval village setting. The buildings form part of a group along with the Tower House and The Vicarage. The church is also appreciated within the context of these buildings and contributes to the overall experience of the assets. However, the application site cannot be readily appreciated from the immediate context of these buildings.

Given the limited external alterations to the buildings and the the landscaping proposals, which reinstate an appropriate farmyard setting the wider site, it is considered that the proposal would not affect or detract from the significance of historic assets listed above. It is therefore considered that the proposal would not have a detrimental impact on the setting of heritage assets, in accordance with to Saved Policy BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

## 7.04 Airport safeguarding

There are no airport safeguarding issues related to this development. An informative will

however be included in the event that cranes were used on-site during the construction phase, albeit that this is highly unlikely as the works seek primarily to convert the existing buildings on site.

# 7.05 Impact on the green belt

Saved Policy OL2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks landscape improvements within the Green Belt. Saved Policy OL5 will only permit proposals for development adjacent to or conspicuous from the Green Belt if it would not harm the character and appearance of the Green Belt. Saved policy OL2 seeks the protection and enhancement of trees, woodland and landscape features.

The Stable Block and Office Barn lie within the Green Belt. Both buildings were last used as offices and as such were inappropriate development in the Green Belt. Comparing the impact on the Green Belt of the previous use with the proposed conversion of the blocks for residential, the impact in terms of activity is considered to be comparable. Therefore, the proposed use does not have a materially greater impact in terms of it's use than the former use on the openness of the Green Belt.

In terms of built form, the hard surfaced car park around the Office Barn will now comprise landscaped gardens for plots 11 to 15. Given that the proposal does not involve significant addition to the built form, the reduction of hard surfacing and the proposed landscape strategy, it is considered that the visual impacts of the proposal are unlikely to be of significant detriment to the character of the area, or the perception of openness of the Green Belt.

It is recommended that conditions be imposed to prevent sub-division of the garden areas and removal of permitted development rights for the houses, in order to control future development and to maintain the open farmyard setting of the complex in the proximity of the Great Barn. Subject to these conditions, it is not considered that the amenity and openness of the Green Belt would be harmed to a detrimental degree by the proposals, in accordance with Saved Policies OL1, OL2, OL5 and OL26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

# 7.07 Impact on the character & appearance of the area

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

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

The majority of the conversion works involve internal alterations, which are covered by the associated listed building consent application elsewhere on this agenda. With regard to

external changes, these are limited to a modest first floor extension at the rear of the Manor Lodge and changes to fenestration on the Stable and Office blocks. These are not considered to detract from the architectural composition of the existing structures or the character of the area.

A key part of the proposals are the landscaping works to the site. Broadly this involves the reconfiguration of parking arrangements, provision of new hardstanding, provision of new garden areas and the reinstatement of a pond. The design strategy envisages a landscape design which reflects the landscape and built context of the site. The design will retain the existing trees on the site and add further predominantly native trees. The revised parking arrangements alongside the introduction of more appropriate ground surfaces are considered to be a considerable benefit and will better reveal the significance of the listed buildings by providing a more traditional and historically accurate character within the yard.

Subject to details of external finishes and fenestration, together with details of hard and soft landscaping being secured by condition/s it is considered that the quality of the built environment is maintained. The proposed design and appearance of the development is therefore in accordance with Part 1 Policy BE1 of the Local Plan, Policies BE4, BE13, BE14, BE15, BE18, BE19 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), and London Plan Policies 7.1 to 7.8.

## 7.08 Impact on neighbours

Outlook and Light

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

There are no residential properties in close proximity to the site to the north, east or west. The nearest residential properties are in Blondell Close to the south of the site. The proposal complies with relevant guidance and is not considered to result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Similarly, is not considered that there would be a material loss of daylight or sunlight to any neighbouring residential property, in accordance with Policy BE20 of the Local Plan Part 2 and relevant design guidance.

## Privacy

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the design of new buildings should protect the privacy of occupiers and their neighbours. (HDAS) Supplementary Planning Document: Residential Layouts, also sets out a minimum distance of 21m between facing habitable room windows, as measured at a 45 degree line from the centre of the nearest first floor window. The proposal complies with relevant guidance and there would be no loss of privacy to adjoining occupiers. The development is therefore in accordance with Policy BE24 of the Local Plan Part 2 and relevant design guidance.

# 7.09 Living conditions for future occupiers

## **SPACE STANDARDS**

Policy 3.5 of the London Plan requires new development to be of the highest quality both internally and externally. Table 3.3 of the London Plan, together with the Mayor's Housing Standards and National Space Standards set out the internal size requirements for residential accommodation. The Schedule of Accommodation demonstrates that:

- The studio apartment meets the 37 sq.m requirement for a one bedroom,1 person, single storey dwelling;
- All the one bedroom units meet or exceed the minimum of 50 sq. m for a one bedroom, 2 person, single storey dwelling;
- · All the two bedroom houses meet or exceed the minimum of 79 sq. m for a two bedroom, 4 person, two storey dwelling;
- The three bedroom house at 109 sq m. meets and exceeds the minimum of 93 sq. m for a three bedroom, 5 person, two storey dwelling;
- Both the four bedroom units in the Manor Lodge are in excess of the minimum 103 sq. m requirement for a four bedroom, 5 person, 3 storey dwelling.

The proposed development therefore accords with relevant policy requirements on internal space standards and succeeds in providing a range and mix of unit sizes, including some four bedroom units, to help meet the requirement for family housing in the borough.

It is considered that the information in the submitted plans and documentation illustrate that standards could be achieved, in accordance with London Plan Policy 3.8 and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted January 2010.

## **External Amenity Areas**

Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (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 amenity space for flats and maisonettes and houses is provided:

- 1 bedroom flat / studio- 20m2 per flat
- 2 bedroom house 60 m2
- 3 bedroom house 60 m2
- 4 bedroom house 100 m2

The total HDAS requirement for this development equates to 640 m2.

The development includes a comprehensive landscape strategy designed to maximise useable private and communal amenity space. A total of 3,385 sq m of external amenity space has been provided in the form of private and communal garden areas. This far exceeds the recommended standards. The amenity space provided is therefore considered acceptable, in compliance with the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Saved Policy BE23 of the Local Plan.

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

The National Planning Policy Framework (NPPF) at section 9 (Promoting sustainable transport) states that plans and decisions should take account of whether safe and suitable

access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

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

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety Policy 6.3 of the London Plan requires development proposals to ensure that the impacts on transport capacity and the transport network are fully assessed.

## **Traffic Generation**

To assess traffic impact of the proposed development a Transport Assessment has been submitted in support of the proposed development. In summary, the report concludes that the traffic generation at the site will be less than the existing authorised uses on the site with proposed use in place. The Highway Engineer raises no objection in this regard.

## **Parking**

In terms of parking provision, 28 car parking spaces are proposed for the 15 units. This level of car parking is in keeping with the Council's car parking policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012 . The parking layout is considered satisfactory. 10% (3) of these spaces will achieve space standards for disabled parking in compliance with Policy AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012 . In addition, the proposed car parking provides for electric vehicle charging points (20% active and 20% passive). This equates to 6 active and 6 passive charging points, in compliance with London Plan standards. This can be secured by condition, in the event of an approval.

# Cycle parking

17 secure cycle parking spaces are proposed in dedicated cycle stores. This level of provision is considered satisfactory, in accordance with Policy AM9 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

#### Access

Access to the site will continue to be from Moor Lane/High Street which is a narrow distributor road through the area. With regard to internal access arrangements, there have been some comments received by English Heritage Trust relating to access rights over the site to the Great Barn. However the proposals do not impede access to the Trust's car parking area.

The parking spaces with grasscrete surfacing to the east of the Great Barn, which would potentially have access issues, have been deleted from the scheme.

#### Conclusion

It is considered that the network can accommodate the flows produced by the development without any severe impact. Overall, it is considered that the proposals strike the requisite balance between parking restraint, to promote alternative travel modes and the provision of adequate parking. It is considered that safe and suitable access to the site can be achieved and the residual cumulative impacts of development are not so severe as to prevent or refuse the proposed development on transport grounds.

# 7.11 Urban design, access and security

The scheme, including the landscape strategy has evolved during the pre-application and application process. It is considered that the proposed conversion, with minimal intervention to the existing built form, responds to site characteristics and ensures a good relationship with neighbouring land uses, in terms of protecting the openness of the green belt and the setting of important heritage assets nearby.

In terms of security, a condition is recommended in order to ensure that the development achieves 'Secure by Design' accreditation.

### 7.12 Disabled access

The London Borough of Hillingdon is committed to achieving the highest standards of access and inclusion. All buildings that are open to the public and all housing development schemes must be constructed according to the policies and design details as outlined in the SPG Hillingdon Design and Accessibility Statement (HDAS)Accessible Hillingdon.'

The London Plan (2016) and the Mayor of London's Housing Standards Policy transition Statement May 2015 (Implementation: October 2015) require that all residential units to be built in accordance with Part M4(2) of the Building Regulations 2010 (2015 Edition) and that 10% of the units be designed and constructed in accordance with Part M4(3) of the Building Regulations 2010 (2015 Edition). However, London Plan Policy 3.8, Footnote 1 advises that unlike the other standards in this Plan, Part M of the Building Regulations generally does not apply to dwellings resulting from a conversion or a change of use.

With regard to Blue Badge parking, the Greater London Authority's guidance on 'Wheelchair Accessible Housing' (September 2007), further states that "generally one blue badge parking space will be required for each wheelchair accessible unit, including those that would otherwise be car-free". 3 disabled parking bays have been provided for, in compliance with these standards.

# 7.13 Provision of affordable & special needs housing

The development would introduce a total of 15 dwellings, therefore triggering the affordable housing requirement threshold of 10 units as set out in London Plan policy 3.13. Policy H2 of the Hillingdon Local Plan: Part 1- Strategic Policies relates to Affordable Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. The Council notes however, that subject to the provision of robust evidence, it will adopt a degree of flexibility in its application of Policy H2 to take account of tenure needs in different parts of the borough as well as the viability of schemes. On this basis, 5 of the 15 units proposed in the scheme would have to be provided as affordable housing to comply with the requirements of Policy H2, to be secured by way of the S106 Agreement.

A full Financial Viability Appraisal (FVA) has been carried out in support of this application, which has been reviewed by an appropriately qualified, third party, financial consultant. The Council's assessor has confirmed based upon the assumptions and analysis set out in the FVA report, the proposed scheme is able to support an Affordable Housing Off-Site Contribution for the amount of £106,000, in lieu of on-site provision. This is to be secured via a S106 agreement.

It is recommended that an affordable housing review mechanism is secured, to ensure that if the scheme is delayed, its viability is re-assessed in the light of future economic conditions. The review mechanism will also form part of the S106 Agreement.

# 7.14 Trees, landscaping and Ecology

# TREES AND LANDSCAPING

Local Plan Part 2 Policy BE38 stresses the need to retain and enhance landscape features and provide for appropriate (hard and soft) landscaping in new developments. An arboricultural survey has been carried out making an assessment of existing trees on and within the vicinity of the site. In addition, a detailed landscape strategy has been provided to explain and support the site masterplan and design rationale. The design strategy and rationale behind the preparation of the Landscaping Plan envisages a landscape design which reflects the landscape and built context of the site. The design will retain the existing trees on the site and add further predominantly native trees.

A key part of the proposals are the landscaping works to the site. Broadly, this involves the reconfiguration of parking arrangements, provision of new garden areas, provision of new hardstanding and the reinstatement of a pond. New hardstanding is proposed in the form of a gravel bonded surface and permeable paving.

Parking reconfiguration seeks to remove parking from the central yard area, i.e. around the granary and grade I listed barn and to reinstate more organised parking arrangements away from the listed buildings, along with suitable hard surfaces. The revised parking arrangements alongside the introduction of more appropriate ground surfaces are considered to be a benefit and better reveal the significance of the listed buildings, by providing a more traditional and historically accurate character within the yard.

Proposals entail the reinstatement of the southernmost pond (just south of Manor Lodge). The provision of a pond in this location will reinstate a lost element of the historic landscaping of the farmyard. It is considered that this will result in an enhanced appreciation of the significance of the Great Barn (grade I) and Manor Lodge (grade II) and better reveal the historic surroundings of these structures.

The Tree and Landscape Officer notes that the development of the site and conversion of office accommodation to residential will be accompanied by the need for car parking, private / communal amenity space, and the incorporation of space and site furniture to meet the functional requirements of security, lighting, bin and bike storage. It is considered that these have been sensitively sited and detailed, to ensure that they do not detract from the setting of the historic buildings.

The Tree and Landscape Officer further notes that no trees will be affected by the proposed change of use. One of the aims is to avoid any formal landscaping in the courtyard, due to the impact that might have on the historic character of the courtyard. The courtyard in front of the Tithe Barn was designed to be informal and uncluttered, with informal perimeter edges and wildflower meadows. The central gravelled area in front of the Tithe Barn is a discreetly reinforced fire path and should not be blocked or compromised. As a result, the trees and grasscrete with overflow parking opposite the front of the Tithe Barn, which would have had an urbanising effect on the setting of the listed barn, have now been deleted from the scheme.

The applicants submit that the design proposes the use of high quality materials which are in keeping with the historical setting of the site. To this end, existing high quality landscape

elements will be retained where possible, including natural stone paving. All modern paving, including concrete paving, will be removed. All new surfacing will be natural stone products to match the predominantly yellow colours and hues of the existing retained building materials. Surface materials such as Yellow Limestone or Sandstone have been suggested. The materials for the hard surfaces, access driveway and parking bays will be resin bound gravel (Permeable).

Overall, it is considered that the landscape design will create an attractive setting for the existing buildings. The Tree and Landscape Officer raises no objections subject to conditions to ensure that the detailed proposals preserve and enhance the character and appearance of the area. It is considered that the scheme is on the whole acceptable and in compliance with Saved Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

## **ECOLOGY**

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

The current use and management regime of the site as an HMO and office complex with extensive hard surfacing, reduces the likely harm on protected species, as the existing environment is unlikely to provide suitable shelter or habitat for hibernating animals.

Bat surveys were conducted in 2016 and emergent surveys in June and July 2017. The initial assessment of the buildings found that the former Stable Block, the Office Barn and the Granary had moderate potential for rousting bats, with Manor Lodge having negligible potential. No bats were found using the Stable Block and Office Barn during the emergence surveys. However, bats were noted emerging from the Tithe Barn and St. Mary the Virgin Church alongside the eastern boundary of the site. Bats were noted foraging and commuting along the eastern and western boundaries of the site and occasionally around the front of the Stable Block around a tree. The report therefore recommends that sensitive lighting be employed in these areas, so that bats can continue to use these commuting and foraging areas. The applicants will not be proposing any major lighting scheme beyond modest low level amenity lighting on the buildings and near key pathways. This is to be controlled by condition. The report also recommends that two Schwegler 1 FQ bat boxes are attached to the exteriors of the Stable Block and the Office Barn.

In view of the length of time that has elapsed since the initial surveys, updated surveys may be required and this will be controlled by way of a suitably worded condition.

In terms of flora, the creation of long grass areas will also be a wildlife benefit as well as providing interest and texture to the site. The plant species used will include a number of native species, as well as those which are beneficial to wildlife by providing a food source (fruit and flower) or a refuge or nesting site (including hedging). Night scented flowers or night time nectar providers will attract moths which in turn will be a food source for the Long Eared Bat population in the local area. Species include Lonicera (Honeysuckle), Hebe and Caryopteris.

Given the above considerations, it is recommended that a condition requiring details of an

ecological enhancement, to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings is attached to any planning permission. Subject to compliance with this condition, it is considered that the ecological mitigation is satisfactory. The proposal therefore complies with Policy 7.19 of the London Plan which requires that development protects and enhances biodiversity, Local Plan Part 1 Policy EM7 and Policy EC2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

# 7.15 Sustainable waste management

Local Plan Policy EM11 requires proposed development to address waste management at all stages of a development life. London Plan Policy 5.17 requires suitable waste and recycling facilitates in all new developments. HDAS - New Residential Layouts provides further details on waste management to guide development proposals.

In order to address the above policies, the scheme incorporates provision for refuse and recycling in dedicated storage areas. The space is away from the amenity area providing suitable off road storage space for wheelie bins and recycling facilities. The facilities are easily and safely accessible from the refuse vehicle collection point.

## 7.16 Renewable energy / Sustainability

Policy 5.3 of the London Plan requires development proposals to demonstrate sustainable design standards are integral to the proposal. It requires major development proposals to meet minimum sustainable design standards set out in the Mayor's SPG. Policy 5.2 of the London Plan seeks to minimise carbon dioxide emissions and requires major residential developments to achieve a zero carbon standard. however if this cannot be achieved then a cash in lieu contribution will be sought.

A Sustainability and Energy Statement has been submitted in support of this application, which seeks to demonstrate how the proposed development can incorporate energy efficient design measures, how it addresses requirements for sustainable design and construction and meets the relevant policy requirements. The development will adopt sustainable design and construction techniques.

The project is a refurbishment. Consequently, whilst it is a major residential scheme, the application of the Zero Carbon policy needs to be considered on a case by case basis. The heritage status of the building and the surrounding area means that the application of zero carbon standards is heavily constrained. It is also agreed that the photovoltaic panels (PVs) originally proposed would not be a suitable solution for this site, given its heritage status. The Energy Strategy submitted with the application assessed the feasibility of incorporating other renewable energy technologies on the site. However, these were discounted on the basis of not being feasible/practical for this particular development.

In order to ensure the development provides an appropriate level of carbon savings, the tCO2 to be saved by the PVs on-site needs to be reflected in an off-site contribution. Given this, the applicant would be willing to pay a carbon offset payment of £11,340, rather than provide renewable technologies on site.

Subject to a legal agreement securing the carbon offset contribution, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

# 7.17 Flooding or Drainage Issues

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

The Council's Flood and Drainage Officer has assessed the submitted documentation and confirms that the concept and outline drainage strategy is accepted. All information requested and queries raised have been appropriately addressed and accepted. However, the Flood and Drainage Officer advises that the detailed drainage scheme should be submitted and agreed prior to commencement of development or before any associated drainage/flooding conditions are discharged.

It is considered that any outstanding issues can be addressed by the imposition of a suitably worded condition, in the event of an approval. Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with the Hillingdon Local Plan: Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan and the aspirations of the NPPF.

# 7.18 Noise or Air Quality Issues

NOISE

The Government's National Planning Policy Framework (NPPF) gives the Government's guidance on noise issues. Policy 7.15 of the London Plan seeks to reduce noise and minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of development proposals. The application site is located close to Heathrow Airport and the M4 Motorway. It is therefore reasonable to expect that air and road traffic is likely to be high enough to affect the residential amenities of future occupiers.

A noise assessment has been carried out in support of the application. The Noise Report concludes that the principle of residential accommodation in acceptable in this location, subject to mitigation measures outlined within the report. The assessment indicates that the majority of the site falls within Noise Exposure Category (NEC) 'B' for both day and night time periods, with noise levels at the top of the range particularly affecting the northern area of the site nearest the M4 Motorway. Some more protected areas of the site are in NEC 'A' at times.

The report acknowledges that the residential noise criteria in the SPD for outdoor living areas and outside bedroom windows are unlikely to be satisfied across the majority of the site. However, there are many other existing residential properties within the vicinity of the site and the guideline outdoor limits being exceeded should not in itself be considered a reason to refuse planning permission.

In areas where road traffic dominates, the noise levels in gardens could be reduced by installing suitable close boarded acoustic timber fencing, subject to heritage constraints. It is unlikely that aircraft noise will be significantly reduced by the addition of a noise barrier.

In terms of noise levels to habitable rooms, the highest facade sound insulation is required to bedrooms on the north rear facing facades of the Office Barn. Similar mitigation requirements would also be required to the first floor bedroom windows on the south, east

and west facades of the Manor Lodge and to the south and west facades of the Stables. Double glazed windows and trickle acoustically treated ventilators are likely to be sufficient and can be secured by conditions.

The Noise Assessment has been reviewed by the Council's Environmental Protection Unit (EPU). No objections are raised from EPU, subject to conditions requiring a sound insulation and ventilation scheme for protecting the proposed development from road and air traffic noise. Subject to compliance with these conditions, it is considered that the scheme would be in compliance with Policy OE5 of the Hillingdon Local Plan part 2.

## AIR QUALITY

The NPPF seeks to sustain and contribute towards compliance with relevant limit values or national objectives for pollutants and states that opportunities to improve air quality or mitigate impacts should be identified. London Plan Policy 7.14 requires that development proposals minimise increased exposure to poor air quality and are at least 'air quality neutral'. Policy 5.3 requires that proposals meet the minimum standards in the Mayor's supplementary planning guidance, which includes minimising air pollution.

Local Plan Part 1 Policy EM8 also stipulates that development should not cause deterioration in the local air quality levels and Local Plan Part 1 Policy EM1 seeks to address climate change mitigation by targeting areas of poor air quality for additional emissions reductions.

The site is located in an Air Quality Management Area (AQMA) due to exceedances of the annual mean Air Quality Objective for nitrogen dioxide. An Air Quality Assessment was submitted with the application. It concludes that the residual significance of potential air quality impacts is not significant.

Dispersion modelling was undertaken, in order to predict pollutant concentrations at the site, associated with emissions from the local highway network. The results indicated that predicted annual mean NO2 and PM10 concentrations were below the relevant Air Quality Objective at all locations across the development.

Predicted air quality impacts associated with the operation phase road vehicle exhaust emissions are predicted to be negligible. However, it is recommended that a condition be applied that requires that a low emission strategy is produced so that there are enough incentives for the use of ultra low emission vehicles by the residents. This will include the requirement of electric charging points as per minimum requirements.

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

## 7.19 Comments on Public Consultations

Submissions in Support

At the time of writing the report, in total 1 letter, supporting the proposals was received and is summarised in the preceding 'Consultees' section of the report.

Planning Officer Comment:

The comments received are noted and all relevant issues are addressed within the body of the report.

# Submissions in Objection

At the time of writing the report, 3 letters or internet representations have been received, together with a petition bearing 50 signatures have been received objecting to the proposal. The main issues raised are summarised in the preceding 'Consultees' section of the report.

# Planning Officer Comment:

The comments received are noted and all relevant issues are addressed within the body of the report.

# 7.20 Planning obligations

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

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

- (i) Construction Training: Either a construction training scheme delivered during the construction phase of the development or a financial contribution
- (ii) Affordable Housing: £106,000 in lieu of affordable housing on-site provision and an affordable housing review mechanism
- (iii) A Management Plan to secure the long term maintenance of the Manor Lodge, Stables Block and Granary Building.
- (iv) Carbon offset contribution of £11,340
- (v) The residents of this development not to be eligible for parking permits, apart from Blue Badge holders and a charge made against the site to ensure the future buyers are aware of the parking restrictions
- (vi) Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

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

# 7.21 Expediency of enforcement action

Not applicable.

# 7.22 Other Issues

None.

# 8. Observations of the Borough Solicitor

# General

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

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

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

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

## **Planning Conditions**

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

### Planning Obligations

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

## **Equalities and Human Rights**

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

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

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

# 9. Observations of the Director of Finance

Not applicable.

#### 10. CONCLUSION

It is considered that the discussions and negotiations between relevant parties on the heritage, design and layout of the development and the extent of amendments undertaken have yielded a scheme suitable for its context. The scheme will introduce a development that is appropriate to its Conservation Area context and the surrounding listed buildings in the area.

The archaeological position of the site has been extensively explored and has been satisfactorily addressed. In addition, access, parking, drainage, ecology and highway safety issues have been satisfactorily addressed.

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

The applicant has offered an acceptable package of contributions to be secured by way of a proposed S106 Agreement.

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

#### 11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 2012) Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

London Plan 2016

Emerging Hillingdon Local Plan Part 2 March 2019

National Planning Policy Framework (NPPF) 2019

The Greater London Authority Sustainable Design and Construction (2006)

Council's Supplementary Planning Guidance - Community Safety by Design

Council's Supplementary Planning Document - Air Quality

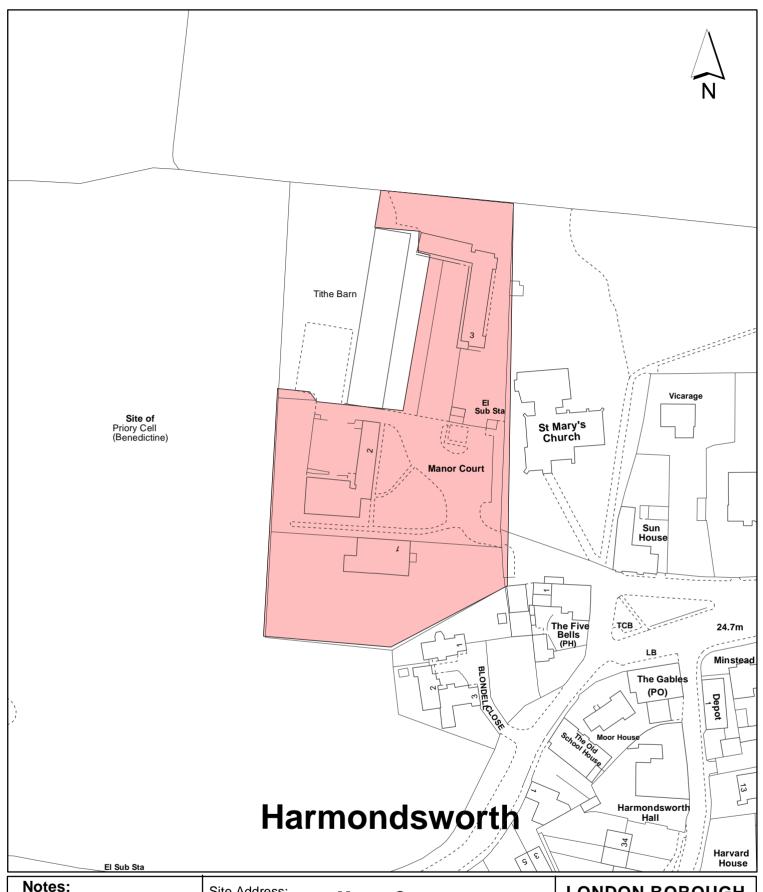
Hillingdon Supplementary Planning Document: Noise

Hillingdon Supplementary Planning Document: Planning Obligations

Hillingdon Supplementary Planning Document: Accessible Hillingdon (January 2010)

Airports National Policy Statement (June 2018).

Contact Officer: Karl Dafe Telephone No: 01895 250230





# Site boundary

For identification purposes only.

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Site Address:

**Manor Court High Street** Harmondsworth

Planning Application Ref:

27256/APP/2017/3723

Scale:

1:1,250

Planning Committee:

Major Page 82 Date:

**June 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 CHAILEY INDUSTRIAL ESTATE PUMP LANE HAYES

**Development:** Redevelopment of the site to provide three buildings ranging from 2 to 10

storeys in height delivering 331 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 (AMENDED MAY 2019).

**LBH Ref Nos**: 2102/APP/2018/4231

**Drawing Nos:** C0075 L100 Rev 01 - Ground Floor Landscape General Arrangemen

C0075 L101 Rev 01 - First Floor Landscape General Arrangement

T20E01 Rev 1B - Elevation Sheet 1 T20E02 Rev 1B - Elevation Sheet 2 T20E03 Rev 1B - Elevation Sheet 3 T20E04 Rev 1B - Elevation Sheet 4 T20E05 Rev 1B - Elevation Sheet 5 T20E06 Rev 1B - Elevation Sheet 6

FNH432-2001 Ground Floor Fire Strategy Plar FNH432-2002 Typical Floor Fire Strategy Plar C0075 L501 Rev 02 - Landscape Sections J and K

TC70P02 Rev 1A - Proposed Second Floor Plan Block C TC70P01 Rev 1A - Proposed First Floor Plan Block C

TC70P00 Rev 1A - Proposed Ground Floor Plan Block C

TC70P05 Rev 1A - Proposed Fifth Floor Plan Block C

TC70P04 Rev 1A - Proposed Fourth Floor Plan Block C TC70P03 Rev 1A - Proposed Third Floor Plan Block C

TD70P04 Rev 1A - Proposed Fourth Floor Paln Block D.

TD70P05 Rev 1A - Proposed Fifth Floor Paln Block D TD70P06 Rev 1A - Proposed Sixth Floor Paln Block D

TD70P00 Rev 1A - Proposed Ground Floor Pain Block D

TD70P03 Rev 1A - Proposed Third Floor Paln Block D

TD70P02 Rev 1A - Proposed Second Floor Paln Block D

TD70P01 Rev 1A- Proposed First Floor Paln Block D

TE70P02 Rev 1A- Proposed Second Floor Plan Block E. TE70P03 Rev 1A - Proposed Third Floor Plan Block E

TE70P03 Rev 1A - Proposed Trilld Floor Plan Block E

TE70P00 Rev 1A - Proposed Ground Floor Plan Block E

TE70P01 Rev 1A- Proposed First Floor Plan Block E

TE70P05 Rev 1A - Proposed Fifth Floor Plan Block E TE70P06 Rev 1A - Proposed Sixth Floor Plan Block E

TF70P04 Rev 1A - Proposed Fourth Floor Plan Block F

TF70P02 Rev 1A - Proposed Second Floor Plan Block F.

TF70P03 Rev 1A - Proposed Third Floor Plan Block F

TF70P05 Rev 1A - Proposed Fifth Floor Plan Block F TF70P06 Rev 1A - Proposed Sixth Floor Plan Block F.

TF70P07 Rev 1A - Proposed Seventh Floor Plan Block F

TF70P01 Rev 1A - Proposed First Floor Plan Block F

TF70P00 Rev 1A - Proposed Ground Floor Plan Block F

TG70P02 Rev 1A - Proposed Second Floor Plan Block G TG70P03 Rev 1A - Proposed Third Floor Plan Block G TG70P05 Rev 1A - Proposed Fifth Floor Plan Block G TG70P04 Rev 1A - Proposed Fourth Floor Plan Block G TG70P01 Rev 1A - Proposed First Floor Plan Block G TG70P07 Rev 1A - Proposed Seventh Floor Plan Block G TG70P10 Rev 1A - Proposed Tenth Floor Plan Block G TG70P06 Rev 1A - Proposed Sixth Floor Plan Block G TG70P00 Rev 1A - Proposed Ground Floor Plan Block G TG70P08 Rev 1A - Proposed Eighth + Ninth Floor Plan Block THJ70P02 Rev 1A - Proposed Second Floor Plan Blocks H-J. THJ70P05 Rev 1A - Proposed Fifth Floor Plan Blocks H-L THJ70P01 Rev 1A - Proposed First Floor Plan Blocks H-J THJ70P04 Rev 1A - Proposed Fourth Floor Plan Blocks H-THJ70P03 Rev 1A - Proposed Third Floor Plan Blocks H-L THJ70P00 Rev 1A - Proposed Ground Floor Plan Blocks H-T20S04 Rev 1B - Proposed Massing Sections ABC(1) T20S03 Rev 1B - Proposed Massing Section J(1) T20S01 Rev 1B - Proposed Massing Sections I(1) T20S00 Rev 1B - Proposed Massing Sections GH(1) T20S02 Rev 1B - Proposed Massing Sections LK(1) T20S05 Rev 1B - Proposed Massing Sections CDF(1) T21D03 Rev 1A - Bay Elevation Detail Study 3 T21D01 Rev 1A - Bay Elevation Detail Study 1 T21D05 Rev 1A - Bay Elevation Detail Study 5 T21D04 Rev 1A - Bay Elevation Detail Study 4 T21D02 Rev 1A - Bay Elevation Detail Study 2 T70D14 Rev 1A - Flat type 14 T70D04 Rev 1A - Flat type 04 T70D13 Rev 1A- Flat type 13 T70D07 Rev 1A - Flat type 07 T70D16 Rev 1A - Flat type 16 T70D22 Rev 1A - Flat type 22 T70D23 Rev 1A - Flat type 23 T70D37 Rev 1A - Flat type 37 T70D65 Rev 1A - Flat type 65 T70D71 Rev 1A - Flat type 71 T70D69 Rev 1A - Flat type 69 T70D74 Rev 1A - Flat type 74 T70D76 Rev 1A - Flat type 76. T90P00 Rev 1A - Boundary Treatment Pla Chailey Industrial Estate - Daylight + Sunlight No 181130 - 6083 - Chailey Industrial Estate - DAS - F 181130 - 6083 - Chailey Industrial Estate - DAS - F 181130 - 6083 - Chailey Industrial Estate - DAS - F 181130 - 6083 - Chailey Industrial Estate - DAS - F 181130 - 6083 - Chailey Industrial Estate - DAS - F 181130 - 6083 - Chailey Industrial Estate - DAS - F 181130 - 6083 - Chailey Industrial Estate - DAS - F 181130 - 6083 - Chailey Industrial Estate - DAS - F

181130 - 6083 - Chailey Industrial Estate - DAS - F 181130 - 6083 - Chailey Industrial Estate - DAS -T10P00 - Existing Site Floor Plan. T10E01 - Existing Elevation Sheet 1 T10E03 - Existing Elevation Sheet 3 T10E06 - Existing Elevation Sheet 6 T10E02 - Existing Elevation Sheet 2 T10E05 - Existing Elevation Sheet 5 T10E04 - Existing Elevation Sheet 4 T20P03 Rev 1A - Proposed Third Floor Plan T20P07 Rev 1A - Proposed Seventh Floor Plan. T20P04 Rev 1A - Proposed Fourth Floor Plan T20P02 Rev 1A - Proposed Second Floor Plan T20P06 Rev 1A - Proposed Sixth Floor Plan T20P05 Rev 1A - Proposed Fifth Floor Plan. TA70P02 Rev 1A - Proposed Second Floor Plan Block A TA70P01 Rev 1A - Proposed First Floor Plan Block A TA70P03 Rev 1A - Proposed Third Floor Plan Block A TA70P04 Rev 1A - Proposed Fourth Floor Plan Block A TA70P00 Rev 1A - Proposed Ground Floor Plan Block F TB70P02 Rev 1A - Proposed Second Floor Plan Block B TB70P03 Rev 1A - Proposed Third Floor Plan Block B T95P00 Rev 1A - Location Plan T20P08 Rev 1A Proposed Eighth and Ninth Floor Plan T20P00 Rev 1D - Proposed Ground Floor Plan Air Quality Assessment Comments Air Quality Neutral Assessment T20E22 Rev 1B - Elevation Sheet 2 T20E23 Rev 1B - Elevation Sheet 3 T20E24 Rev 1B - Elevation Sheet 4 T20E25 Rev 1B - Elevation Sheet 5 T20E26 Rev 1B - Elevation Sheet 6 T20E21 Rev 1B - Elevation Sheet 1 TB70P00 Rev 1B - Proposed Ground Floor Plan Block B TB70P01 Rev 1B - Proposed First Floor Plan Block B

 Date Plans Received:
 04/12/2018
 Date(s) of Amendment(s):
 04/04/2019

 Date Application Valid:
 11/12/2018
 20/03/2019

04/12/2018 17/05/2019 20/02/2019

# **DEFERRED ON 4th April 2019 FOR SITE VISIT.**

Members will recall that this application was originally presented to the Major Applications Planning Committee meeting on 04/04/19 where Members resolved to defer the application. The minutes from that meeting are provided below:

'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 Regeneration 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 Regeneration 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.'

## SITE VISIT

Committee Members will undertake a site visit on 14/06/19

## PROPOSED SCHEME- REVISIONS RECEIVED

Following the discussions at Planning Committee the applicant has amended the proposals and a full re-consultation process has been undertaken which expired on the 23/05/19.

The proposed development has been amended and clarified as follows:

- 1. Deletion of the 11th storey within block G resulting in the loss of two residential units and reduction in maximum height to 10 storeys.
- 2. Amendments to Block A + B in which the podium level has been setback between 7.1m to 7.6m from the southern shared boundary with No. 20 Chalfont Road. In addition, the service stairs have been internalised and the landscape proposals on the podium level have been amended to prevent potential overlooking into the rear gardens of the neighbouring properties which run along Little Road.
- 3. A Framework Delivery and Service Management Plan has been submitted which has been prepared based on the requirements of the proposed draft Condition 34. This document specifically focuses on the framework to manage the delivery and servicing activities associated with the development. The Framework Delivery and Service Management Plan also includes commentary on the refuse arrangements in which relevant storage provision and travel distances can be achieved by a management solution.
- 4. The applicant has proposed two additional Heads of Terms:
- 1) Onsite parking review, in which the applicant will carry out a review of the utilisation of the car parking provided following occupation and explore potential measures should the demand for car parking exceed the on-site provision.
- 2) A commitment to work with the owner of the adjacent site to deliver a landscaping scheme along the common boundary should planning permission be granted for both sites within a reasonable timeframe.
- 5. A full fire strategy has been incorporated into the scheme (FNH432-2001 Ground Floor Fire Strategy Plan and FNH432-2002 Typical Floor Fire Strategy Plan) and the developer has confirmed that they would be happy to accept a planning condition to ensure that the approved materials, i.e. brick will be used and no cladding will be used. It should be noted however that Condition number 4 is an existing materials condition that would control such elements and as such this condition has been amended to confirm no cladding is to be used in the development.
- 6. The applicants have agreed to install higher acoustic fencing along the sites southern boundary where the site adjoins industrial premises. Condition 5 has been amended to secure details of such a fence in this location.

The applicants have advised that they are still reviewing solutions to restrict motorcycle access from Chalfont Road, while maintaining the pedestrian and emergency vehicle access and permeability through the site. These details will be captured by condition and any proposed solution will be reviewed by Council Highways Engineers, the Council Access Officer and the Metropolitan Police Designing out Crime Officer.

#### CONSULTATION RESPONSES RECEIVED:

## PUBLIC/NEIGHBOUR CONSULTATION RESPONSES:

Re-consultation letters and emails were sent to 198 local owner/occupiers and the re-consultation period expired on 23/05/19. The following responses have been received:

1 petition in objection to the proposals. The petition in objection to the proposals has 104 signatures and is summarised below as a full copy has been sent to all Members of the planning committee

OBJECT to this application for the following reasons:

- High risk of air pollution, appalling air quality Hillingdon and Hayes is already included in a "Focus Area" where air quality limits are exceeded and is a risk to public exposure.
- Density (site density is greater than the council's recommendation, overcapacity)
- High Rise building hazard/safety big issues impact on houses for both roads inappropriate building not in character with current family housing. Risk of cladding utilised for building
- Loss of light/overlooking
- Loss of privacy too close to houses direct view into current houses.
- Traffic generation (Congestion traffic increase by site of Southall works and Nestle's site development and increased access into Hayes Town via Crown Close and Station Road)
- Increased vulnerability to large scale fire risk
- Gentrification and social cleansing
- inadequacy of parking congestion in Hayes Town new opening into Southall works will add to congestion
- increase in Crime if access is open from Chalfont/Little Road, Police will have issues maintaining/policing
- increased pollution from high volumes of dust/smells/infestations leading to health issues Asthma/skin infections see attached pictures of current construction in the vicinity Chalfont House demolition and Nestle's factory viewed from 1 Chalfont Road Hayes.
- Noise disturbance as a result of use
- Loss of trees
- Damage to the environment
- Vulnerability to the surroundings
- Chalfont Road is a small cul-de-sac of 20 homes, we do not want public access to our road as parking is restricted
- Little Road has 38 houses already congested with restricted parking, we do not want public access.

22 objectors have commented on the application. Most of the objection reasons have been covered in the original committee report (section '6. Consultation'), however the following additional objections have been raised:

- Increase in footpath
- Light pollution
- Emergency vehicles will be able to use Chalfont Road, resulting in noise and disturbance
- The demolition of the Nestle factory is resulting in a health related impact including respiratory and skin reactions
- Over supply of housing

- Affordable Housing is below 35%
- The developer is already advertising "register your interest now", which to the general public indicates that a decision on the site has already been made. This is in conflict with a clear, fair and transparent decision making process.
- Many residents have reported that they have not received any communication (post or email)
- Sustainability

(Officer Comments: It is noted that some residents assert that they have not received reconsultation letters, however letters and emails were issued with sufficient time provided to all residents to provide comments.)

# STATUTORY CONSULTEE COMMENTS RECEIVED:

# NATIONAL AIR TRAFFIC SERVICES (NATS)

I have looked at the proposed changes and note the reduction in height. As such, NATS's position remains unchanged and the previously agreed planning conditions remain appropriate.

# HIGHWAYS ENGLAND

No objection

## TRANSPORT FOR LONDON (TfL)

Following discussion with Fairview, the developer of site, please note that total amount of financial contribution toward A312 Bulls Bridge Healthy Street improvement has been agreed at the amount of £197,189, this includes the £25,000 previously agreed with LB Hillingdon. TfL will therefore expect this figure will be reflected on the Draft s106 agreement to be submitted for Mayor's Stage 2 referral in the near future.

## **HEATHROW AIRPORT LIMITED**

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions detailed below:

# H10 Radar Mitigation Condition

No Development can take place until:

- Mitigation has been agreed and put in place to ensure that the proposed development will have no impact on the H10 Radar at Heathrow Airport.

Reason: To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

# Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the flat roofs to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

#### Information

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Heathrow Airside Operations staff. In some instances it may be necessary to contact Heathrow Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

We will need to object to these proposals unless the above-mentioned conditions are applied to any planning permission.

We would also make the following observations:

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Heathrow Airport Ltd, or not to attach conditions which Heathrow Airport Ltd has advised, it shall notify Heathrow Airport Ltd, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

# Case Officer's comments:

Both NATS and HAL have requested similar conditions with regards to the H10 Radar at Heathrow. To avoid repetition a set of conditions have been proposed by the case officer to cover the above requirements that have been agreed as acceptable in writing by both NATS and HAL. These conditions are recommended to be attached to any grant of planning consent.

## NATURAL ENGLAND

The advice provided in our previous response applies equally to this amendment although we made no objection to the original proposal. The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

#### CANAL AND RIVERS TRUST

We welcome the proposed increased connectivity through the site from Pump Lane to the south and west, including Chalfont Road/Silverdale Road and access to the canal and onwards to Hayes and Harlington Station/Crossrail and other destinations. The proposals appear to include a lot of parking, and only one parking space for a proposed car club. The target mode share for all sustainable modes (52%), including walking (8%) and cycling (3%) is unambitious, particularly in the context of the Mayor's target for 80%. The Transport Assessment Permeability Study has only examined the highway network for the Cycling Level of Services Assessment, and does not include the Grand Union Canal Quietway on the canal towpath.

Given the large number of new residential units and commercial activity, the increased use of the canal towpath for access and amenity should be mitigated by a developer contribution toward the upgrading of the towpath for walking and cycling, and we welcome the proposed inclusion of a "Pedestrian and Cycle Improvements Contribution" in the draft S106 heads of terms. We also note the Travel Plan indicates an intention to "improve access to the Grand Union Canal (GUC) towpath from Silverdale Road and upgrade the standard of the towpath", which we also welcome. We recommend that the provision of wayfinding should be included in the proposals to encourage the use of the improved connections by pedestrians and cyclists, and to promote the presence of the canal and GUC Quietway for use as a sustainable transport connection, and amenity and leisure resource.

The green space and amenity of the canal is not mentioned in the Transport Assessment, Travel Plan or Design and Access Statement. We recommend that access to the canal and GUC Quietway route to wider destinations is promoted through the Travel Information Pack to ensure residents are aware of the amenity resource and sustainable transport route available on their doorstep. The Residential Travel Plan: Action Plan should include "Hard Measures" of wayfinding within and locally to the site to promote walking and cycling routes, including to the canal/GUC Quietway route. "Soft Measures": Cycling and walking route maps should include the canal towpath showing access to locations and green space further afield.

#### Case Officer comments:

The applicant has agreed to a Grand Union Canal Quiet Way contribution of £50,000, a Pedestrian and Cycle improvements contribution of £250,000 and a Healthy Streets Contribution towards Bulls Bridge upto £197,189. This is in addition to both a Residential Travel Plan (with £20,000 bond) and Commercial Travel Plan (with £20,000 bond). The above comments have been shared with the applicant. It should also be noted that two car club spaces are proposed.

## INTERNAL CONSULTEES

# **ACCESS OFFICER**

This proposal appears to meet the technical considerations to satisfy accessible housing standards, namely M4(2) and M4(3), as required by London Plan policy 3.8 (c) and (d). However, detail is lacking on the following design elements to meet London Plan policy 3.1 (Ensuring Equal Life Chances), 3.5 (Quality and Design of Housing) and 7.2 (Inclusive Environment):

- 1. A detailed plan should be submitted to demonstrate how the proposed Home Zone:
- a. successfully alerts motorists, cyclists and pedestrians to the shared surface environment;
- b. achieves clear wayfinding for blind and partially sighted people; a design that minimises the risk of blind people straying into the path of moving vehicles;
- c. rationalises use of bollards and similar obstacles;
- d. defines car spaces to ensure vehicles are parked only in designated places;
- e. introduces measures that force slow vehicle movement;
- f. would be legible to aid navigation; it should be possible to easily differentiate one area of the development from another.
- 2. A drop-off point for door-to-door service providers, to include large Dial-A-Ride vehicles, should be provided
- 3. 10% of Affordable Housing units would be required to satisfy the design standards for an M4(3) Wheelchair Accessible unit.
- 4. A floor plan at no less than 1:100 should be submitted for each of the different M4(3) units. Al details, to include transfer zones, wheelchair storage area, and other spatial requirements within bedrooms, bathrooms, living and dining areas, should be shown on a separate plan for

every different unit type.

- 5. All remaining units must be designed to the standards for Category 2 M4(2) Accessible and Adaptable dwellings, as set out in Approved Document M 2015.
- 6. The affordable units should be suitable for 'day one occupation' by a wheelchair user. These units should be designed and fitted as per the prescribed standards for a Wheelchair Accessible M4(3) unit, as set out in ADM 2015.
- 7. Details of the materials palette, with particular attention given to the paver types to be installed in accordance with the tolerances set out in BS8300:2018.
- 8. No details appear to have been submitted on play equipment to be installed for disabled children, including those with sensory or complex multiple disabilities. Provisions could include outdoor sound tubes, colour and lighting canopies, and other play equipment that could stimulate the olfactory senses. Inclusive play is a key requirement of any new residential development.

Conclusion: it would be acceptable to secure the above provisions through appropriately worded planning conditions.

## Case Officer's comments:

Conditions relating to details of the Homezone and M4(2)/M4(3) dwellings are recommended to be attached to any grant of planning consent. The proposed landscaping condition also requires details of hard surfaces and play equipment.

#### INFRASTRUCTURE AND DEVELOPMENT VIABILITY MANAGER

The main changes of amended plans below:

- a) 11 to 10 storeys resulting in loss of 2 units and scheme proposes 331 units;
- b) Design amendments to blocks A & B to mitigate impact on neighbouring properties;
- c) Revised Affordable housing contribution is 35% offer by habitable room including:
- (i) 27% London Affordable rent;
- (ii) 35.6% London Living Rent; and
- (iii) 37.4% Shared Ownership.
- 1). The Council's appointed third party independent Financial Viability Appraisal (FVA) assessor has reviewed the revised scheme.
- 2). The revised s106 cost indicated by the applicant reflects the revised position.
- 3). The reduction in unit numbers would have an impact on viability. They suggested given that the amendments relate to the height of development i.e. a reduction from 11 to 10 storeys this would adversely impact on the most valuable units in the scheme. However, the units on the 10th storey would still be considered "penthouse units" albeit a storey lower than originally proposed.
- 4). Given relatively minor amendments to overall scale of development a pro-rata approach of the original cost plan has been adopted. It is important that sales values are considered in a similar way for consistency.
- 5). Regarding changes to affordable housing provision, it appears there is consistency for the sales values adopted. The affordable housing offer is supported by the viability review.
- 6). Mayor's Supplementary Planning Guidance (SPG) requires not less than 30% of London Affordable Rent, the proposals provide 27% London Affordable Rent which is not entirely according to the SPG requirement.
- 7). The applicant offer of 99 housing units is subject to various conditions including:
- (a) no late stage affordable housing review;
- (b) tenure split;
- (c) availability of GLA grant; and
- (d) level of s106 contributions.

The applicant reserves the right to reduce their AH offer to the level of 15.5% (by unit) or 19.1 % (by habitable room) justified by the viability submission.

8). In viability terms, the decision we have to consider is (a) agreeing to the applicants' conditions and receiving a 35% affordable housing provision; or (b) not agreeing to the applicants' conditions and trying to secure a 15.5% by unit or 19.1% by habitable room provisior of affordable housing.

#### Conclusions

Planning consent should be subject to S106 agreement including:

- (a) affordable housing offer of 35% by habitable room with appropriate tenure split;
- (b) affordable housing review mechanism; and
- (c) all relevant head of terms contributions.

#### HIGHWAYS OFFICER

The applicant has submitted further information seeking a minor reduction in tenure resulting in 331 units. There has been no mention of the level of parking being reduced. On this basis it is assumed that parking levels will remain as per that I have previously commented upon.

A Framework Service and Delivery Plan has also been submitted, Although initial concerns were raised with the proposed 'temporary' collection point taking place outside Core A, this has now been relocated outside of Core D.

Mindful of the above, no objections.

### WASTE STRATEGY OFFICER

Table 4.1 of the submitted delivery and service plan states that the collection point for Building *F* will be outside of Core A.

We have previously advised that this is unacceptable and both parties agreed that the collection point for this building will be outside of Core D. Other than this, the plan is suitable for waste and recycling requirements.

## WASTE STRATEGY OFFICER 2nd comments

Based on this drawing (T20P00 Rev 1E Proposed Ground Floor Plan) my concerns are resolved.

### Case Officer comments:

The applicant has confirmed that the collection point for Building A will be outside Core D as previously agreed. This is shown on the revised drawing reference T20P00 Rev 1E Proposed Ground Floor Plan. The Council's Waste Strategy Officer and Highways Officer have confirmed that the submitted details are now acceptable.

#### MAIN PLANNING ISSUES

## IMPACT ON THE CHARACTER AND APPEARANCE OF THE AREA

The amended proposals have been reduced in height from 11 to 10 storeys in Block G. The loss of the 11th storey will reduce the visual impact of the development on the locality and wider area. The overall development is still considered to be well designed and will have a positive impact on the visual amenities of the surrounding area whilst minimising the impact on local views by virtue of the height reduction proposed. The positive elements of the proposals as set out in the Design and Conservation Officer's comments are considered to result in a scheme that is in accordance with Policies BE13 & BE19 of the Hillingdon Local Plan (November 2012).

A firm commitment to the materials palette proposed, brickwork, has also been made by the applicants who have agreed to a restrictive condition that requires only brickwork is to be used in this development. Given the metroland character of the surrounding area, this is considered to be the most appropriate material for the site and surroundings and will be secured by condition number 4 (Materials).

## IMPACT ON NEIGHBOURS

The applicant has amended the proposed Blocks A + B with the podium level setback between 7.1m to 7.6m from the southern shared boundary with No. 20 Chalfont Road. In addition, the service stairs have been internalised to prevent overlooking of the rear of No. 20 Chalfont Road In addition the landscape proposals on the podium level have been amended to prevent potential overlooking into the rear gardens of the neighbouring properties which run along Little Road.

The amended scheme proposes a 1.5m high fence at the rear of the podium, with hedging and landscaping in front of it within a 2.4m wide gap to where a further 1.2m high fence is proposed. This landscaping belt would ensure that those standing within the grassed area of the podium and on the path to the rear of the proposed properties would not be able to look down into the rear gardens of Little Road. These details are shown on plan reference C0075 L501 Rev 01.

These changes are considered to reduce the impact of the development on No. 20 Chalfont Road and to reduce the possibility of any loss of privacy to residents on Little Road. As such the proposed development is considered to be consistent with Saved Policies BE21 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and relevant design guidance.

The separation distance from the shared boundary with properties on Little Road and the new podium structure has been confirmed as ranging from between 1.8m and 3.7m. This is of sufficient depth across the majority of this area to support landscaping as proposed on the applicants plans, to provide a green buffer for the Little Road properties. Full details of the landscaping treatment will be secured by condition, in consultation with the Councils Aboricultural Officer.

Following discussion at the Major Applications Planning Committee on 04/04/19 the applicant has confirmed that they would have no objection to reducing the hours of delivery and operation of the proposed commercial units. However whilst this offer is intended to protect residential amenity, officers wish to ensure that the commercial premises are viable and occupied. The current restrictions in the condition are therefore deemed proportionate in respect of residential amenity and commercial viability for future occupiers.

## LIVING CONDITIONS FOR FUTURE OCCUPIERS

The majority of the proposed units will be dual aspect with the number of single aspect dwellings reduced through the design process in discussions with officers. The use of duplex units at ground and first floor level has resulted in dual aspect units that would overlook the streetscene and podium amenity areas. In total 154 units would be single aspect which equates to 46% of the total. There is one proposed 3 bedroom unit located within the ground floor of Block A that would be single aspect, all other single aspect dwellings are smaller one or two bedroom non-family units.

In addition, the applicants have agreed to provide increased height acoustic fencing along the sites southern most boundary which adjoins the Strategic Industrial Land and commercial premises on Silverdale Road. This measure will ensure a good standard of living conditions for

the future residents of this development, whilst ensuring that the commercial premises can continue to operate without causing undue disturbance to residents.

#### DENSITY

The proposed scheme has been revised with loss of two units and now proposes 331 dwellings across the 1.8 ha site area, which equates to 184 dwellings/ha as opposed to the previous scheme which proposed a density of 185 dwellings/ha.

The site has a PTAL rating of 2/3 and Policy 3.4 of the London Plan seeks for new developments to achieve the appropriate density which is compatible with the local context. Table 3.2 of the London Plan recommends that for a PTAL of 2/3, with smaller sized units of 2.7 to 3 habitable rooms that a density of 70-170 is appropriate. The proposed scheme now has a density of 184 units per hectare which sits just outside the density range recommended by the London Plan (March 2016). However given the close proximity of the site to the new Crossrail Station at Hayes and Harlington and its proximity to the adjacent Town Centre, the proposed density is still considered acceptable in this location and a refusal on the grounds of density would be difficult to defend in an appeal. For these reasons, the proposed density remains appropriate for the site and locality Other sites within the Hayes Housing Zone area have exceeded their proposed densities to a greater degree, primarily because density is a numerical calculation and does not consider site specific factors. This site responds well to its context in so far as it transitions from the existing low rise housing to provide increased density away from the low rise housing, which limits the impacts on existing residents.

### **Unit Mix**

In ensuring a range of housing choice is provided to residents, London Plan Policy 3.8 states that new developments should offer a range of choices, in terms of the mix of housing sizes and types. Saved Policies H4 and H5 of the Hillingdon Local Plan (November 2012) seek to ensure a practicable mix of housing units are provided within residential schemes.

The development proposes the following mix of units:

Studio x 29 units

- 1 Bedroom x 88 units
- 2 Bedroom 3 Person x 46 units
- 2 Bedroom 4 Person x 113 units
- 3 Bedroom 5 Person x 52 units
- 3 Bedroom 6 Person x 3 units

The Council's Policy Team have reviewed the submitted housing mix and raise no objections to the proposed housing mix. Saved Policy H4 of the Hillingdon Local Plan (November 2012) encourages one and two bedroom developments within town centres and given the location of the site in close proximity to Hayes town centre the mix proposed, which includes a proportion of larger family units at 16.5%, is deemed acceptable and appropriate and in accordance with Saved Policies H4 and H5 of the Hillingdon Local Plan (November 2012).

## TRAFFIC IMPACT, CAR/CYCLE PARKING, PEDESTRIAN SAFETY

The reduction in the number of units from 333 to 331 is not considered to have a significant impact on the level of car and cycle parking proposed. The previous car parking ratio proposed was 0.618 spaces per unit. Following the reduction in unit numbers to 331 the parking ratio is now 0.622.

The applicants have proposed an addition Heads of Term for the s106 legal agreement that would be secured should the application be granted planning permission. The additional Heads

of Term relates to an onsite car parking review mechanism, in which the applicant will carry out a review of the utilisation of the development's proposed car parking provided following occupation and explore potential measures should the demand for car parking exceed the onsite provision. This could include a reduction cycle parking provision for example.

In addition to the above the s106 legal agreement would also secure the following obligations to which the developer has already agreed:

- Pedestrian and Cycle improvements contribution of £250,000
- Grand Union Canal Quiet Way contribution of £50,000
- Healthy Streets Contribution towards Bulls Bridge upto £197,189
- Residential Travel Plan plus £20,000 bond
- Commercial Travel Plan plus £20,000 bond
- Car Club provision of two spaces

The Council's Highway Engineers have reviewed the amended details and raised no objection to the amendments. As such the scheme is considered to accord with Local Plan Part 2 policy AM7 and Policy 6.3 of the London Plan (2016).

## AFFORDABLE HOUSING

The London Plan (March 2016) sets the policy framework for affordable housing delivery in London. Policy 3.12 requires boroughs to seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, having regard to their affordable housing targets. Policy 3.13 sets the threshold for seeking affordable housing as schemes with 10 or more units.

The amended development would introduce a total of 331 dwellings, thereby triggering the Mayor's affordable housing requirement threshold. Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies relates to Affordable Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. The Mayor's Affordable Housing SPG requires not less than 30% of London Affordable Rent, the proposals provide 27% London Affordable Rent which is not entirely according to the SPG requirement. The Council's Planning Obligations Supplementary Planning Document (supplementary planning guidance) adopted in July 2014 states that the Council aims to achieve a tenure mix of 70% social rent and 30% intermediate housing across the Borough, however it notes at paragraph 4.16 that subject to the provision of robust evidence, it will adopt a degree of flexibility in its application of Policy H2 to take account of tenure needs in different parts of the borough as well as the viability of schemes.

The applicant has confirmed that the amended application proposes 331 dwellings and will provide 99 affordable housing units, equating to a 35% provision by habitable room, containing a mix of one, two and three bedroom properties for London Affordable Rent (27%), London Living Rent (35.6%) and Shared Ownership (37.4%).

The intended breakdown for the affordable housing units is as follows:

Affordable Rent
3 x 1 bed 2p
9 x 2 bed 4p
11 x 3 bed 5p
Sub Total = 23 units (88 habitable rooms)

Shared Ownership

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9 x 1 bed 2p

12 x 2 bed 3p

5 x 2 bed 3p Wheelchair

14 x 2 bed 4p

1 x 2 bed 4p Wheelchair

1 x 3 bed 6p

1 x 3 bed 5p DPLX

Sub Total = 43 units (122 habitable rooms)
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London Living Rent
8 x 1 bed 2p
1 x 1 bed 2p Wheelchair
9 x 2 bed 4p
2 x 2 bed 3p Wheelchair
13 x 3 bed 5p
Sub Total = 33 units (116 habitable rooms)

Total 99 units (326 habitable rooms)

It is noted that the proposed 35% provision by habitable room is in accordance with Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies. However the proposed tenure split is not fully in accordance with the Council's Planning Obligations Supplementary Planning Document (supplementary planning guidance) adopted in July 2014. As such the applicants have lodged a Financial Viability Appraisal which has been independently reviewed and confirms that the proposed 35% affordable housing provision is not deemed viable. Despite this the applicants have maintained their offer of 35% (by habitable room).

Fairview's 35% affordable housing offer is subject to a number of conditions as detailed below: 1. No Late Stage Review - Fairview's offer to provide 35% affordable Housing is made without prejudice to their position and if a late stage review is imposed Fairview reserves the right to reduce their affordable housing offer to the level of 15.5% by unit or 19.1% by habitable room affordable housing, which in their opinion has been justified by their viability submission.

- 2. Tenure Split Fairview's offer to provide 35% affordable Housing is made without prejudice to their position and in the event that LB Hillingdon imposes changes to their proposed tenure split which reduces the overall revenue for the project, Fairview reserves the right to reduce their affordable housing percentage accordingly.
- 3. Availability of Grant Fairview's offer to provide 35% affordable Housing is made without prejudice to their position in the event that the GLA fail to provide grant funding, Fairview reserves the right to reduce their affordable housing offer to the level of 15.5% by unit or 19.1% by habitable room justified by their viability submission.
- 4. Level of S106 Fairview's offer to provide 35% affordable Housing is made without prejudice to their position in the event that Hillingdon require S106 contributions significantly in excess of £530,000 and in these circumstances Fairview reserves the right to reduce our affordable housing offer to the level of 15.5% by unit or 19.1% by habitable room justified by their viability submission.

In viability terms, the decision we have to consider is (a) agreeing to Fairview's conditions and receiving a 35% affordable housing provision (by habitable room); or (b) not agreeing to Fairview's conditions and trying to secure a 15.5% by unit or 19.1% by habitable room provision of affordable housing.

The affordable housing offer has been reviewed by the Council's S106 Officer and the Council's

Policy Team who have confirmed that they have no objections to the offer proposed. Whilst the tenure mix is not entirely policy compliant, the offer is higher than the level that the independently reviewed FVA has shown to be viable and as such paragraph 4.16 of the Council's Planning Obligations Supplementary Planning Document allows for such a provision.

Taking the above matters into account, the affordable housing offer is considered to be in accordance with Policy H2 of the Hillingdon Local Plan: Part 1- Strategic Policies. The details of the provision of affordable housing will be secured under the S106 Legal Agreement that will include an appropriate affordable housing review mechanism.

# SUSTAINABLE WASTE MANAGEMENT

The applicants have provided a Framework Delivery and Service Plan (May 2019) that provides additional details of how the development would be serviced. The Council's Waste Strategy Officer and Highways Engineer have reviewed this document and following clarification of details they have confirmed that they have no objections to the plan. As such the document is considered to be in accordance with London Plan Policy 5.17 which requires adequate provision to be made for refuse and recycling facilities for new development.

#### **AIR QUALITY**

The revised development proposal is for 331 residential units and commercial floorspace. The development is introducing sensitive receptors into a poor air quality area. In order to secure improvements to air quality, Policy 5.2 of the London Plan seeks a reduction in CO2 emissions. Policy 7.14 of the London Plan and Policy EM8 of the Local Plan Part 1 require development to be at least 'air quality neutral' and where appropriate, contribute towards the promotion of sustainable transport modes such as vehicle charging points.

The Council's Air Quality Officer has reviewed the proposals and confirmed that to understand the level of improvements required, a NOx damage cost has been applied to the development. The air quality assessment calculates this as £401, 677. This sum has been agreed with the applicant.

The quantifiable reductions from specific mitigation measures on-site have also been agreed, namely full and effective implementation of a targeted Travel Plan and a bespoke air quality positive green infrastructure plan. The mitigation in terms of damage costs reductions has been agreed with the Council and calculated at £95,007. This leaves a quantified damage cost of £306,670 which requires to be addressed i.e. efforts should be made to reduce emissions further.

In terms of achieving further air quality mitigation, the following schemes are supported as measures which if secured and implemented via a s106 obligation could actively contribute to improving the use of sustainable modes of travel:

- Funding of works required to link the development to the town centre thereby reducing future occupiers reliance on the private car
- Contribution towards improvements to the canal towpath to provide future cyclists and pedestrians with direct car free route between Hayes and Harlington and West Drayton stations
   Implementation of the Healthy Streets approach in Hayes

The above improvement works and the requisite contributions have been confirmed and agreed with the developer, in addition to the set back of the development from Pump Lane to enable future bus or cycle way service.

The Council's Air Quality Officer has confirmed that the remainder of the damage costs for air quality have, therefore, been incorporated within the traffic management purposes and no

further contributions are required. In addition to the above Condition 5 (Landscaping) requires planting plans to include pollution absorbing semi mature trees. As such the development is considered to accord with Policy 5.2 and Policy 7.14 of the London Plan (2016) and Policy EM8 of the Local Plan Part 1.

#### PLANNING OBLIGATIONS

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

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with saved policy R17 of the of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012). Following the discussion at the Major Applications Planning Committee on the 04/04/19 and amendments to the proposals the applicant has agreed to the follow obligations:

- 1. On-site Affordable Housing with appropriate Tenure Split and Affordable Housing Review | Mechanism
- 2. Pedestrian and Cycle improvements contribution of £250,000
- 3. Grand Union Canal Quiet Way contribution of £50,000
- 4. Healthy Streets Contribution towards Bulls Bridge upto £197,189
- 5. Carbon off-set contribution of £385,200
- 6. Residential Travel Plan plus £20,000 bond
- 7. Commercial Travel Plan plus £20,000 bond
- 8. Car Club provision of two spaces
- 9. Parking permits restriction for future occupiers
- 10. On site car parking utilisation review to explore potential measures should the demand for car parking exceed the on-site provision
- 11. Commitment to work with the owner of the adjacent site to deliver a landscaping scheme along the common boundary should planning permission be granted for both sites within a reasonable timeframe.
- 12. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs up to £9,600 per phase or an in kind scheme to be provided 13. Highway Works: S278/S38 for required Highways Works
- 14. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions

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 and £35 per square metre of gross internal office floor area. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed following the reduction in the number of units from 333 to 331 is now £2,486,270.25 (residential) and £0 if the commercial space is used for offices (due to the demolition of existing buildings on the site).

It should be noted that there is no Hillingdon CIL charge for the commercial unit if it is utilised as A1 Use as it is below 1,000 sqm. There is also no Hillingdon CIL charge for A2 - A5 Uses.

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 (as of the 1st of April 2019) of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £1,668,858.29.

#### CONCLUSION

Members expressed concerns at the Major Application Planning Committee on 04/06/19 regarding the height of the proposals, density, refuse collection, fire safety, opening and delivery hours for the commercial units, air quality and the impact on local residents, including the need for screening on the podium deck to protect the privacy of residents.

The changes proposed to the application since it was last presented to planning committee are considered to improve the proposals in line with Members comments. The height of the proposals has been reduced from 11 to 10 storeys, which has also resulted in a marginal reduction in the density of the development. Refuse collection has been reviewed and a Framework Delivery and Servicing Plan submitted that has been reviewed by the relevant Council Specialists and deemed acceptable. A Fire Safety strategy has been included within the submission (FNH432-2001 Ground Floor Fire Strategy Plan and FNH432-2002 Typical Floor Fire Strategy Plan) and the applicant has confirmed that they do not intend to use any cladding on the proposed buildings. The details of materials are recommended to be controlled by condition. The opening and delivery hours of the proposed commercial units are also recommended to be restricted by condition.

The Council's Air Quality Specialist has reviewed the proposals and raised no objection to the application. Amendments have been made to the podium to the rear of Blocks A&B which will reduce the impact of the proposal on 20 Chalfont Road and would result in a built form significantly further from this property than existing. Further details have been provided of the podium landscaping that are considered to reduce the risk of loss of privacy to adjacent residential occupiers on Little Road.

Overall the proposed development is considered an appropriate mix of uses, scale and built form that is well designed and will enhance the locality. The provision of additional residential units to the local area is supported by local policy and the London Plan (2016). Subject to a S106 legal agreement and appropriate conditions the application is therefore recommended for approval.

# 1. SUMMARY

The application proposes the mixed use redevelopment of Chailey Industrial Estate 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.

The proposed development is considered an appropriate mix of uses, scale and built form that is well designed and will enhance the locality. The provision of additional residential units to the local area is supported by local policy and the London Plan (2016). The application is therefore recommended for approval.

## 2. RECOMMENDATION

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

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

The obligations sought are as follows:

- 1. On-site Affordable Housing (including review mechanism)
- 2. Pedestrian and Cycle improvements contribution of £250,000
- 3. Grand Union Canal Quiet Way contribution of £50,000
- 4. Healthy Streets Contribution towards Bulls Bridge upto £197,189
- 5. Carbon off-set contribution of £385,200
- 6. Residential Travel Plan plus £20,000 bond
- 7. Commercial Travel Plan plus £20,000 bond
- 8. Car Club provision of two spaces
- 9. Parking permits restriction for future occupiers
- 10. On site car parking utilisation review to explore potential measures should the demand for car parking exceed the on-site provision
- 11. Commitment to work with the owner of the adjacent site to deliver a landscaping scheme along the common boundary should planning permission be granted for both sites within a reasonable timeframe.
- 12. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs up to £9,600 per phase or an in kind scheme to be provided
- 13. Highway Works: S278/S38 for required Highways Works
- 14. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions
- B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and/or 278 Agreements and any abortive work as a result of the agreement not being completed.
- C) That Officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.
- D) If the Legal Agreements have not been finalised by 4th August 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 planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of affordable housing, pedestrian and cycle improvements, public open space improvements, carbon offset, travel plan, construction training and highway works). The proposal therefore conflicts with Policies R17, AM2 and AM7 contained with the adopted Hillingdon Local Plan Saved Policies (November 2012) and Policies 3.12 and 5.2 of the London Plan (2016).'

E. That if the application is approved, the following conditions be attached:

## 1 COM3 Time Limit

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

## **REASON**

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

# 2 COM4 Accordance with Approved Plans

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

T95P00 Rev 1A - Location Plan

T20P00 Rev 1E - Proposed Ground Floor Plan

T20P01 Rev 1B - First Floor Plan - Podium Level

T20P02 Rev 1A - Second Floor Plan

T20P03 Rev 1A - Third Floor Plan

T20P04 Rev 1A - Fourth Floor Plan

T20P05 Rev 1A - Fifth Floor Plan

T20P06 Rev 1A - Sixth Floor Plan

T20P07 Rev 1A - Seventh Floor Plan

T20P08 Rev 1A - Eighth and Ninth Floor Plans

T20P10 Rev 1A - Tenth Floor Plan

T20E01 Rev 1B - Elevation Sheet 1

T20E02 Rev 1B - Elevation Sheet 2

T20E03 Rev 1B - Elevation Sheet 3

T20E04 Rev 1B - Elevation Sheet 4

T20E05 Rev 1B - Elevation Sheet 5

T20E06 Rev 1B - Elevation Sheet 6

T20E21 Rev 1B - Elevation Sheet 1

T20E22 Rev 1B - Elevation Sheet 2

T20E23 Rev 1B - Elevation Sheet 3

T20E24 Rev 1B - Elevation Sheet 4

T20E25 Rev 1B - Elevation Sheet 5 T20E26 Rev 1B - Elevation Sheet 6

T20S00 Rev 1B - Proposed Massing Sections GH

T20S01 Rev 1B - Proposed Massing Sections I

T20S02 Rev 1B - Proposed Massing Sections LK

T20S03 Rev 1B - Proposed Massing Section J

T20S04 Rev 1B - Proposed Massing Sections ABC

T20S05 Rev 1B - Proposed Massing Sections CDF

T21D01 Rev 1A - Bay Elevation Detail Study 1

T21D02 Rev 1A - Bay Elevation Detail Study 2

T21D03 Rev 1A - Bay Elevation Detail Study 3

T21D04 Rev 1A - Bay Elevation Detail Study 4

T21D05 Rev 1A - Bay Elevation Detail Study 5

T70D04 Rev 1A - Flat Type 04, 1B2P

T70D07 Rev 1A - Flat Type 07, 2B4P

T70D13 Rev 1A - Flat Type 13, 1B2P

T70D14 Rev 1A - Flat Type 14, 2B3P

T70D16 Rev 1A - Flat Type 16, 1B2P

T70D22 Rev 1A - Flat Type 22, 2B3P

T70D23 Rev 1A - Flat Type 23, 1B2P

T70D37 Rev 1A - Flat Type 37, 2B3P

T70D65 Rev 1A - Flat Type 65, 1B2P

T70D69 Rev 1A - Flat Type 69, 2B3P T70D71 Rev 1A - Flat Type 71, 1B2P T70D74 Rev 1A - Flat Type 74, 2B3P T70D76 Rev 1A - Flat Type 76, 1B2P TA70P00 Rev 1A - Proposed Ground Floor Plan, Block A TA70P01 Rev 1A - Proposed First Floor Plan, Block A TA70P02 Rev 1A - Proposed Second Floor Plan, Block A TA70P03 Rev 1A - Proposed Third Floor Plan, Block A TA70P04 Rev 1A - Proposed Fourth Floor Plan, Block A TB70P00 Rev 1B - Proposed Ground Floor Plan, Block B TB70P01 Rev 1B - Proposed First Floor Plan, Block B TB70P02 Rev 1A - Proposed Second Floor Plan, Block B TB70P03 Rev 1A - Proposed Third Floor Plan, Block B TC70P00 Rev 1A - Proposed Ground Floor Plan, Block C TC70P01 Rev 1A - Proposed First Floor Plan, Block C TC70P02 Rev 1A - Proposed Second Floor Plan, Block C TC70P03 Rev 1A - Proposed Third Floor Plan, Block C TC70P04 Rev 1A - Proposed Fourth Floor Plan, Block C TC70P05 Rev 1A - Proposed Fifth Floor Plan, Block C TD70P00 Rev 1A - Proposed Ground Floor Plan, Block D TD70P01 Rev 1A - Proposed First Floor Plan, Block D TD70P02 Rev 1A - Proposed Second Floor Plan, Block D TD70P03 Rev 1A - Proposed Third Floor Plan, Block D TD70P04 Rev 1A - Proposed Fourth Floor Plan, Block D TD70P05 Rev 1A - Proposed Fifth Floor Plan, Block D TD70P06 Rev 1A - Proposed Sixth Floor Plan, Block D TE70P00 Rev 1A - Proposed Ground Floor Plan, Block E TE70P01 Rev 1A - Proposed First Floor Plan, Block E TE70P02 Rev 1A - Proposed Second Floor Plan, Block E TE70P03 Rev 1A - Proposed Third Floor Plan, Block E TE70P04 Rev 1A - Proposed Fourth Floor Plan, Block E TE70P05 Rev 1A - Proposed Fifth Floor Plan, Block E TE70P06 Rev 1A - Proposed Sixth Floor Plan, Block E TF70P00 Rev 1A - Proposed Ground Floor Plan, Block F TF70P01 Rev 1A - Proposed First Floor Plan, Block F TF70P02 Rev 1A - Proposed Second Floor Plan, Block F TF70P03 Rev 1A - Proposed Third Floor Plan, Block F TF70P04 Rev 1A - Proposed Fourth Floor Plan, Block F TF70P05 Rev 1A - Proposed Fifth Floor Plan, Block F TF70P06 Rev 1A - Proposed Sixth Floor Plan, Block F TF70P07 Rev 1A - Proposed Seventh Floor Plan, Block F TG70P00 Rev 1A - Proposed Ground Floor Plan, Block G TG70P01 Rev 1A - Proposed First Floor Plan, Block G TG70P02 Rev 1A - Proposed Second Floor Plan, Block G TG70P03 Rev 1A - Proposed Third Floor Plan, Block G TG70P04 Rev 1A - Proposed Fourth Floor Plan, Block G TG70P05 Rev 1A - Proposed Fifth Floor Plan, Block G TG70P06 Rev 1A - Proposed Sixth Floor Plan, Block G TG70P07 Rev 1A - Proposed Seventh Floor Plan, Block G TG70P08 Rev 1A - Proposed Eighth & Ninth Floor Plan, Block G TG70P10 Rev 1A - Proposed Tenth Floor Plan, Block G THJ70P00 Rev 1A - Proposed Ground Floor Plan, Block H-J-Affordable THJ70P01 Rev 1A - Proposed First Floor Plan, Block H-J

THJ70P02 Rev 1A - Proposed Second Floor Plan, Block H-J-Affordable

THJ70P03 Rev 1A - Proposed Third Floor Plan, Block H-J

THJ70P04 Rev 1A - Proposed Fourth Floor Plan, Block H-J

THJ70P05 Rev 1A - Proposed Fifth Floor Plan, Block H-J

C0075 L100 Rev 01 - Ground Floor Landscape General Arrangement

C0075 L101 Rev 01 - First Floor Landscape General Arrangement

C0075 L501 Rev 02 - Landscape Sections J and K

C0075 L103 - First Floor Coloured Masterplan

9938-KC-XX-YTREE-TCP01 Rev 0 - Tree Constraints Plan

FNH432-2001 Ground Floor Fire Strategy Plan

FNH432-2002 Typical Floor Fire Strategy Plan; and shall thereafter be retained/maintained for as long as the development remains in existence.

### REASON

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

# 3 COM5 General compliance with supporting documentation

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

**Design and Access Statement** 

Noise Impact Assessment (November 2018)

Daylight, Sunlight and Overshadowing Report (November 2018)

Archaeological Desk Based Assessment (January 2018)

Desk Study and Ground Investigation (November 2018)

Heritage Impact Assessment (November 2018)

Planning Statement (November 2018)

Sustainability Statement (November 2018)

Verified Views (November 2018)

Wind Microclimate (November 2018)

Affordable Housing Statement (June 2019)

Framework Delivery and Service Plan (June 2019)

Air Quality Assessment (November 2018)

Low Emissions Strategy (November 2018)

Ecological Appraisal (November 2018)

Energy Statement (November 2018)

Flood Risk Assessment (November 2018)

Transport Assessment (April 2018)

Tree Survey (January 2018)

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

## REASON

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

# 4 COM7 Materials (Submission)

Prior to above ground works, details of all materials and external surfaces, including details of balconies, shall be submitted to and approved in writing by the Local Planning Authority. No cladding is to be used within the development. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

### **REASON**

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

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

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

- 1. Details of Soft Landscaping
- 1.a Planting plans to include pollution absorbing semi mature trees (at not less than a scale of 1:100),
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
- 2. Details of Hard Landscaping
- 2.a Refuse Storage
- 2.b Means of enclosure/boundary treatments, including acoustic fence along the southern and eastern boundaries adjoining the industrial/employment sites.
- 2.c Car Parking Layouts (including 3 commercial parking spaces, 204 residential parking spaces, 2 car club parking spaces and demonstration that 41 car parking spaces (20%) are served by active electrical charging points, 112 car parking spaces (54% as proposed) are served by passive electrical charging points, 34 accessible car parking spaces, 10 motorcycle spaces and 557 cycle spaces)
- 2.d Hard Surfacing Materials
- 2.e External Lighting
- 2.f Other structures (such as play equipment and furniture)
- 3. Living Walls and Roofs
- 3.a Details of the inclusion of living walls and roofs
- 3.b Justification as to why no part of the development can include living walls and roofs
- 4. Details of Landscape Maintenance
- 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
- 5. Schedule for Implementation

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

## **REASON**

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

6 COM6 Levels

Prior to above ground works, plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings shall be submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and know datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

### **REASON**

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

## 7 COM15 Sustainable Water Management

Prior to commencement (excluding demolition and site clearance) a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall follow the strategy set out in the submitted letter dated 21st September from GTA Civils. The scheme shall clearly demonstrate how it, manages water and demonstrate ways of controlling the surface water on site by providing information on:

# a) Suds features

- i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change. This rate should be presented per hectare as well as the total for the whole site. iii. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, ( safe access and egress must be demonstrated).
- iv. Where infiltration techniques (soakaway) a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

## b) Minimise water use

- i. incorporate water saving measures and equipment.
- ii. provide details of how rain and or grey water will be recycled and reused in the development.
- c) Long Term Management and Maintenance of the drainage system
- i. Provide a management and maintenance plan
- ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
- iii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
- iv. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner.

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

### **REASON**

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to: Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (March 2016) and To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016). National Planning Policy Framework (July 2018), and the Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

## 8 COM20 Air extraction system noise and odour

Prior to use, machinery, plant or equipment, including the extract/ ventilation system and ducting at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

### **REASON**

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

## 9 NONSC External Plant Noise Level

The external noise level emitted from plant, machinery or equipment at the development hereby approved shall be lower than the lowest existing background noise level by at least 5dBA as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

### **REASON**

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

## 10 NONSC Internal Noise Level

The noise level in habitable residential rooms at the development hereby approved shall meet the internal noise standard specified in BS8233:2014.

## **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 policies OE1 and OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

# 11 NONSC External Amenity Area Noise Level

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

### **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 policies OE1 and OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

# 12 NONSC Sound Insulation

The approved development shall have an enhanced sound insulation value DnT,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. 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 Local Plan: Part Two Saved UDP Policies (November 2012).

# 13 COM22 Operating Hours

The commercial premises shall not be open for customers outside the following hours: -0800 and 2300 Mondays - Fridays

0800 to 2300 Saturdays

1000 to 1800 Sundays, Public or Bank Holidays.

### REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

# 14 COM25 Loading/unloading/deliveries

There shall be no loading or unloading of commercial vehicles, including the collection of waste from the site outside of the hours of:-

0700 and 2300 hours, Monday to Saturday, and 09:00 and 18:00 hours on Sundays, Public or Bank Holidays.

### **REASON**

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

## 15 NONSC Non Standard Condition

The commercial units hereby approved, shall not be used as a religious or any other associated cultural facility or banqueting hall, health centre, day nursery or education use unless approved in writing by the Local Planning Authority. Furthermore no units shall be amalgamated or subdivided without approval in writing by the local planning authority.

### REASON

To prevent local highway impact in accordance with Policy R9 of the Local Plan: Part Two (November 2012).

## 16 COM30 Contaminated Land

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

identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use.

- (c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement.
- (ii) If during development or works contamination not addressed in the submitted remediation scheme is identified, an addendum to the remediation scheme must be agreed with the LPA prior to implementation; and
- (iii) All works which form part of the remediation scheme shall be completed and a verification report submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

### **REASON**

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

# 17 NONSC Imported Soils

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. All imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted to and approved in writing by the Local Planning Authority.

## **REASON**

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with Policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

## 18 NONSC Architectural Solution/Privacy 1

Notwithstanding the submitted details, no development shall take place above ground level until details of an architectural solution (such as oriel windows) for the bedroom windows in the northern elevation of Block H that face towards the southern elevation of Block G to protect future resident's privacy have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and shall be retained as such.

## **REASON**

To ensure that the development provides an acceptable level of residential privacy in accordance with Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

# 19 NONSC Podium Privacy Solution

Blocks A and B of the development hereby permitted shall not be occupied until the landscaping and architectural solution for the podium area to the rear of Blocks A and B (as shown on plan reference C0075 L501 Rev 02) to protect existing resident's privacy on Little Road have been implemented. Thereafter the development shall be maintained in accordance with the approved details.

### **REASON**

To ensure that the development provides an acceptable level of residential privacy in accordance with Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

# 20 COM31 Secured by Design

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

## **REASON**

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

# 21 NONSC Low and Zero Carbon Technology

Prior to above ground works, full details of the low and zero carbon technology shall be submitted to and approved in writing by the Local Planning Authority. The details following requirements must demonstrate compliance with the reductions set out in the Energy Assessment (ref LEC 3009/R01 2 Low Energy Consultancy Ltd, 29 November 2018).

- 1 Details of the CHP should also include the heat network, the plant type and its location. Full details of the fuel inputs and energy outputs shall also be presented.
- 2 Details of the PVs, including fixing mechanisms, pitch, orientation and plans (roof and elevations) shall also be included.

The development must proceed in accordance with the approved plans.

## **REASON**

To ensure the proposals contribute to a reduction in CO2 in accordance with London Plan (2016) Policy 5.2.

## 22 NONSC Radar Mitigation Scheme 1

No construction shall commence on site until a Radar Mitigation Scheme (RMS), (including a timetable for its implementation during construction), has been agreed with NATS (En Route) plc and approved in writing by the Local Planning Authority.

## **REASON**

In the interests of aircraft safety in compliance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

## 23 NONSC Radar Mitigation Scheme 2

No construction work shall be carried out above 12m above ground level unless and until the approved Radar Mitigation Scheme has been implemented and the development shall thereafter be operated fully in accordance with such approved Scheme.

## **REASON**

In the interests of aircraft safety in compliance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

# 24 NONSC Crane Operation Plan

Prior to the commencement of development, full details of a "Crane Operation Plan" shall be submitted to and approved in writing by the Local Planning Authority in consultation with the "Radar Operator" (NATS) and BAA Safeguarding. Construction at the site shall only thereafter be operated in accordance with the approved "Crane Operation Plan".

### **REASON**

In the interests of aircraft safety in compliance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

# 25 NONSC Bird Hazard Management Plan

Prior to commencement of works above damp proof course level a Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Hazards from Building Design'.

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

### **REASON**

In the interests of aircraft safety in compliance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

## 26 NONSC Piling

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

### **REASON**

To prevent any detrimental impact on local underground sewerage utility infrastructure and/or contamination of controlled waters from existing land mobilised by the building work and new development in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

# 27 NONSC Written Scheme of Investigation

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in Accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the

agreed stage 2 WSI which shall include:

- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

## **REASON**

Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with Policy BE3 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

# 28 NONSC Construction Environmental Management Plan

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

### REASON

To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

# 29 NONSC Parking Allocation Plan

Prior to occupation of the development, a Parking Allocation Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking shall be for residential use of the flats and ancillary commercial use hereby approved and as agreed within the Parking Allocation Plan unless otherwise agreed in writing by the Local Planning Authority.

## **REASON**

To ensure availability and management of parking, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 6.3 and 6.13 of the London Plan (2016).

# 30 NONSC Traffic Arrangements

Development shall not begin (excluding demolition and site clearance) until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of

spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

### REASON

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

# 31 NONSC Emergency Access

The development shall not be occupied until details of access arrangements for emergency vehicles from Chalfont Road into the site, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

### REASON

To ensure that the development provides acceptable access arrangements for emergency vehicles in accordance with Policy 7.2 of the London Plan (2016).

### 32 NONSC No Roof Gardens

Access to the flat roof areas not within private balconies or terraces hereby approved shall be for maintenance or emergency purposes only and the flat roofs shall not be used as a roof garden, terrace, balcony, patio or similar amenity area.

## **REASON**

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

# 33 NONSC Servicing and Refuse Collection Strategy

Prior to occupation of the development, a Servicing and Refuse Collection Strategy shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, servicing and collection shall be carried out as agreed within this approved plan unless otherwise agreed in writing by the Local Planning Authority.

# **REASON**

To ensure appropriate servicing of the site, to safeguard highway safety, and to safeguard the free flow of traffic, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policy 6.3 of the London Plan (2016).

### 34 NONSC Homezone

Before the development hereby approved is occupied, a Homezone Plan shall be submitted to, and approved in writing by, the Local Planning Authority. The detailed plan shall demonstrate how the proposed Home Zone:

- a. successfully alerts motorists, cyclists and pedestrians to the shared surface environment;
- b. achieves clear wayfinding for blind and partially sighted people; a design that minimises the risk of blind people straying into the path of moving vehicles;
- c. rationalises use of bollards and similar obstacles;

- d. defines car spaces to ensure vehicles are parked only in designated places;
- e. introduces measures that force slow vehicle movement;
- f. would be legible to aid navigation; it should be possible to easily differentiate one area of the development from another.

Details of a drop-off point for door-to-door service providers, to include large Dial-A-Ride vehicles, should be provided or justification as to why no part of the development can include a drop-off point.

## **REASON**

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

# 35 NONSC M4(2)/M4(3) Dwellings

The development hereby approved shall ensure that 10% (34) of the residential units are constructed to meet the standards for Category 3 M4(3) dwelling (including 9 of the affordable housing units) with a floor plan at no less than 1:100 submitted for each of the different M4(3) units and agreed in writing by the Local Planning Authority. All details, to include transfer zones, wheelchair storage area, and other spatial requirements within bedrooms, bathrooms, living and dining areas, should be shown on a separate plan for every different unit type. 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 d, is achieved and maintained.

# 36 NONSC Accessible Play Equipment

Prior to occupation of the development, details in respect of the play equipment accessible to disabled children, including those with a sensory impairment, or complex multiple disabilities, shall be submitted and approved in writing by the Local Planning Authority. Furthermore all areas of hard and soft landscaping shall be constructed to accord with the prescribed standards and tolerances set out in BS8300:2018.

## **REASON**

To ensure development achieves a high standard of inclusive design in accordance with London Plan policy 7.2.

## 37 NONSC Estate Management

Prior to the first occupation of any residential units, details of an Estate Management Plan shall be submitted and approved in writing by the LPA. Details shall include, but not be limited to the control of parking, maintenance of the publicly accessible areas and maintenance of all blocks within the estate.

### REASON

To safeguard the living environment of the future residential occupiers in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

## **INFORMATIVES**

1 | 152 | Compulsory Informative (1)

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

# 2 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.

	( - c · c) construction gardenices
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
AM2	Development proposals - assessment of traffic generation, impact
	on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and
	implementation of road construction and traffic management
	schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design
	of highway improvement schemes, provision of cycle parking
	facilities
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the
	area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to
	neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE3	Investigation of sites of archaeological interest and protection of
	archaeological remains
BE38	Retention of topographical and landscape features and provision of
	new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
LPP 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 2.17	(2016) Strategic Industrial Locations

LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 4.1	(2016) Developing London's economy
LPP 4.2	(2016) Offices
LPP 4.3	(2016) Mixed use development and offices
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.8	(2016) Innovative energy technologies
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport
	infrastructure
LPP 6.7	(2016) Better Streets and Surface Transport
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the
	acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.7	(2016) Location and design of tall and large buildings
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.9	(2016) Heritage-led regeneration
LPP 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
OE1	Protection of the character and amenities of surrounding properties
0544	and the local area
OE11	Development involving hazardous substances and contaminated
OE3	land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation

measures

OE5 Siting of noise-sensitive developments

R17 Use of planning obligations to supplement the provision of recreation

leisure and community facilities

R7 Provision of facilities which support arts, cultural and entertainment

activities

## 3 170 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.

# 4 173 Community Infrastructure Levy (CIL) (Granting Consent)

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

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

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

## 5 I15 Control of Environmental Nuisance from Construction Work

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

- A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.
- B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.
- C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.

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

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

#### 6

Heathrow Airport Limited (HAL) have provided the following information:

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Heathrow Airside Operations staff. In some instances it may be necessary to contact Heathrow Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

#### 7

The Greater London Archaeological Advisory Service (GLAAS) have provided the following information:

Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to this pre-commencement condition please let us know their reasons and any alternatives suggested. Without this pre-commencement condition being imposed the application should be refused as it would not comply with NPPF paragraph 199.

## 8

Thames Water have provided the following information:

Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

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 wwgriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

# 9 I13 Asbestos Removal

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

# 3. CONSIDERATIONS

# 3.1 Site and Locality

The application site area measures approximately 1.8ha and is currently occupied by a number of single and double storey commercial buildings providing warehouse units, an office building and a central area used as a coach depot and storage area with vehicle servicing/MOT centre element, plus associated hardstanding and parking.

The site is bounded by Pump Lane to the north, a retail warehouse and associated parking to the east, small scale commercial premises to the south and two storey residential properties to the south and west on Little Road and Chalfont Road. There are further two storey residential properties to the north on the opposite side of Pump Lane. Vehicular access is off Pump Lane and there is a further closed access to the northern end of Chalfont Road.

The site is within close proximity to Hayes Town Centre and to Hayes and Harlington Railway station. The area is mixed use in character and is not within a Conservation Area or an Area of Special Local Character. There are no listed buildings within or directly adjacent to the site, however the Grade II Listed Benlow Works building and the locally listed Silverdale Road warehouses are located to the south of the site. The site is within an Air Quality Focus Area as defined by the GLA (Focus Area 85, Hayes Town Botwell Lane/Pump Lane) and included within the Hillingdon Hayes Air Quality Management Area.

The application site lies in an area of archaeological interest and has a PTAL rating of 2/3. The current Chailey Industrial Estate forms part of the Pump Lane Industrial Business Area and is developed land as designated by the Hillingdon Local Plan (November 2012).

# 3.2 Proposed Scheme

The scheme proposes the demolition of all of the existing buildings within the site boundary to provide three new apartment blocks from two to eleven storeys. The new buildings will provide 333 residential units, together with secure vehicle parking, cycle storage, refuse and plant areas. Three new commercial units are proposed to be located on the primary Pump Lane frontage wrapping around the east elevation.

The 333 apartments across the buildings are proposed in the following mix:

Studio x 29 units

- 1 Bedroom x 88 units
- 2 Bedroom 3 Person x 48 units
- 2 Bedroom 4 Person x 113 units
- 3 Bedroom x 55 units

There are 34 accessible flats proposed (10% of total) with each wheelchair accessible flat proposed to have an allocated disabled parking space.

There are 209 car parking spaces proposed as follows:

3 commercial parking spaces

204 residential parking spaces

2 car club parking spaces

There are 549 residential + 8 Visitor secure cycle storage spaces proposed, these are located in 10 storage areas across the site. In addition 11 cycle spaces are proposed for the commercial units.

3 employment units are proposed, totalling 710sqm of flexible commercial floorspace (A1/A1/A3/B1/D1 and D2) at ground floor fronting Pump Lane and wrapping around the eastern boundary adjacent to the neighbouring Matalan site.

The proposal comprises three buildings that range from 2 to 11 storeys. These buildings are subdivided in blocks within the proposed plans to enable clarity of the development proposed.

The western building comprises Blocks A and B, with Block A rising to a maximum of 5 storeys along Pump Lane, whereas Block B steps down to 2 storeys where it is adjacent to the property at the northern end of Chalfont Road (No. 20). The building is linear with active frontages presented to Pump Lane and towards the internal proposed 'Home Zone'. Duplex units have been created to assist in activating this frontage with access doors onto the streetscene as opposed to central access cores. Parking is proposed to the rear/west with a podium providing external amenity space above. Landscaping is proposed along the edge of the podium area to prevent overlooking and protect the privacy of adjacent occupiers.

The largest of the three buildings comprises Blocks C to G and varies in height between 6-8 storeys along the Pump Lane frontage and rises up to the highest point at 11 storeys in the south east corner. This block is roughly square shaped and includes a large central parking area with podium external amenity area above. Duplex units have again been included to activate the western and southern elevations. This building (within Blocks D, E and F) includes the proposed commercial units at ground floor level along the Pump Lane frontage and the eastern section closest to the adjacent Matalan store.

The smaller building towards the south eastern corner of the site comprises 4 and 6 storey

elements. This building includes Blocks H and J with parking proposed externally to the west. To the east of the block an area of landscaping is proposed.

The massing of the scheme has been designed to relate to the streetscape and townscape of its surroundings with the tallest part of the development being proposed towards the commercial properties along the eastern boundary of the site and lower elements adjacent the established residential properties along Chalfont and Little Road. The majority of the scheme will be masonry construction to tie in to the surrounding area.

Overall, the proposal will deliver a total of 8,561sqm of amenity space, with the majority (3,247sqm) of this space being provided at ground floor level with a further 2,506sqm provided at podium level and 2,808sqm as private balconies and terraces. The scheme has evolved through the pre-application process to introduce a significant level of soft landscaping within the heart of the development and a large landscaped buffer along the eastern edge against the existing industrial uses.

The main entrances to the development is from the existing access from Pump Lane. In order to open up the site to the surrounding area as well as safeguarding future links through the adjacent Matalan site a number of pedestrian routes are provided across the site. Including the provision of pedestrian access to Silverdale Road and Chalfont Road from Pump Lane. A shared surface area is proposed within the centre of site to reduce traffic speeds and create a residential character akin to the neighbouring residential roads.

# 3.3 Relevant Planning History

# **Comment on Relevant Planning History**

The site has no directly relevant planning history to the current proposals.

## 4. Planning Policies and Standards

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

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

### Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.Cl2	(2012) Leisure and Recreation
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.E6	(2012) Small and Medium-Sized Enterprises (SME)
PT1.E7	(2012) Raising Skills
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM5	(2012) Sport and Leisure
PT1.EM6	(2012) Flood Risk Management

PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth
PT1.HE1	(2012) Heritage
PT1.T1	(2012) Accessible Local Destinations
Part 2 Policie	S:
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
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
LPP 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 2.17	(2016) Strategic Industrial Locations

LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy
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LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 4.1	(2016) Developing London's economy
LPP 4.2	(2016) Offices
LPP 4.3	(2016) Mixed use development and offices
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
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LPP 5.8	(2016) Innovative energy technologies
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LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
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LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.7	(2016) Location and design of tall and large buildings
LPP 7.8	(2016) Heritage assets and archaeology
	LPP 2.7 LPP 2.8 LPP 3.1 LPP 3.9 LPP 4.1 LPP 4.2 LPP 4.3 LPP 4.4 LPP 5.1 LPP 5.10 LPP 5.11 LPP 5.12 LPP 5.13 LPP 5.14 LPP 5.15 LPP 5.2 LPP 5.2 LPP 5.2 LPP 5.3 LPP 5.6 LPP 5.7 LPP 5.8 LPP 6.1 LPP 6.10 LPP 6.10 LPP 6.13 LPP 6.10 LPP 6.7 LPP 6.9 LPP 7.1 LPP 7.15 LPP 7.2 LPP 7.3 LPP 7.5 LPP 7.5 LPP 7.6 LPP 7.7

LPP 7.9	(2016) Heritage-led regeneration
LPP 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
R7	Provision of facilities which support arts, cultural and entertainment activities

## 5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date: 13th January 2019
- 5.2 Site Notice Expiry Date:- 1st February 2019

## 6. Consultations

### **External Consultees**

Consultation letters were sent to 198 local owner/occupiers on 18/12/18. The application was also advertised by way of site and press notices. The following responses have been received:

1 petition in objection to the proposals

18 comments in objection

12 comments in support

The petition in objection to the proposals has 38 signatures and states:

'With reference to the above planning permission...we the residents/occupants of Chalfont Road... and Little Road..ALL OBJECT to this application for the following reasons:

- High Rise building hazard/safety big issues impact on houses for both roads
- Loss of light/overlooking
- Loss of privacy
- Traffic generation (Congestion)
- Increase in Crime
- Noise disturbance as a result of use
- Inadequacy of parking
- Increased pollution/smells infestation
- Loss of trees
- Damage to the Environment
- Vulnerability to the surroundings
- Chalfont Road is a small Cul-de-sac of 20 houses, we do not want public access to our road as parking is restricted
- Little Road has 38 houses already congested with restricted parking

These buildings which will be demolished are old and may have poisonous substances i.e. asbestos and infestation of rats/mice etc. which will cause damage to health of residents. With public interest in mind the value of our properties will decrease.'

Eighteen comments of objection to the proposal have been received. The concerns raised can be summarised as:

- Loss of light/Overshadowing
- Increased traffic and congestion
- Road Safety
- Increased crime/anti-social behaviour
- Noise pollution
- Loss of employment opportunities and infrastructure
- Impact on residential amenity
- Loss of Privacy
- Will create a more commercialised environment
- Inapropriate design
- Over development/density
- Height is out of character/unsympathetic
- No precedent has been set in the immediate vicinity
- Detrimental impact on residents enjoyment of their homes
- Overdevelopment
- Poor public consultation
- Possible for residents to throw things into my garden or onto the roof my garage
- Road leading from Chalfont to the development should have through access for Council refuse collection
- Road leading from Chalfont to the development should have no through access due to crime/anti-social behaviour
- Open space should be created on the development for children and families
- No provision for a community centre
- Flawed/biased methodology for sunlight report
- Impact on property values
- Scheme is 'social cleansing', 'institutional oppression' and risks a 'liberation movement'
- Pressure on Schools/Nurseries/GP/Dentist services
- Parking stress
- Adverse impact on visual amenity
- Oppressive
- There should be NO development allowed
- Increased dirt and litter
- Absolutely disgusting money making ploy
- Too many flats, should be housing
- Air pollution

Twelve comments in support of the proposal have been received. The concerns raised can be summarised as:

- Good for the town and local community
- Good for business
- Appropriate for residential
- More housing options
- Need for affordable housing in Hayes
- Improved access to the canal path
- Will greatly reduce crime
- Clean up the area from its historical industrious state
- We will appreciate the trucks no longer going along pump lane
- It will help the area to have these flats.

# Member of Parliament (MP) for Hayes

Although there is a clear need for additional housing within the area it is critically important that homes are provided that are genuinely affordable and preferably council houses, with a balance in

favour of family accommodation which is in such short supply in our community. Strong concerns have been raised by my constituents about the density of this accommodation. Constituents have described the need for social provision to support the educational, health and social care and policing needs of the additional population associated with the new development. Constituents have expressed their view that there is a need to ensure that any new developments are carbon neutral to assist in the tackling of climate change and that no new developments add to the traffic and air pollution problems suffered within our local area.

### Case Officer's comments:

The need for additional housing is noted. Considerations relating to the level of affordable housing, housing mix, density, s106 obligations and CIL payments, sustainability, traffic and air quality are covered within the relevant sections of this report.

# NATIONAL AIR TRAFFIC SERVICES (NATS)

I refer to the application quoted above. NATS has assessed the proposal and has identified the potential for an impact upon its infrastructure, namely its H10 radar located at Heathrow Airport. NATS has evidence of buildings in the vicinity causing an impact to its infrastructure which it has taken measures to manage. Due to insufficient detail around the final design of the buildings as well as in relation to neighbouring schemes, NATS has concerns over the planning application in question. The current application may benefit from the shielding provided by other construction, however as NATS has been unable to verify this, it wishes to object to the application unless the planning conditions reproduced overleaf are imposed. Should the applicant be able to demonstrate that the scheme is shielded by similar buildings, obstructing the line of sight to the H10 radar, NATS will be in a position to withdraw its objection. Alternatively, a radar mitigation scheme can be agreed with NATS.

## Radar Mitigation Scheme

- 1. Prior to the commencement of development of any phase of development, the following shall be submitted to and approved in writing by the Local Planning Authority and by the Radar Operator NATS (En-route) plc either;
- detailed plans for the proposed buildings in that individual phase, demonstrating that there would be no detrimental impact upon the operation of the Heathrow H10 SSR Radar; OR.
- details of a 'Radar Mitigation Scheme' (including a timetable for its implementation during construction) to mitigate any detrimental impact upon the Heathrow H10 SSR Radar.
- 2. Where a 'Radar Mitigation Scheme' has been required, no construction above 12m above ground level (AGL) shall take place on site, unless the 'Radar Mitigation Scheme' has been implemented. Development shall not take place other than in complete accordance with such a scheme as so approved unless the planning authority and NATS (En-route) plc have given written consent for a variation.

Reason: In the interests of Air Traffic Safety and of the operations of NATS En-route PLC.

## Crane Operation Plan

3. Prior to the commencement of development within the Industrial development hereby approved, full details of a "Crane Operation Plan" shall be submitted to and approved in writing by the Local Planning Authority in consultation with the "Radar Operator" (NATS) and BAA Safeguarding. Construction at the site shall only thereafter be operated in accordance with the approved "Crane Operation Plan".

Reason: In the interests of Air Traffic Safety and of the operations of NATS En-route PLC.

## For the purpose of conditions 1-3 above;

"Operator" means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation

licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act). "Radar Mitigation Scheme" or "Scheme" means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the H10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator. "Crane Operation Plan (COP)" means a detailed plan agreed with the Operator which defines the type of crane and the timing and duration of all crane works to be carried out at the site in order to manage and mitigate at all times the impact of the development on the H10 Primary and Secondary Surveillance Radar systems at Heathrow Airport and associated air traffic management operations of the Operator.

## **HEATHROW AIRPORT LTD**

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions detailed below:

H10 Radar Mitigation Condition
No Development can take place until:

- mitigation has been agreed and put in place to ensure that the proposed development will have no impact on the H10 Radar at Heathrow Airport.

Reason: To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

## Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the flat roofs to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

### Information

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Heathrow Airside Operations staff. In some instances it may be necessary to contact Heathrow Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

We will need to object to these proposals unless the above-mentioned conditions are applied to any planning permission.

We would also make the following observations:

### Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at http://www.aoa.org.uk/policy-safeguarding.htm

# Landscaping

The development is close to the airport and the landscaping which is includes may attract birds which in turn may create an unacceptable increase in bird strike hazard. Any such landscaping should, therefore, be carefully design to minimise its attraction to hazard species of birds. Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at http://www.aoa.org.uk/operation&safety/safeguarding.htm

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Heathrow Airport Ltd, or not to attach conditions which Heathrow Airport Ltd has advised, it shall notify Heathrow Airport Ltd, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

### Case Officer's comments:

Both NATS and HAL have requested similar conditions with regards to the H10 Radar at Heathrow. To avoid repetition a set of conditions have been proposed by the case officer to cover the above requirements that have been agreed as acceptable in writing by both NATS and HAL. These conditions are recommended to be attached to any grant of planning consent.

### **CADENT GAS NETWORK**

Searches based on your enquiry have identified that there is apparatus in the vicinity of your enquiry which may be affected by the activities specified. Can you please inform Plant Protection, as soon as possible, the decision your authority is likely to make regarding this application. If the application is refused for any other reason than the presence of apparatus, we will not take any further action.

Please let us know whether Plant Protection can provide you with technical or other information that may be of assistance to you in the determination of the application. Due to the presence of Cadent and/or National Grid apparatus in proximity to the specified area, the contractor should contact Plant Protection before any works are carried out to ensure the apparatus is not affected by any of the proposed works.

# Your Responsibilities and Obligations

The "Assessment" Section below outlines the detailed requirements that must be followed when planning or undertaking your scheduled activities at this location. It is your responsibility to ensure that the information you have submitted is accurate and that all relevant documents including links are provided to all persons (either direct labour or contractors) working for you near Cadent and/or National Grid's apparatus, e.g. as contained within the Construction (Design and Management) Regulations.

This assessment solely relates to Cadent Gas Limited, National Grid Electricity Transmission plc (NGET) and National Grid Gas Transmission plc (NGGT) and apparatus. This assessment does

# NOT include:

- Cadent and/or National Grid's legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent and/or National Grid's assets in private land. You must obtain details of any such restrictions from the landowner in the first instance and if in doubt contact Plant Protection.
- Gas service pipes and related apparatus
- Recently installed apparatus
- Apparatus owned by other organisations, e.g. other gas distribution operators, local electricity companies, other utilities, etc.

It is YOUR responsibility to take into account whether the items listed above may be present and if they could be affected by your proposed activities. Further "Essential Guidance" in respect of these items can be found on either the National Grid or Cadent website. This communication does not constitute any formal agreement or consent for any proposed development work; either generally or with regard to Cadent and/or National Grid's easements or wayleaves nor any planning or building regulations applications.

## Case Officer's comments:

The above comments have been provided to the applicants.

### NATURAL ENGLAND

Natural England has no comments to make on this application.

## THAMES WATER

Waste Comments

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

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

The proposed development is located within 15m of a strategic sewer. Thames Water request that the following condition be added to any planning permission:

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

'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 wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

## Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company.

# HIGHWAYS ENGLAND

Referring to the notification of a planning application dated 18 December 2018 referenced above, in the vicinity of the M4 Junction 3 that forms part of the Strategic Road Network, notice is hereby given that Highways England's formal recommendation is that we offer no objection.

### **ENVIRONMENT AGENCY**

Thank you for consulting us on the above application. We are currently operating with a significantly reduced resource in our Groundwater and Contaminated Land Team in Hertfordshire and North London Area. This has regrettably affected our ability to respond to Local Planning Authorities for some planning consultations. We are not providing specific advice on the risks to controlled waters for this site as we need to concentrate our local resources on the highest risk proposals.

We recommend, however, that the requirements of the National Planning Policy Framework and National Planning Policy Guidance (NPPG) are still followed. This means that all risks to groundwater and surface waters from contamination need to be identified so that appropriate remedial action can be taken. This should be in addition to the risk to human health that your Environmental Health Department will be looking at.

## **EALING COUNCIL**

Ealing Council raises no objection to the proposal.

HISTORIC ENGLAND - GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS) NPPF section 16 and the London Plan (2011 Policy 7.8) make the conservation of archaeological interest a material planning consideration. NPPF paragraph 189 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest.

The planning application lies in an area of archaeological interest. If you grant planning consent, paragraph 199 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public.

The archaeological desk-based assessment (DBA) that accompanies this application suggests that archaeological mitigation is not appropriate but I do not agree. The DBA says the site has low archaeological potential partly due to severe, widespread and cumulative impacts from previous development. Whilst there is some validity in these suppositions the study does not in my opinion properly consider the potential for Palaeolithic archaeology at the interface of the natural gravel and brickearth (Langley Silt). The report says that no site-specific geotechnical data is 'currently'

available - and yet the application is also supported by a geotechnical assessment which reports survival of Langley Silt in the majority of their test pits. Wherever Langley Silt survives in-situ it has potential to seal and preserve prehistoric land surfaces containing evidence of human remains and/or associated fauna. The London Region has been described in the London archaeological research framework as one of the most important in Europe for the Lower Palaeolithic and the Langley Silts of West London are one of the physiographic zones highlighted.

I have looked at this proposal and at the Greater London Historic Environment Record. I advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. I therefore recommend attaching a condition as follows:

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in Accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material, this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

# Informative

Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to this pre-commencement condition please let us know their reasons and any alternatives suggested. Without this pre-commencement condition being imposed the application should be refused as it would not comply with NPPF paragraph 199.

I envisage that the archaeological fieldwork would comprise the following:

Geotechnical Monitoring

Archaeological monitoring of geotechnical pits and boreholes can provide a cost effective means of establishing the potential for archaeological remains to survive on previously developed land or where deep deposits are anticipated. It is usually used as part of a desk-based assessment or field evaluation. Geotechnical investigations should be used to target archaeological test pits on areas of surviving Langlay Silt.

### **Evaluation**

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

Archaeological test pits should be dug in areas of surviving Langley Silt and the silt and its interface with the gravels sieved for artefacts and animal bone. The deposits should be examined and, where necessary, sampled and analysed by a geoarchaeologist in order to understand the date and circumstances of their deposition. If significant remains are found then stage 2 would require further investigation prior to development.

### Case Officer's comments:

The above conditions are recommended to be attached to any grant of planning consent.

## MINISTRY OF DEFENCE - DEFENCE INFRASTRUCTURE ORGANISATION

The application site is positioned within the Hayes area, and lies approximately 6.58km to the north of the centre of the main runway at RAF Northolt. The site occupies aerodrome height and birdstrike statutory safeguarding zones surrounding the aerodrome.

### Birdstrike

The MOD has no concerns

## Aerodrome heights

The proposed development site occupies the statutory height safeguarding zone that ensure air traffic approaches and the line of sight of navigational aids and transmitters / receivers are not impeded. The airspace above and around the aerodromes is safeguarded to maintain an assured, obstacle free environment for aircraft manoeuvre.

The proposed development site occupies the statutory aerodrome height safeguarding zone which protects the Conical surface surrounding RAF Northolt; this is in place to ensure air traffic approaches, take offs and manoeuvres are not impeded. Following a review of the proposal, I can confirm that we have no aerodrome height safeguarding concerns with this development. However, the MOD recognises that cranes may be used during the construction of tall buildings at this site, if this development does progress, it will be necessary for the developer to liaise with the MOD prior to the erection of cranes or temporary tall structures. We would request that a condition such as the one below is included in any planning permission granted to ensure that the MOD is notified of when and where cranes will be erected.

# Submission of a Construction Management Strategy

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the details of cranes and other tall construction equipment (including the details of obstacle lighting). The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems.

# Case Officer's comments:

A Construction Management Plan condition and a condition relating to the use of Cranes are recommended to be attached to any grant of planning consent.

### **METROPOLITAN POLICE**

I have met with the applicant and explained what is reviewed the site and explained what is required for Secure By Design (SBD), which this site can achieve. I do not wish to object. I request a condition is attached that the site achieves SBD accreditation. If justification for this request is required please contact me again for.

## Case Officer's comments:

The above condition is recommended to be attached to any grant of planning consent.

# TRANSPORT FOR LONDON (TfL)

- 1. Site Access Since you have confirmed that the proposed emergency vehicle and non motorised user access located on the southern perimeter of the site at Chalfont Road will be open 24/7, it is therefore expected that this access arrangement will be secured by appropriate planning condition/s106 planning obligation with Hillingdon Council.
- 2. Trip Generation It is considered that your estimated person trip rate of 0.603 (201 trips) for AM and 0.721 (240 trips) for PM peaks per dwelling are reasonable, despite only one TRICS site is consulted. However the mode share figure shown in page 2 of the response is very different from the figure shown in Table 6.7 of the submitted TA, therefore further clarification is needed.
- 3. Bus Contribution TfL confirms that the cost of providing a pair of bus stops on Pump Lane would be of £25K, this should be secured by S106 agreement. In addition, TfL will confirm if there would be need to mitigate bus service capacity until the discrepancies on mode share discussed above has been clarified.
- 4. Car Parking As per mentioned in the Initial response, the application site is situated in a good public transport access (PTAL 4) area, therefore parking level must not exceed 0.5 spacer per unit as a maximum. It should be noted that the local junctions and section of A312 and Bulls Bridge Roundabout nearby are heavily congested, therefore TfL insists that parking provision must be no higher than the Draft London maximum level, to be in line with policy T6.1 'residential parking' of the Draft London Plan. In terms of Electric vehicle charging points provision, the applicant should best endeavour to maximise passive EVCP provision.
- 5. Impact to highway network The correction to Table 7.3 and 7.4 is noted. While TfL supports the general approach that mitigation strategy should be focus on pedestrian, cycle and healthy street type improvement, the overall result of local junction assessment is showing that there is very little spare capacity and there is a great need to restrain vehicular traffic generation to minimise the increase of impact to the local and TLRN- namely the Bulls Bridge Roundabout, which is already operated beyond its capacity.
- 6. Impact on Strategic Roads as described in TfL's previous comments, the Hayes DIFS supports contributions towards Bulls Bridge/A312 by all developments in the Hayes Opportunity Area, due to their combined cumulative impact on its operations. Indeed this development is explicitly named within that document as one of those which will need to contribute. This document has been publically available since May 2017. Furthermore the highway modelling which has been submitted does not demonstrate there will be no impact on the junction, as it does not include an assessment

on the re-distribution effect which will be caused by the development vehicle trips in this highly saturated area. As stated in previous correspondence, in order to demonstrate this TfL would require the use of a strategic model. This exercise will be needed prior to any Stage 2 determination, under the London Plan requirement 6.2. Please be aware that this process has a timescale of around 8-12 months, costing the applicant in the region of £400k depending on specification.

- 7. If the applicant is acceptant of the conclusion within the Hayes DIFS that all Hayes Opportunity Area developments should contribute to the cumulative impact at Bulls Bridge roundabout, TfL would welcome a contribution of towards their A312 Healthy Streets scheme to encourage motorised junction users to mode shift toward sustainable modes, enabling local residents access to the wider area including the green space at Cranford Park, and improving air quality within this air quality hotspot.
- 8. Travel Plan Comments is noted and Travel Plan, DSP and CLP are expected to be secured by s106/ conditions with the Council.

### Case Officer's comments:

A condition requiring details of emergency vehicle site access arrangements is recommended to be attached to any grant of planning consent, along with servicing and construction management plan conditions. A travel plan with £20,000 bond plus further contributions for enhancements to the locality will be secured through a s106 legal agreement should the application be approved. The level of parking is considered acceptable in this location as set out within this report.

## HAYES TOWN PARTNERSHIP

These comments are submitted by the Hayes Town Partnership in response to the proposals from Fairview New Homes Ltd to redevelop the Chailey Industrial Estate in Pump Lane Hayes.

The Partnership is a multi-agency body set up by Hillingdon Council to help regenerate the area. Besides the Council our members include Hillingdon Police, Hayes Town Business Forum, Hillingdon Chamber of Commerce, Uxbridge College (Hayes Campus) and Brunel University plus major employers and developers. This response is from the Partnership as a whole and does not purport to represent the corporate view of the Council or any of the other partners who may make their own submissions.

## Redevelopment for housing

The release of the site from industrial land for redevelopment for housing is in line with the proposals in the Hillingdon Local Plan Part 2 and is accepted by the Partnership.

The proposed number of units and the height of the residential blocks appear to be in line with current policies and are reasonable.

An allocation of 35% of units for affordable housing is welcomed.

## Non-housing element of development

The proposed use of space on the Pump Lane frontage for commercial activities is noted but there are the following concerns about this proposal:

- The desire for flexibility is appreciated but it is considered that more work needs to be done to establish if there is likely to be sufficient demand for small office units at what is a fairly long distance from the new Hayes & Harlington Station and the service that will be available on the Elizabeth Line.
- The provision of only 3 car parking spaces limits the number of jobs that might be generated from any meaningful employment use.
- The proposed layout of this part of the development has no facility for deliveries.
- The current single level design does not offer flexible use of the space and therefore limits potential

occupiers still further.

As well as the need to expand its case for commercial use the Partnership requests the developers to examine the following alternative non-housing elements:

- Re-provision of the gymnasium facilities similar to those currently provided on the site by Olympian Fitness. While it is true to say that there is already other gym provision in the Town Centre or planned it is considered that there is likely to be a continuing market for the sort of facilities that exist at the moment.
- Another possibility is the provision of childcare facilities. A check with Hillingdon's Children & Young People's Services confirms that it is working on the assumption that there is going to be a significant increase in the resident population of Hayes Town Centre over the next 5 to 6 years. The current childcare provision is static and it is therefore expected that there will be a clear shortfall of places. This development could assist in meeting that need both for the residents who will be occupying the new flats and the wider community. However, if this suggestion is pursued it will be necessary to provide some outdoor space and this is not included in the present design.

## Vehicular access

It is noted that there is only one vehicular access into the development and it is queried whether this is sufficient in terms of fire safety. Should there be a secondary access for use in emergencies?

## Cycle parking provision

The provision of cycle parking spaces will no doubt be in accordance with current standards but the Partnership is concerned that there has to date been inadequate attention given to the creation of a joined-up cycle network for Hayes Town. It is suggested that the developers should contribute funds towards the cost of engaging a consultant to take on this task.

# Landscaping and amenity space

The landscaping proposals and the provision of a dedicated children's play space are welcomed. The opening of an access road from Pump Lane into Minet Country Park will provide a significant green space within a reasonable distance of the development. However it is considered that the towpath of the Grand Union Canal also provides a nearby opportunity for walking as well as a cycling route and that the developers should contribute to the costs of bringing this up to 'Quietway' standards.

## Impact on local infrastructure

A major concern of the Partnership is that granting approval to another housing development in Hayes will add to the pressure on local infrastructure, particularly in relation to health services, school places, youth provision and other facilities. In the absence of an overall plan for Hayes Town Centre it is important that the contribution from the developers by means of the Community Infrastructure Levy is used to meet the specific needs generated by this development in the event that planning permission is granted.

## Case Officer comments:

Emergency vehicle access is proposed off Chalfont Lane. Contributions toward improvements to the local cycle network will be secured through a s106 legal agreement should the application be approved. The proposed commercial units are flexible and could accommodate the uses suggested e.g. gym and children's centre.

GREATER LONDON AUTHORITY (GLA) STAGE 1 RESPONSE (Summary - Conclusions) London Plan and draft London Plan policies on principle of development, industrial land, housing, urban design, energy and transport are relevant to this application. The application does not currently comply with the London Plan and draft London Plan, however, the following changes might lead to the application becoming compliant:

## Principle of development:

The site is currently designated as Strategic Industrial Land; however, given that the site is allocated for release through a plan-led approach, the principle of the release of this industrial land for residential uses is acceptable, in accordance with draft London Plan Policy E5, and the residential led-development of the site is supported.

## Affordable housing:

It is proposed to provide 35% of the residential units as affordable housing, comprising 27% affordable rent and 73% intermediate. The 50% Fast Track threshold for industrial land has not been met and the tenure split falls short of meeting the draft London Plan and Local Plan targets. The applicant's FVA will be interrogated by GLA officers to confirm the maximum level of affordable housing that the scheme can support. Early and late stage reviews will be required. Further information is also required on the affordable rented product and on the shared ownership units

## Urban design:

With regard to the architecture, further refinement and differentiation in the character areas is required to ensure that the proposals represent the best design quality. Further information and justification is also required on: the number of units per core; the number of north facing units; the layout of the southern block; and views of the scheme locally.

## Energy:

Whilst the applicant has broadly followed the energy hierarchy, the Combined Heat and Power strategy does not comply with GLA Energy Planning Guidance and must be revisited. Once a revised strategy has been developed, the applicant must rerun the carbon savings calculations for each element of the hierarchy, as well as for the overall development.

## Transport:

The proposed car parking is in excess of the draft London Plan and London Plan and should be reduced. Further information is also required on the following: cycle parking; trip generation data; walking and cycling improvements. Financial contributions towards enhancing existing bus services and towards upgrades as part of the Housing Zone are required.

## Case Officer's comments:

The GLA response is noted in terms of the acceptability of the principle of development. The level of affordable housing is consistent with Council policy and has been supported by an independently reviewed Financial Viability Appraisal. The Council's Urban Designer has reviewed the proposals and raised no objections. The Council's Sustainability Officers has reviewed the proposals and raised no objections subject to an appropriate carbon off-set contribution which the applicant has agreed to. The proposed level of car parking is deemed acceptable subject to the contributions set out within this report.

# **Internal Consultees**

## **URBAN DESIGN**

The applicant has worked positively with Officers throughout the pre-app process. And has undertaken a number of revisions to produce a scheme that is acceptable in design terms. This approach will balance the quantity proposed to optimise the site for redevelopment, with the quality required to create a successful residential-led development that will contribute to the positive growth of Hayes.

The principle of development is supported, as the former industrial/ employment site has been identified for release (SA22) from its current land-use designation in the emerging Local Plan Part 2 (LLP2) policy. Therefore, Officers support the principle of a residential-led mixed use development proposal for a location that is outside of the town centre, albeit located on the edge of the boundary

and a salient position on Pump Lane, within the Hayes Housing Zone (emerging Hayes Opportunity Area).

The design has evolved over the course of a number of pre-app meetings and internal design reviews, which has resulted in the following objectives, benefits and outcomes...

- 1) Introduce a setback from Pump Lane that will be circa 10m. This setback has many benefits that includes a) the increased provision of public realm, considering the deficit identified in the Hayes DIFS, b) allowing for the future provision of highways intervention and mitigation measures to support the increased growth of Hayes in the Pump Lane area that includes cycling and potential buses in the longer term, c) setback that is commensurate to the scale of development proposed on the site to mitigate the impact of increased building heights and massing, for example, against the prevailing existing context to the north, d) reduce the air quality impact on residential dwellings and associated amenity space, if set away from the negative AQ areas along Pump Lane.
- 2) Provide a central 'green' public open space and a range of supporting 'green' landscaped curtilage spaces within the development site that are meaningfully (usable) sized to address a) the increased provision of public open space, considering the deficit identified in the Hayes DIFS, b) supplement the required level of amenity space provision for residents, c) introduce SUDs for surface water drainage that is integrated into the landscape strategy, d) mitigate air quality concerns with increase planting, e) increase biodiversity to encourage new and support existing habitats, f) mitigate (soften) the impact of the proposed development, g) contribute to the reduction of the potential cumulative 'urban heat island' effect of new development in Hayes, h) create a range of landscaped spaces that vary in size, use and levels of privacy inc. play areas that are evenly distributed across the development site, responding to the developments requirements and residents needs this will add richness and character to foster placemaking.
- 3) Introduce new employment uses to, a) mitigate losses of the existing site land use, b) promote active frontages along Pump Lane and generally activate the development outside of residential usage hours, c) support emerging wider employment strategies for Hayes that is responding to new employment trends.
- 4) Create a variety of scale and form within the development to, a) respond to the varying edge conditions, b) optimise site to balance quality and quantity, c) reduced the impact of the development on neighbouring properties, d) positively contribute to the townscape setting in Hayes.
- 5) Introduce a development podium typology that integrates a) parking within a podium deck to reduce the impact of on-street parking, b) create 'front doors onto street' to activate the public realm, c) introduce family duplex and/or triplex dwellings at the ground floor with a 'back garden' onto the first floor podium deck, d) create an adequately sized semi-private podium deck amenity space for residents with planting etc.
- 6) Introduce a home zone, a) create a residential focused public realm and 'livable streets', b) reduced on-street parking to increase the quantum of public open space, areas of play, landscaping and permeable ground for SUDs.
- 7) Allow adequate setbacks from neighbouring sites a) not to constrain emerging and identified development opportunities i.e Matalan, b) to mitigate the impact of active employment and industrial uses on the proposed residential areas of the development, c) to ensure the sustainability of the existing employment uses that are not impacted by new residential development, c) create an improved interface that reduces the impact on existing residential houses and their curtilage space.
- 8) Not to consider the site in isolation, therefore a wider 'connectivity' strategy has been developed to ensure the site's positive integration with a) neighbouring sites and land uses, b) town centre core,

- c) canal and 'Quietway', d) Crossrail station.
- 9) Maintain architectural design quality throughout the development to a) create a bespoke development that is contextual, articulate in form and legible (plus varied) in use fostering the principles of placemaking, b) breakdown the mass and form of the development to reduce its impact, c) introduce high quality materials and robust detailing, d) create an interesting and varied roofscape.

The applicant has successfully met these objectives through design development and positive consultation with Officers. The scale of the development ranges from six to eight storeys, and dropping down to five and four storeys, in response to the varying edge conditions of the site. A taller eleven storey feature building is located towards the centre of the site that has been oriented and architecturally treated to reduce its immediate impact, whilst making a positive contribution to the emerging Hayes setting. The overall scale of development has been rigorously tested through a comprehensive TVIA, with Officers agreeing the various and numerous points that views should be taken from. For these reasons, the scale and form of the development is acceptable in townscape terms. And the residential-led mixed use development will make a positive addition to Hayes in regeneration terms, helping to raise the bar of future development. It is important that the scheme is not 'value engineered' post planning. Therefore a standard condition on materials is required and Officers will not accept the use of render that is not considered a robust material for this location or anywhere in the proposed development site.

The proposed scheme in it's current form is supported and recommended for approval on Design and Conservation grounds.

**POLICY** 

Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

- The Local Plan: Part 1 Strategic Policies (2012)
- The Local Plan: Part 2 Saved UDP Policies (2012)
- The London Plan Consolidated With Alterations (2016)

The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Emerging Local Plan: Part 2

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 (2019) 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 (2019).

# Designations

In the adopted Local Plan: Part 2 - Saved UDP Policies (2012), the site is located within an Industrial and Business Area (IBA).

In the emerging Local Plan: Part 2 - Site Allocations (2015), the site compromises all of SA 22. This allocation is for the redevelopment of the site for residential use, subject to a series of development principles. However, within the SOPM (2018), it is proposed that the adjacent Matalan site is also allocated for redevelopment and thus Chailey Industrial Site is Site A of SA22.

### Comprehensive Development

Policy BE14 of the Local Plan: Part 2 - Saved UDP Policies (2012) outlines that permission will not be granted for the development of sites in isolation if the design fails to safeguard the satisfactory redevelopment of adjoining sites which have development potential. Within the SOPM (2018), the adjacent Matalan Site has been identified for redevelopment as Part B of SA 22.

The proposal incorporates an 11m setback from the neighbouring Matalan Site to the East, in order to assist in safeguarding the redevelopment of this site. Furthermore, in the interim period where the neighbouring site will continue to operate in its existing form, this setback will minimise any potential friction arising between the new residential units and existing commercial use. The proposal also incorporates part of the sites' non-residential commercial use on the North Eastern ground floor, in order to ensure a more complementary use opposite the entrance to the Matalan.

The proposal successfully demonstrates how the redevelopment of Site B could be undertaken cohesively in line with this scheme, particularly in terms of demonstrating how new connectivity from East to West has been incorporated. Furthermore, onsite amenity space provision on both the 'green boulevard' and the eastern boundary of the site would create new green infrastructure in an area with a notable shortage (DIFS, 2017). In particular, the proposed 'woodland area' on the eastern boundary provides an opportunity for integration with future amenity space from Site B, in order to create a critical mass of publicly accessible open space.

The redevelopment of this site also boarders Strategic Industrial Land (SIL) to the south east which is occupied by a number of existing businesses. It is therefore important that new development does not compromise the integrity or effectiveness of this SIL in accommodating existing or future business, in line with Policy 2.17 of the London Plan (2016). It is considered that the development proposal avoids doing so by incorporating sufficient setbacks and introducing significant planting to

create a green buffer between potentially incompatible uses.

The scheme also includes new connections North to South, improving the connectivity between Pump Lane and Silverdale road, as well as to the Grand Union Canal and Town Centre. The proposal also includes a setback from Pump Lane to allow for the introduction of potential public transport improvements and is therefore deemed to be in conformity with the latest requirements of emerging Policy SA 22.

# Principle of mixed use development:

In the adopted Local Plan: Part 2 - Saved UDP Policies (2012), the site is located within an Industrial and Business Area (IBA). However, in the emerging Local Plan: Part 2 - Site Allocations (2015), the site is located as SA 22 for redevelopment as a new residential scheme.

The release of SA 22 from its designation as an IBA is justified within the employment land studies that form part of the Local Plan evidence base.

The allocation is deemed to be consistent with the wider principles of the Hayes Housing Zone and the introduction of a new Crossrail Station at Hayes & Harlington Station. Furthermore, it is also consistent with the implementation of Policy H1 of the Local Plan: Part 1 - Strategic Policies (2012), particularly in that it:

- Ensures development makes the most efficient use of brownfield land;
- Promotes high quality mixed use development; and
- Represents the release of sites in non-residential use, subject to policies in the Development Plan.

Emerging Policy SA 22 also notes that the inclusion of community infrastructure and small scale commercial uses to support the residential units will be suitable. As such, the applicant is proposing the inclusion of 710 sq.m of flexible ground floor commercial floorspace (A1, A2, A3, B1, D1 or D2). Noting the support within emerging Policy SA 22 and the sites Edge of Centre location, the quantity of commercial floorspace is deemed appropriate and not of a scale that would detract from the vitality of the Town Centre.

The proposed redevelopment will result in the displacement of the Olympian Fitness gym which currently operates on the site and as such the proposal represents the loss of an existing community facility. However, the inclusion of new D1 and D2 floorspace in the proposal means there is the opportunity for a new gym or alternative community infrastructure to operate on the site in the future depending on demand.

### Residential Mix

Policies H4 and H5 of the Local Plan: Part 2 - Saved UDP Policies (2012) relate to the mix of housing to be provided on new schemes. Policy H4 notes that within town centres, predominantly one and two bedroom developments will be preferable. Policy H5 however also notes that the council will encourage new homes for large families where required, including through the provision of larger dwellings by the private sector in new developments.

The latest evidence of local housing need comes from the Strategic Housing Market Assessment (2016) which indicates a substantial borough-wide requirement for larger private market units, particularly 3 bedroom properties. In regards to affordable housing specifically, the need is for 2 and 3 bedroom properties.

The scheme is proposing a mix of unit sizes at the following proportions:

1 bedroom: 117 (35.1%) 2 bedroom: 161 (48.3%)

3 bedroom: 55 (16.5%)

Whilst there is a focus on one and two bedroom units in the scheme, 16.5% of the site is included for family accommodation in line with Policy H5, which is a higher proportion than on other recently approved large applications within Hayes.

Noting the support for one and two bedroom units near town centres within Policy H4 and the close proximity of the site to Hayes Town Centre and the new Crossrail station, the residential mix is deemed consistent with the adopted Development Plan.

### Affordable Housing

The applicant is not proposing 35% affordable homes by habitable rooms in line with the tenure mix stated within Policy H2 of the Local Plan Part 1 and emerging Policy DMH7 of the Local Plan Part 2 and as such has submitted a Financial Viability Appraisal (FVA) to justify why it is not viable to do so.

This FVA is being independently assessed by the Council's own consultants. If viability is demonstrated to be an issue, the tenure mix should be the starting point for negotiations where this could support a greater number of affordable homes. Final options, showing different affordable housing levels with different tenures, should be provided to Housing Officers for final determination. One of these options should include the tenure mix outlined within the Council's Development Plan. The use of London Living Rent as part of the tenure mix for a second option is considered appropriate.

#### Case Officer's comments:

The FVA has now been independently assessed by the Council's own consultants and viability demonstrated to be an issue. As such the proposed affordable housing provision is deemed acceptable. A large amount of additional D1 gym space has recently been allowed at a retail park in Hayes.

## WASTE MANAGEMENT OFFICER

The application proposes that refuse collections for Building A will be made directly from Pump Lane. There is an existing 2 metre wide, width restriction present at this location on Pump Lane which would prevent the vehicle from continuing in a forwards motion. Should the vehicle stop at this location, it would cause a build up of traffic which would be unable to pass due to the width restriction. It is also considered unsafe for the vehicle to reverse along Pump Lane which would be necessary in order for the vehicle to continue. The proposed bin store is 13 metres from the proposed stopping point. The layout as proposed is not deemed acceptable.

Objection: based on BS 5906:2005 clause 10 and clause 11. Roads should have a minimum width of 5m and be arranged so that collecting vehicles can continue mainly in a forward direction, and he collector should not normally be required to manoeuvre four wheeled waste storage containers from the storage points to collecting vehicles for a distance of more than 10 m.

If the application could resolve the above objection I would recommend the following conditions:

There is currently no refuse storage area clearly allocated for Commercial Unit 03. It would not be acceptable for this unit to have shared use with the residential storage area. Proposed condition: 'An adequate provision for waste and recycling storage must be provided for Commercial Unit 03. If this is sited externally to the unit, measures should be taken to secure the container(s) which should be stored away from the windows and doors of any dwellings. If a storage area is located within the unit, the design should be such that the container(s) can be removed directly to the outside without passing through any part of the building except by way of passage. An internal bin storage area should have appropriate passive ventilators to allow air flow and stop the build up of unpleasant odours. The ventilation needs to be fly and vermin proofed and near to either the roof or floor, but

away from the windows of any dwellings.'

The refuse stores located in blocks E, F, G & H are located further than 10 metres from the closest vehicle stopping point. Proposed condition:

'Alternative collection points must be indicated on the plans and approved. Personnel must be provided to relocate the waste and recycling containers on the allocated collection day. The pathway from refuse stores and collection points must be a minimum of 2 metres wide, have a smooth surface and be free from steps or kerbs. Suitable dropped kerbs must be installed on the existing highway where the vehicle is to carry out collections from Pump Lane. It is not suitable for waste and recycling containers to be pulled across allocated parking bays.'

# Proposed condition:

For the safety of the collection crews, a suitable latch or clasp must be fitted to refuse store doors where collections will take place directly from the store to allow the doors to be safely held open whilst collections are carried out.'

#### Case Officer's comments:

An amended ground floor layout has been proposed by the applicant (plan reference T20P00 Rev 1B) which has been reviewed by the Council's Waste Strategy Officer and, subject to a Waste Management Strategy condition, they have confirmed that they no longer object to the application. The proposed condition is recommended to be attached to any grant of planning consent.

#### LANDSCAPE ARCHITECT

The site is an industrial estate situated on the south side of Pump Lane, opposite the exit of the public car park. The west and (part of the) southern boundaries back on to residential properties in Little Road and Chalfont Road, with the south-east corner backing onto the Silverdale Industrial Estate. The Matalan retail outlet and car park lies to the east. There are no TPO's or Conservation Area designations affecting the site directly, although TPO 328 protects a group of Lombardy poplars on the Matalan frontage.

### Comment

This proposal has been the subject of pre-application advice regarding the layout and landscape masterplan.

Existing trees: A tree survey, dated January 2018, by Keen, has been submitted. The survey confirms that the few trees on the site are of low quality, however, a total of 18 trees have been identified and assessed which are on, or close to, the site. There are no 'A' grade trees. Three (off-site) trees are 'B' grade; T2, T9 and T15 - whose condition and value indicates that they should be retained as part of any new development. The other 15 trees are 'C' and 'U' grade trees which do not pose a constraint on development. The report contains a Tree Constraints Plan but does not include an Arb Impact Assessment (AIA) or Tree Protection Measures. While the AIA is required for the sake of clarity, it is noted that none of the off-site 'B' grade trees appear to be at direct (or indirect) risk from the construction- related activities.

D&AS: Section 8.0 Landscape Design The D&AS provides a comprehensive and precedent images to support the landscape masterplan and convey the intended landscape character. The landscape plan features five key landscape zones; Pump Lane frontage, Chalfont Square, Chalfont Road Home Zone, Woodland area and Podium Level Gardens (on the first floor). The masterplan has been designed to provide well-landscaped boundaries, attractive through routes for pedestrians, lush swathes of planting, a semi-natural linear park. While a significant amount of planting is proposed at ground level (more sustainable), the first floor podium level garden extends over a substantial area and will be large enough to create a variety of attractive and accessible spaces for the occupants of the flats. A range of indicative surface treatments is illustrated under the hard landscape strategy, using permeable paving materials. Boundaries will be defined by (powder-coated) steel railings

specified at 1.1metres and 1.8 metres in height. The soft landscape strategy has considered the required heights and form of planting which has guided the planting palette. 'Structure' planting includes the use of single and multi-stem trees and hedges, planted in a range of sizes. 60 small / young trees will be planted on the podium level and well over 100 trees (mixed sizes) will be planted throughout the site at ground level. Play spaces have been incorporated within the masterplan to accommodate doorstep play (for under 5's), local playable space (< 11 years), neighbourhood playable (<11+ years) and youth space (12 +). Trees have been selected and green walls incorporated into the scheme with a view to filtering airborne pollutants and improving local air quality. Subject to detail, the scheme will provide a net gain in green infrastructure and biodiversity.

#### Recommendation

No objection subject to conditions RES9 (parts 1,2,3,4,5 and 6).

#### Case Officer's comments:

The proposed condition is recommended to be attached to any grant of planning consent.

#### ACCESS OFFICER

This proposal appears to meet the technical considerations to satisfy accessible housing standards, namely M4(2) and M4(3), as required by London Plan policy 3.8 (c) and (d).

However, detail is lacking on the following design elements to meet London Plan policy 3.1 (Ensuring Equal Life Chances), 3.5 (Quality and Design of Housing) and 7.2 (Inclusive Environment):

- 1. A detailed plan should be submitted to demonstrate how the proposed Home Zone:
- a. successfully alerts motorists, cyclists and pedestrians to the shared surface environment;
- b. achieves clear wayfinding for blind and partially sighted people; a design that minimises the risk of blind people straying into the path of moving vehicles;
- c. rationalises use of bollards and similar obstacles:
- d. defines car spaces to ensure vehicles are parked only in designated places;
- e. introduces measures that force slow vehicle movement;
- f. would be legible to aid navigation; it should be possible to easily differentiate one area of the development from another.
- 2. A drop-off point for door-to-door service providers, to include large Dial-A-Ride vehicles, should be provided
- 3. 10% of Affordable Housing units would be required to satisfy the design standards for an M4(3) Wheelchair Accessible unit.
- 4. A floor plan at no less than 1:100 should be submitted for each of the different M4(3) units. All details, to include transfer zones, wheelchair storage area, and other spatial requirements within bedrooms, bathrooms, living and dining areas, should be shown on a separate plan for every different unit type.
- 5. All remaining units must be designed to the standards for Category 2 M4(2) Accessible and Adaptable dwellings, as set out in Approved Document M 2015.
- 6. The affordable units should be suitable for 'day one occupation' by a wheelchair user. These units should be designed and fitted as per the prescribed standards for a Wheelchair Accessible M4(3) unit, as set out in ADM 2015.
- 7. Details of the materials palette, with particular attention given to the paver types to be installed in accordance with the tolerances set out in BS8300:2018.

8. No details appear to have been submitted on play equipment to be installed for disabled children, including those with sensory or complex multiple disabilities. Provisions could include outdoor sound tubes, colour and lighting canopies, and other play equipment that could stimulate the olfactory senses. Inclusive play is a key requirement of any new residential development.

Conclusion: it would be acceptable to secure the above provisions through appropriately worded planning conditions.

# Case Officer's comments:

Conditions relating to details of the Homezone and M4(2)/M4(3) dwellings are recommended to be attached to any grant of planning consent. The proposed landscaping condition also requires details of hard surfaces and play equipment.

#### HIGHWAYS ENGINEER

The application site is located along Pump Lane which connects to Hayes Town westbound and the A312 (The Parkway) eastbound. Pump Lane borders the north of the site itself with local residential roads forming the western boundary and commercial/industrial premises located to the east/south.

The site is currently served by three all mode points of access which are located along the Pump Lane site frontage. Whilst the site at present is served by minor access roads which include Little Road to the west of the site and Chalfont Road/Silverdale Road to the south, these access points are currently closed off.

There site currently comprises mixed use commercial units which are made up of 1 and 2 storey warehouse industrial buildings. Commercial vehicles frequent the site on a regular basis with use of all three points of access.

You will be aware that this application seeks the demolition of the existing commercial buildings to accommodate the provision of 333 residential units and 3 commercial units measuring approximately 710sqm along the site frontage.

Having reviewed the PTAL rating for the proposed development using the Transport for London WebCAT service, it is indicated that the site has a PTAL rating of 3 which on a scale of 1-6b is considered to be moderate. It is noted however that the site is within a relatively short walking distance to the Hayes Town Centre which provides a plethora of sustainable transport modes. This is reflected with a high PTAL rating of 4 and 5.

# Parking and Access Provision

The schedule of the proposed residential units comprises of the following:

Studio x 29

1-bedroom x 88

2-bedroom x 161

3-bedroom x 55

Total 333

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Councils adopted Car Parking Standards.

During the pre-application stages, it was noted that the Councils car parking standards are based on a maximum approach and that some degree of flexibility would be provided given the sites relative sustainable location in relation to the Hayes Town Centre. The current scheme provides a lesser amount of parking at 62% (0.62 per unit).

The proposals will provide 207 parking spaces within the site curtilage which will be in the form of

surface level and undercroft parking. These spaces will be accessed by residential occupants only.

In accordance with currently adopted saved Unitary Development Plan, a recommended maximum parking provision of 441 is to be provided. This equates to a parking ratio of 1 space per studio/1-bed unit and 1.5 spaces per 2/3-bed unit. It is apparent from the submitted information that the level of provision proposed not only falls short of the UDP standard but also the emerging DMT6 policy and parking standard for residential developments where a higher demand of parking is required.

However, the site does in fact exhibit a moderate PTAL rating albeit within a short walking distance of Hayes Town Centre where a rating of 4/5 is indicated which is reflected by the number of available services and Public Transport Links in the form of Bus stops and access to Hayes and Harlington railway station.

It should also be noted that with the introduction of Crossrail which is to commence later in 2019 and the introduction of an extended (H32) bus service along Pump Lane, the area will undoubtedly demonstrate improved provisions for sustainable modes of travel.

If the linkages between the development and Hayes town centre are convenient and attractive to use, then future residents of the development will be less reliant on the private car to meet their daily travel needs. A developer's contribution is therefore required to ensure that connectivity between the site and the town centre can be improved.

It is therefore considered that subject to an appropriate contribution (see further details below) the level of parking proposed is sufficient in accommodating the residential component of the proposals.

# **Disabled Parking**

To accord with both the currently adopted UDP standard and the emerging Local Plan: Part 2 DMT 6 policy, it is required that 10% of parking provision be allocated to blue badge holders.

Under the proposed level of parking for the residential units it is required that 21 spaces be allocated to disabled users. Whilst it is proposed that 34 spaces be allocated thus representing an overprovision of 13 spaces, this is deemed acceptable.

#### **Electrical Vehicle Charging Points**

Provision for electrical vehicle charging points has been provided in excess of the London Plan standards which require 20% active spaces and a further 20% as passive. The submissions propose that 20% as active provision and 54% as passive provision as a measure of mitigation. This represents 41 'active' spaces and 112 'passive' spaces.

# Cycle Parking

With regard to cycle parking, it is proposed that a total of 549 spaces be provided across the development. Long stay parking will be located within covered storage with short stay cycle parking being provided at a ratio of 1 space per 40 units. Whilst this is in accordance with the London Plan standards, this is considered an overprovision when compared to the 388 spaces required as per the UDP standards.

Furthermore, when considering that the majority of large developments within the Hillingdon Borough do not fully make use of cycle parking facilities which remain unoccupied mainly as a result of the Outer London status, it is considered that the available areas could be put to better use i.e. amenity space etc. On this basis, the space requirement as set out in the UDP standard is considered to be suitable and should be applied. I trust this can be secured by way of condition.

# Parking Provision - Commercial Units

The submissions seek flexible commercial floor space (Use Classes, A1, A2, A3, B1 or D1). Whilst

vague, I have based this part of the assessment on a worst case scenario. When considering the quantum of development and in accordance with the Saved UDP standards, it is required that 14 parking spaces be provided. It is apparent from the submitted information that only 3 spaces are proposed for staff with no parking being provided for visitors on site.

Whilst this represents a shortfall in parking, given the sites sustainable location and that any potential commercial parking taking place will be controlled via a CPMP (Car Parking Management Plan), I find this level of provision sufficient.

# Car Parking Management Plan

As part of the submitted car parking management plan framework, it is proposed that a site management team be appointed to oversee and implement the established measures. This will prevent inappropriate/informal parking taking place by residents and users of the site. The submitted CPMP is accepted and a condition should be imposed finalising the plan.

#### Access Provision

The proposed development will see the stopping up of all existing access points currently serving the application site along Pump Lane. These are to be replaced by a primary all mode access along the north-western edge of the site boundary (with Pump Lane). The proposed access will provide a 6.0 metre wide carriageway width with footway in excess of 2.0 metres either side

An emergency site access is also to be provided south of the site in the position of the existing access point and will be used solely for pedestrian, cycling and emergency access via Chalfont road. It should be noted that whilst this access is to remain open 24/7, collapsible bollards will be implemented in order to allow emergency vehicles access. Residents associated with the site will therefore be unable to gain access to the respective parking areas from this point. This is to be addressed by way of condition.

The eastern most access along Pump Lane will accommodate service vehicles accessing the plant room which is to take place once every 3-4 months. It is mentioned that the type of vehicles carrying out this service will comprise of small vans only.

A non-motorised user access is also to be located towards the south eastern boundary of the site which will be accessed off Silverdale Road.

In summary, the proposals should be subject to detailed designs. Any improvements/stopping up of access points and off-site highway works should be secured via a section 278 agreement and will be upheld by the developer.

## Service and Delivery Arrangements

As part of the proposals, swept path analysis drawings have been provided demonstrating associated vehicles accessing and exiting the site in forward gear. This arrangement would however require associated vehicles to undertake 3 point turns within the site curtilage.

Concerns are however raised with associated service/delivery vehicles pulling into the main access point off Pump Lane whilst providing sufficient space for vehicles to exit the site out onto Pump Lane. This is mainly due to the proposed pinch point at the priority junction and servicing layby which should be reviewed prior to any planning consent being granted.

A draft Service and Delivery plan framework has been submitted as part of the Transport Assessment. The final submission should be provided to the council and is to be dealt with by way of condition.

**Trip Generation** 

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

To determine the existing level of trips associated with the commercial site surveys were undertaken at the site access points. It is highlighted that the site currently accommodates 11 units with 2 units remaining as vacant. Nevertheless, it has been established the site currently generates 51 movements during the AM peak and 71 movements during the PM peak periods.

### Residential Trips

To determine the proposed level of trips associated with application site, the applicant has carried out an interrogation of the TRICS (Trip rate Information Computer System) database involving the proposed use class with reference to two comparable sites. It has been established that the proposed residential development would generate 80 movements in the AM peak and 70 movements in the PM peak.

### **Commercial Trips**

Trips rates for the commercial element of this scheme have been limited to 710sqm. It is expected that commercial units will serve not only the proposed residential units, but pass by/linked trips. The forecast trip generation for the proposed commercial units has been estimated at 8 movements during the AM peak and 4 movements during the PM peak.

# Net Vehicle Trips

When comparing both existing and proposed findings, the net increase in traffic movements is therefore concluded to be 37 movements during the AM peak and 3 movements in the PM peak periods. The net increase during the AM period would average 1 vehicle every two minutes entering/leaving the site. The Highway Authority is satisfied with the trip rates demonstrated within the Transport Assessment.

#### **Operational Assessment**

In order to ascertain the operation of the highway network the assessment has included TRL Junctions 9 modeling. Three scenarios have been covered.

- Baseline (current) Conditions
- Baseline (without development) plus TEMPRO growth factor (which include committed developments)
- Baseline (with development) plus TEMPRO growth factor (which include committed developments).

The results show that certain arms at the Pump Lane/Bilton Way roundabout junction are over the desired capacity threshold (0.85) with the RFC value below the theoretical threshold (1.0) in both 'with' and 'without' development scenarios.

The Station Road/Clayton Road roundabout junctions are also over desired capacity (0.85 threshold) and the theoretical threshold (1.0) in the 'without' development scenario. However, the values appear to remain constant during the 'with' development scenario.

Whilst discrepancies were raised with the Pump Lane/Botwell Lane/ Coldharbour Lane table values (tables 7.3 and 7.4), this has been addressed.

# Permeability Study

As part of the permeability study of the area, it is considered that scope is available to improve the current linkages between the site and key local destinations. This would further enforce sustainable opportunities in the area.

As a result of the study, the following improvements were established (but not limited to):

- Improvements to pedestrian and cycling facilities. Specifically along both Chalfont Road and Silverdale Road.
- Environmental improvements to the parcel of land which sits outside Skeffington Court, making it safe, attractive and a convenient route for pedestrians and cyclists.
- Improving access to the Grand Union Canal towpath.

The Highway Authority would also see that informal pedestrian crossings are incorporated as part of the improvement works at key access points. Financial contributions towards the improvements are to be secured via a section 106 agreement.

#### Travel Plan

Whilst a Travel Plan has been submitted and sets out the framework and strategy by which the proposed residential units on site can seek to encourage sustainable modes of travel, a work Place Travel plan is also requested to serve the commercial component of proposals.

Although the proposed measures are accepted, further work will be required to ensure and encourage walking and cycling. Reference to taxi/on demand services and Uber is not considered to warrant sustainable travel modes and should be removed from the Travel Plan.

The above is requested to be addressed via a section 106 agreement.

# Construction Management Plan

Prior to the implementation of the works, a full Construction Management Plan is required to be secured under a suitable planning condition due to the site constraints of the local highway network. This should detail the management of construction traffic (including vehicle types, frequency of visits, expected daily time frames, use of an on-site banksman, on-site loading/unloading arrangements and parking of site operative vehicles.

# Contributions

# **Town Centre Connectivity**

The Chailey site occupies an edge of town centre location within easy reach of local services and facilities as well as train and bus services and access to the Grand Union Canal Cycle Quietway. If the linkages to between development and Hayes town centre are convenient and attractive to use, then future residents of the development will be less reliant on the private car to meet their daily travel needs. A developer's contribution has already been received to carry out a study of ways in which the connectivity between the site and the town centre can be improved.

Funding is also sought for investment in the measures identified by the study that better connect the development site with Hayes town centre. With attractive and convenient measures for pedestrians and cyclists in place the Council can be confident that these will be used offering a genuine travel alternatives to the private car. This opportunity to better connect the development with Hayes town centre has been taken into account when assessing the quantum of car parking spaces that need to be provided on site.

However the current linkages to the town centre need to be improved for the Council to be confident that they will be frequently used. The footways along Chalfont Road and Silverdale Road are narrow and uneven and lack provision for disabled people, the street lighting is also in need of upgrade.

Adjacent to Skeffington Court, Silverdale Road is a forecourt area with uneven paving slabs, mature trees, many bollards and neglected planting beds. This area benefits from a pedestrian footpath providing access to Crown Close, however this link is unappealing to user as the built environment

is harsh with many hiding places. This could be perceived as presenting a risk to personal safety. By contrast pedestrian facilities at the Crown Close end of the footpath are now attractive and convivial to use having recently been improved as part of the Councils £6m Hayes Town Centre Scheme.

To fully take advantage of the sites location, a developers contribution of £250,000 is sought. This will be used towards the following:-

- The upgrade of pedestrian and cycle facilities along Chalfont Road and Silverdale Road
- A complete transformation of the land outside Skeffington Court. The key objective being to make this an direct, attractive, safe and convenient route for pedestrians and cyclist walking and cycling to the town centre; and
- Improving access to the Grand Union Canal towpath from Silverdale Road and upgrading the towpath to Quietway standard. A contribution is sought to part fund the delivery of the works required to link the development to the town centre thereby reducing future occupier's reliance on the private car and the need for car parking

# **Bus Service Capacity**

A developer's contribution is required to support the introduction and establishment of the new Heathrow Airport to Ruislip via Hayes 278 bus service. As well as Heathrow airport itself, this bus service will provide the occupiers of the residential units with direct public transport access to destinations in the north of the Borough including Hillingdon, Ickenham, West Ruislip and Ruislip. None of these centres are currently accessible using a direct bus service from Hayes. A contribution of £25,000 each year for three years is therefore sought.

# **Grand Union Canal Quietway**

Working with developers, Transport for London and the Canal and Rivers Trust the Council has been improving the towpath along the Grand Union Canal to Quietway standard. This involves laying bitumen macadam to create an even and well drained surface providing cyclists and pedestrians with a safe and convenient off-road link.

Work along the section of canal between Stockley Park and Yiewsley is currently on-site.

A developer contribution is sought to improve the section of canal towpath between Hayes town centre and Stockley Park, this will then provide cyclists and pedestrians with a direct car free route between Hayes and Harlington and West Drayton stations from which Elizabeth Line (Crossrail) train services will start to operate in December 2019. A contribution of £50k is sought toward the implementation of Quietway improvement works along this key section of the Grand Union Canal towpath.

# A312 Healthy Streets

LB Hillingdon working with Transport for London is developing package of works to improve the safety and convenience with which cyclists and pedestrians can cross the A312 Bulls Bridge Roundabout. The ultimate aim is to make the pedestrian and cycle routes across the roundabout places for people characterised by the 10 Transport for London Health Streets indicators. A contribution of £25k is sought towards the implementation of the package of works identified.

## Conclusion

Mindful of the above, should you be minded to approve the application, I would request that the above mentioned obligations and conditions be attached.

#### Case Officer's comments:

The proposed contributions have been agreed by the applicant and would be secured through a s106 legal agreement if the application is consented. The proposed service and delivery and car

park management conditions are also recommended to be attached to any approval. The Highways Engineer raised a concern regarding service/delivery vehicles pulling into the main access point off Pump Lane, however an amended layout plan has been submitted and the Council's Highways Engineer has confirmed that subject to a condition regarding the final details of traffic arrangements, they no longer have any concerns with the application. The suggested traffic arrangements condition is therefore also recommended to be attached to any grant of planning consent. The proposals would also be subject to a Road Safety Audit and thus can be examined as part of the detailed design if a safety issue is raised.

#### AIR QUALITY OFFICER

The development proposal is for 333 residential units and commercial floorspace. The location is within an Air Quality Focus Area as defined by the GLA (Focus Area 85, Hayes Town Botwell Lane/Pump Lane) and included within the Hillingdon Hayes Focus Area. Focus Areas are defined as areas where the air quality limits are exceeded, there is relevant public exposure and actions should be prioritised to achieve significant improvements in air quality.

The applicant correctly identifies the requirements for the planning system to contribute towards the delivery of sustainable development highlighting the requirement for the impacts of new development to be mitigated (NPPF, London Plan, Local Plan).

#### The assessment

The air quality assessment recently submitted has incorporated clean by design improvements which are regarded as standard for a development, especially in areas of identified poor air quality, these are supported:

- a) the incorporation of low NOx energy sources within the development;
- b) maximising the distance between the building and the road source;
- c) locating sensitive uses such as play areas and amenity space away from the road source;
- d) minimising the number of residential units fronting the road source.

As noted, these are standard design measures aimed at protecting future occupiers, and with the exception of the first item (a), they do not reduce the emissions arising from the development itself. Traffic emissions are the main concern in Hayes and these need to be significantly minimised.

#### Emissions arising from the development

In Focus areas, such as Hayes, where the limit values are already being exceeded, further mitigation is required. To understand the level of improvements required a NOx damage cost has been applied to the development. The air quality assessment calculates this as £401, 677 which is agreed.

The quantifiable reductions from specific mitigation measures on-site have been agreed, namely full and effective implementation of a targeted Travel Plan and a bespoke air quality positive green infrastructure plan. The mitigation in terms of damage costs reductions has been agreed with the Council and calculated at £95,007.

This leaves a quantified damage cost of £306,670 which requires to be addressed ie efforts should be made to reduce emissions further.

The applicant has applied a methodology that suggests that, as the existing site produces £301, 974 in terms of damage costs from existing use of the site, this change of use should be taken into account as a mitigation measure therefore the remaining damage cost has a final value of £4,696. This approach is not supported by the Council in an area where air quality limits, as demonstrated within the air quality assessment, are already being exceeded and where, as the NPPF states, opportunities should be taken to improve air quality. The Council's transport engineers reinforce that the local road network at key junctions in close proximity to the site are over the desired capacity and that the development does result in a net increase in traffic movements entering and leaving the site.

The transport comments state that the Travel Plan requires further work to ensure and encourage walking and cycling, this is a concern, especially as this has been relied upon as a key mitigation measure in reducing emissions.

In terms of achieving further air quality mitigation, the following schemes are supported as measures which if secured and implemented via a s106 obligation could actively contribute to improving the use of sustainable modes of travel:

- Funding of works required to link the development to the town centre thereby reducing future occupiers reliance on the private car suggested as £250,000;
- Contribution towards improvements to the canal towpath to provide future cyclists and pedestrians with direct car free route between Hayes and Harlington and West Drayton stations suggested as £50k
- Implementation of the Healthy Streets approach in Hayes suggested as £25k

The remainder of the damage costs for air quality (£306,670) is, therefore, incorporated within the measures listed above for traffic management purposes. This is without prejudice to any remaining transport measures to be accounted for.

### Case Officer's comments:

The proposed contributions have been agreed by the applicant and would be secured by a s106 legal agreement should the application be approved.

### **ENVIRONMENTAL PROTECTION UNIT**

I have read through the acoustic report and it adequately demonstrates how the predicted noise and vibration levels will be controlled through mitigation measures.

1. External noise from machinery, extract/ventilation ducting, mechanical gates, etc.

## Condition:

The external noise level emitted from plant, machinery or equipment at the development hereby approved shall be lower than the lowest existing background noise level by at least 5dBA, by 10dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

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

2. Anti-vibration mounts and silencing of machinery etc.

#### Condition:

Prior to use, machinery, plant or equipment, including the extract/ ventilation system and ducting at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

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

The proposal includes commercial floor space and residential dwelling above.

3. To ensure that acceptable noise levels are achieved indoors and a reasonable degree of peaceful enjoyment of gardens and amenity areas the following conditions shall be considered.

# 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

2. Separation of noise sensitive rooms in neighbouring flats

#### Condition:

The approved development, shall have an enhanced sound insulation value DnT, 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.

### Case Officer's comments:

The proposed conditions are recommended to be attached to any grant of planning consent.

#### SUSTAINABILITY OFFICER

I have no objections to the proposed development subject to:

A condition and S106 contribution in relation to energy

A S106 contribution in relation to open space provision

# Observations - Energy

The information submitted broadly demonstrates compliance with the London Plan requirements for a minimum of 35% onsite reduction in CO2 from a 2013 Building Regulation baseline. However, the development does not achieve the necessary zero carbon standards and consequently requires a S106 offsite contribution as per Policy 5.2E of the London Plan.

The shortfall amounts to 214 tCO2 as set out on page 2 of the Energy Assessment (Low Energy Consultancy Ltd). This equates to 6420 tCO2 over the 30 year period defined by the GLA as the period of a carbon intensive grid.

The S106 contribution (@£60/tCO2) is £385,200

In addition, the following condition is necessary to provide certainty over the type and specifications to be delivered as part of the final designs.

#### Condition:

Prior to above ground works, full details of the low and zero carbon technology shall be submitted to and approved in writing by the Local Planning Authority. The details following requirements must demonstrate compliance with the reductions set out in the Energy Assessment (ref LEC 3009/R01\_2 Low Energy Consultancy Ltd, 29 November 2018).

- 1 Details of the CHP should also include the heat network, the plant type and its location. Full details of the fuel inputs and energy outputs shall also be presented.
- 2 Details of the PVs, including fixing mechanisms, pitch, orientation and plans (roof and elevations) shall also be included.

The development must proceed in accordance with the approved plans.

#### Reason:

To ensure the proposals contribute to a reduction in CO2 in accordance with London Plan (2016) Policy 5.2.

### Observations - Amenity Space

The wind and sunlight analyses reveal that the courtyard area is likely to be constrained through both shading and increased wind. This reduces the enjoyability of the area. It is therefore recommended that an offsite contribution is secured to improve existing recreational facilities in the nearby area.

The S106 contribution should be set at £30,000.

#### Case Officer's comments

The Council's Sustainability Officer has been informed of the contributions already agreed by the developer to improve the public realm within the locality and the proposed over provision of external amenity space. Following discussions the Council's Sustainability Officer has confirmed that the additional payment of £30,000 is not justified and is therefore not required.

### FLOOD AND WATER MANAGEMENT OFFICER

The proposals suggested that the indicated strategy will control surface water run off from the 1.8ha site to 6ls for events up to and including the 1 in 100 year plus 40% climate change event, which is considered acceptable.

However although there is considerable more detailed explaining the options initial considered and discounted, it is not clear that the best solutions have been incorporated and further work will be required in order to discharge the appropriate condition.

For example although ground water has been found, this does not and should not completely rule out shallow depressions to capture the first flush of rainfall in landscaped areas and this must be explored within any landscaping plan and levels provided for the site.

In addition there are proposals to provide drainage within an area set aside for future works. This area is proposed for an extension of cycleways along Pump lane. The proposals for the site should be revised so that the drainage for the site is entirely within the site extent and not area which will be disturbed later by Cycleway pedestrian works. A contribution for this work to improve the cycleway and provide additional green infrastructure / rain gardens to mitigate for the air quality and flooding issues along Pump lane will be expected. The permeable area for this site should also not include this area.

It is also noted that the proposed connection into the SW sewer does not lead anywhere and a CCTV survey was to be undertaken to provide an indication of the destination location and that the TW sewer is suitable to receive these flows.

It is noted a indicative maintenance plan is included this should incorporate all elements of a drainage proposal including pipework and ability to respond to adhoc issues arising. This could be conditioned.

# Case Officer's comments:

The Council's Flood and Water Management Officer has been informed of the applicant's agreement to make significant contributions for pedestrian and cycleway improvements and has confirmed that this is acceptable. The applicant has agreed to remove any drainage elements from within land on Pump Lane that may be required for future cycle or bus services, this will be captured by an appropriately worded condition.

### 7. MAIN PLANNING ISSUES

# 7.01 The principle of the development

Within the adopted UDP the site is classified as an Industrial Business Area. Saved Policy LE2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states: Industrial and Business Areas (IBAs) are designated for business, industrial and warehousing purposes (Use Classes B1-B8) and for Sui Generis uses appropriate in an industrial area. The Local Planning Authority will not permit development for other uses in IBAs unless it is satisfied that:

- i) There is no realistic prospect of the land being used for industrial or warehousing purposes in the future, and;
- ii) The proposed alternative use does not conflict with the policies and objectives of the plan iii) The proposal better meets the plan's objectives particularly in relation to affordable housing and economic regeneration.

In applying Policy LE2, the Local Planning Authority will where appropriate take into account (1) evidence of a lack of demand for industrial and warehousing uses; (2) the length of time the vacant premises or land have been marketed and interest expressed by potential occupiers; (3) the amount and nature of vacant industrial and warehousing floorspace and land in the Borough, as well as outstanding unimplemented planning permissions and development under construction; (4) the size and layout of existing premises will also be taken into account.

The proposal does not strictly adhere to Policy LE2 as it is for a residential-led development. However within the emerging Local Plan Part 2, Policy SA22 (Part A), the site is allocated for residential led mixed use development and is released from its current SIL designation. The LDF Employment Land Study - July 2009 supports the release of this site.

Draft Policy SA 22: Chailey Industrial Estate, Pump Lane, proposes:

'The Chailey site is currently vacant and provides an opportunity for residential development that enhances Hayes Town Centre and takes advantage of the future Crossrail link at Hayes. The following development principles will apply:

- The site should be released for residential development at a development density of 110 units per hectare,
- Small scale commercial uses at ground floor level to support residential uses will be considered suitable; and
- Development proposals should include a buffer along the eastern boundary of the site to mitigate impacts on residential amenity from the adjacent retail use.
- The Council will seek to achieve a proportion of community infrastructure on the site to assist in the regeneration of Hayes;
- Proposals should be provided to a high quality design; and
- Open space and amenity space should be provided in accordance with Council standards.'

For Hillingdon, the London Plan sets a housing delivery target of a minimum of 5,593 new homes between 2015 and 2025 (559 per annum). Local Plan Core Strategy Policy H1 seeks to maximise the supply of additional housing in the Borough and states the Council will meet and exceed its minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies.

With regard to the proposed use, the development comprises a residential scheme (within Use Class C3) with ancillary commercial uses. The National Planning Policy Framework 2018 (NPPF) seeks to significantly boost the supply of housing and as such, the supply of

housing is considered to be a public benefit. Paragraph 61 of the NPPF states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward and where it is needed, that the needs of groups with specific housing requirements are addressed. London Plan Policy 3.3 recognises the need for more homes in London in order to promote opportunity and provide a real choice for all Londoners.

Policy BE14 of the Local Plan: Part 2 - Saved UDP Policies (2012) outlines that permission will not be granted for the development of sites in isolation if the design fails to safeguard the satisfactory redevelopment of adjoining sites which have development potential. Within the SOPM (2018), the adjacent site to the east has been identified for redevelopment as Part B of SA 22.

The proposal incorporates an 11m setback from the neighbouring site to the East, in order to assist in safeguarding the redevelopment of this site. Furthermore, in the interim period where the neighbouring site will continue to operate in its existing form, this setback will minimise any potential friction arising between the new residential units and existing commercial use. The proposal also incorporates part of the sites' non-residential commercial use on the North Eastern ground floor, in order to ensure a more complementary use opposite the entrance to the existing Matalan store.

The proposal successfully demonstrates how the redevelopment of Site B could be undertaken cohesively in line with this scheme, particularly in terms of demonstrating how new connectivity from East to West has been incorporated. Furthermore, onsite amenity space provision on both the 'green boulevard' and the eastern boundary of the site would create new green infrastructure in an area with a notable shortage (DIFS, 2017). In particular, the proposed 'woodland area' on the eastern boundary provides an opportunity for integration with future amenity space from Site B.

The site also abuts Strategic Industrial Land (SIL) to the south east which is occupied by a number of existing businesses. It is therefore important that new development does not compromise the integrity or effectiveness of this SIL in accommodating existing or future business, in line with Policy 2.17 of the London Plan (2016). It is considered that the development proposal avoids doing so by incorporating sufficient setbacks and introducing significant planting to create a green buffer between potentially incompatible uses.

Policy at local, regional and national levels therefore acknowledges the need to provide new homes. It is considered that the nature and deliverability of the proposed development within a predominantly residential area would contribute positively and actively to meeting the overall housing requirement for Hillingdon over the Local Plan period.

The proposed commercial space (Use Classes A1, A2, A3, B1, D1 or D2) is deemed ancillary to the residential use of the site. Amenity issues relating to this proposed commercial use are discussed throughout the report. The proposed location of the commercial uses offers optimum opportunity to deliver viable commercial premises for Hayes.

Accordingly the proposals accord with Local Plan Core Strategy Policy H1, Saved Policy BE14 of the Hillingdon Local Plan (November 2012), the emerging Local Plan Part 2, Policy SA22, Policy 2.17 of the London Plan (2016) and the NPPF.

# 7.02 Density of the proposed development

The proposed scheme includes 333 dwellings across the 1.8 ha site area, which equates

to 185 dwellings/ha.

The site has a PTAL rating of 2/3 and Policy 3.4 of the London Plan seeks for new developments to achieve the appropriate density which is compatible with the local context. Table 3.2 of the London Plan recommends that for a PTAL of 2/3, with smaller sized units of 2.7 to 3 habitable rooms that a density of 70-170 is appropriate. The proposed scheme has a density of 185 units per hectare which sits just outside the upper density range recommended by the London Plan (March 2016). However given the close proximity of the site to the new Crossrail Station at Hayes and Harlington and its proximity to the adjacent Town Centre, the proposed density is considered acceptable in this location.

#### Unit Mix

In ensuring a range of housing choice is provided to residents, London Plan Policy 3.8 states that new developments should offer a range of choices, in terms of the mix of housing sizes and types. Saved Policies H4 and H5 of the Hillingdon Local Plan (November 2012) seek to ensure a practicable mix of housing units are provided within residential schemes.

The development proposes the following mix of units:

Studio x 29 units

- 1 Bedroom x 88 units
- 2 Bedroom 3 Person x 48 units
- 2 Bedroom 4 Person x 113 units
- 3 Bedroom x 55 units

The Council's Policy Team have reviewed the submitted housing mix and raise no objections. Saved Policy H4 of the Hillingdon Local Plan (November 2012) encourages one and two bedroom developments within town centres and given the location of the site in close proximity to Hayes town centre the mix proposed, which includes a proportion of larger units at 16.5%, is deemed acceptable and appropriate and in accordance with Saved Policies H4 and H5 of the Hillingdon Local Plan (November 2012).

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

The area is mixed use in character and is not within a Conservation Area or an Area of Special Local Character. There are no listed buildings within or directly adjacent to the site, however the Grade II Listed Benlow Works building and the locally listed Silverdale Road warehouses are located to the south of the site.

A Heritage Impact Assessment has been prepared in support of the application which recognises Benlow Works as a Grade II listed factory building and that the factory is of historic and architectural significance with some decorative features of interest. The report concludes that the development would introduce further taller buildings into the setting of Benlow Works where it would respond to the local architectural character and improve what is currently an area of poor townscape and visual quality. The change to the setting would be neutral and the development would preserve the significance of the surrounding listed buildings.

The Council's Conservation and Design Officer has been involved throughout the preapplication discussions and has requested some amendments to the scheme. These have been incorporated into the final design and no objections have been made to the proposals. In addition the closest heritage assets are not directly adjacent to the site but separated by existing buildings. As such the impact of the proposals on the nearby Grade II Listed Benlow Works building and the locally listed Silverdale Road warehouses are considered

acceptable and in accordance with Policy BE10 of the Hillingdon Local Plan (November 2012).

# Archaeology

NPPF paragraph 189 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest. In addition paragraph 199 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public. The planning application lies in an area of archaeological interest and an archaeological desk-based assessment has been submitted to accompany the application.

The Greater London Archaeological Advisory Service were consulted on the proposals and have provided detailed comments. The archaeological desk-based assessment (DBA) that accompanies the application states the site has low archaeological potential partly due to severe, widespread and cumulative impacts from previous development. Whilst there is some validity in these suppositions the study does not in the opinion of GLAAS properly consider the potential for Palaeolithic archaeology at the interface of the natural gravel and brickearth (Langley Silt). Wherever Langley Silt survives in-situ it has potential to seal and preserve prehistoric land surfaces containing evidence of human remains and/or associated fauna. The London Region has been described in the London archaeological research framework as one of the most important in Europe for the Lower Palaeolithic and the Langley Silts of West London are one of the physiographic zones highlighted.

The Greater London Archaeological Advisory Service have therefore concluded that the development could cause harm to archaeological remains and an appropriately worded condition requiring a two stage field evaluation is needed to determine appropriate mitigation.

Subject to the attachment of this condition and an informative no concerns are raised with regards to archaeology.

### 7.04 Airport safeguarding

National Air Traffic Services (NATS) and Heathrow Airport Ltd have been consulted on the proposals and whilst they are the view that the proposed development is expected to impact its operations, in particular the radar system and the potential for bird strike issues, both NATS and Heathrow have stated that they are of the view that any impact can be mitigated through a modification to the radar system.

Both NATS and HAL have requested similar conditions with regards to the H10 Radar at Heathrow. To avoid repetition a set of conditions have been proposed by the case officer to cover the above requirements that have been agreed as acceptable in writing by both NATS and HAL. These conditions are recommended to be attached to any grant of planning consent. As such the proposals are deemed to have no impact on airport safeguarding.

### 7.05 Impact on the green belt

The site is not located within or close to the Green Belt, as such there are no Green Belt issues relating to this application.

# 7.07 Impact on the character & appearance of the area

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

Policy 7.1 of the London Plan (March 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 optimizing the housing potential/density of sites (Policy 3.4) and sustainable design and construction (Policy 5.3) are also relevant.

The proposal comprises three buildings that range from 2 to 11 storeys. These buildings are subdivided in blocks within the proposed plans to enable clarity of the development proposed.

The western building comprises Blocks A and B, with Block A rising to a maximum of 5 storeys along Pump Lane, whereas Block B steps down to 2 storeys where it is adjacent No.20 Chalfont Road. The building is linear with active frontages presented to Pump Lane and towards the internal proposed 'Home Zone'. Duplex units have been created to assist in activating this frontage with access doors onto the streetscene as opposed to shared central access cores. Parking is proposed to the rear/west with a podium providing external amenity space above. Landscaping is proposed along the edge of the podium area to prevent overlooking and protect the privacy of adjacent occupiers. A landscaping strip is also proposed between the podium and the site boundary.

The largest of the three buildings comprises Blocks C to G and varies in height between 6-8 storeys along the Pump Lane frontage and rises up to the highest point at 11 storeys in the south east corner. Duplex units have again been included to activate the western and southern elevations. This building (within Blocks D, E and F) includes the proposed commercial units at ground floor level along the Pump Lane frontage and the eastern section closest to the adjacent Matalan store. The Pump Lane frontage varies in height and includes a significant (circa 10m) set back along Pump Lane. The proposals maintain architectural quality throughout the development and particular attention has been paid during the pre-application and design process to breakdown the mass and form of the development along Pump Lane to reduce its impact. High quality materials are proposed and differing colours of bricks proposed to create an architectural language where the building is broken down into sections. The Pump Lane elevation would be two storeys in height at the western end of the site to reflect the height of existing residential buildings which sit adjacent to the site. The building height then steps up west to east so that the tallest section is adjacent to the existing Matalan store. The heights are considered appropriate in this location and the proposed set back from Pump Lane creates additional public realm and 'breathing space' for the mass proposed. In addition the design of development is considered to have an acceptable impact on the current adjacent Matalan Store, but also to any future redevelopment of the adjacent site should it come forward in the future.

The smaller building towards the south eastern corner of the site comprises 4 and 6 storey elements. This building includes Blocks H and J with parking proposed externally to the west. To the east of the block an area of landscaping is proposed that will separate the block from the adjacent existing industrial uses.

The massing of the scheme has been designed to relate to the streetscape and townscape of its surroundings with the tallest part of the development being proposed towards the commercial properties along the eastern boundary of the site and lower elements adjacent the established residential properties along Chalfont and Little Road. The majority of the scheme is proposed to be masonry construction to tie in to the surrounding area. A full materials condition is recommended to be attached to any grant of

planning consent.

The scheme proposes to introduce a 'home zone' area and traffic calming measures to create a residential environment with additional public realm and 'livable streets' that will integrate with adjoining roads. The elevations surrounding this area are proposed to be active and the entrance to the central parking area has been moved from the centre of the site to close to the Pump Lane site access to reduce vehicle movements within the site itself.

The proposed scheme has been subject to lengthy pre-application discussions and the applicant has responded positively to suggestions made by officers to improve the quality of design, undertaking a number of revisions to produce a scheme that is considered acceptable in design terms. Officers requested a comprehensive Visual Impact Assessment report be produced to enable a thorough understanding of the impact the scheme would have on the locality. This required a total of 23 viewpoints within a 2km radius of the site which has been submitted with the application and includes long and short distance views as requested. The GLA have also requested six further additional views from Austin and Little Road be produced and these have also been submitted. These clearly show that the tallest element is not seen from the relevant vantage points and therefore there is no impact to the properties located on Austin and Little Road.

The proposal is considered to be well thought out and to respond positively to the site and surrounding area. The Council's Urban Design and Conservation Officer has provided the following list of elements within the scheme that are considered positive in design terms:

- 1) Introduce a setback from Pump Lane that will be circa 10m. This setback has many benefits that includes a) the increased provision of public realm, considering the deficit identified in Hayes, b) allowing for the future provision of highways intervention and mitigation measures to support the increased growth of Hayes in the Pump Lane area that includes cycling and potential buses in the longer term, c) setback that is commensurate to the scale of development proposed on the site to mitigate the impact of increased building heights and massing, for example, against the prevailing existing context to the north, d) reduce the air quality impact on residential dwellings and associated amenity space, if set away from the negative AQ areas along Pump Lane.
- 2) Provide a central 'green' public open space and a range of supporting 'green' landscaped curtilage spaces within the development site that are meaningfully (usable) sized to address a) the increased provision of public open space, considering the deficit identified in the Hayes DIFS, b) supplement the required level of amenity space provision for residents, c) introduce SUDs for surface water drainage that is integrated into the landscape strategy, d) mitigate air quality concerns with increase planting, e) increase biodiversity to encourage new and support existing habitats, f) mitigate (soften) the impact of the proposed development, g) contribute to the reduction of the potential cumulative 'urban heat island' effect of new development in Hayes, h) create a range of landscaped spaces that vary in size, use and levels of privacy inc. play areas that are evenly distributed across the development site, responding to the developments requirements and residents needs this will add richness and character to foster placemaking.
- 3) Introduce new employment uses to, a) mitigate losses of the existing site land use, b) promote active frontages along Pump Lane and generally activate the development outside of residential usage hours, c) support emerging wider employment strategies for Hayes that is responding to new employment trends.

- 4) Create a variety of scale and form within the development to, a) respond to the varying edge conditions, b) optimise site to balance quality and quantity, c) reduced the impact of the development on neighbouring properties, d) positively contribute to the townscape setting in Hayes.
- 5) Introduce a development podium typology that integrates a) parking within a podium deck to reduce the impact of on-street parking, b) create 'front doors onto street' to activate the public realm, c) introduce family duplex and/or triplex dwellings at the ground floor with a 'back garden' onto the first floor podium deck, d) create an adequately sized semi-private podium deck amenity space for residents with planting etc.
- 6) Introduce a home zone, a) create a residential focused public realm and 'livable streets', b) reduced on-street parking to increase the quantum of public open space, areas of play, landscaping and permeable ground for SUDs.
- 7) Allow adequate setbacks from neighbouring sites a) not to constrain emerging and identified development opportunities i.e Matalan, b) to mitigate the impact of active employment and industrial uses on the proposed residential areas of the development, c) to ensure the sustainability of the existing employment uses that are not impacted by new residential development, c) create an improved interface that reduces the impact on existing residential houses and their curtilage space.
- 8) Not to consider the site in isolation, therefore a wider 'connectivity' strategy has been developed to ensure the site's positive integration with a) neighbouring sites and land uses, b) town centre core, c) canal and 'Quietway', d) Crossrail station.
- 9) Maintain architectural design quality throughout the development to a) create a bespoke development that is contextual, articulate in form and legible (plus varied) in use fostering the principles of placemaking, b) breakdown the mass and form of the development to reduce its impact, c) introduce high quality materials and robust detailing, d) create an interesting and varied roofscape.

The Council's Urban Design and Conservation Officer has provided the following conclusion to their comments:

The applicant has successfully met these objectives (discussed above) through design development and positive consultation with Officers. The scale of the development ranges from six to eight storeys, and dropping down to five and four storeys, in response to the varying edge conditions of the site. A taller eleven storey feature building is located towards the centre of the site that has been oriented and architecturally treated to reduce its immediate impact, whilst making a positive contribution to the emerging Hayes setting. The overall scale of development has been rigorously tested through a comprehensive TVIA, with Officers agreeing the various and numerous points that views should be taken from. For these reasons, the scale and form of the development is acceptable in townscape terms. And the residential-led mixed use development will make a positive addition to Hayes in regeneration terms, helping to raise the bar of future development. It is important that the scheme is not 'value engineered' post planning. Therefore a standard condition on materials is required and Officers will not accept the use of render that is not considered a robust material for this location or anywhere in the proposed development site.

This approach will balance the quantity proposed to optimise the site for redevelopment, with the quality required to create a successful residential-led development that will contribute to the positive growth of Hayes. The proposed scheme in it's current form is

supported and recommended for approval on Design and Conservation grounds.'

As such the overall development is considered to be well designed and will have a positive impact on the visual amenities of the surrounding area. The numerous positive elements of the proposals as set out in the Design and Conservation Officer's comments are considered to result in a proposed scheme that is in accordance with Policies BE13 & BE19 of the Hillingdon Local Plan (November 2012).

# 7.08 Impact on neighbours

Policy BE21 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states that planning permission will not be granted for new development, which by reason of its siting, bulk and proximity, would result in a significant loss of residential amenity of established residential areas. The Council's Supplementary Planning Document 'Hillingdon Design and Access Statement' (HDAS) states that where a two or more storey building abuts a property or its garden, adequate distance should be maintained to overcome possible over domination. The distance provided will be dependent on the bulk and size of the building but generally 15m would be the minimum acceptable separation distance.

The proposed development would be separated by a minimum of 30m from two properties on the northern side of Pump Lane, with a third property 36.5m away. The majority of properties on the other side of Pump Lane would be in excess of 40m from the proposed development. It is considered that the separation distances proposed would be sufficient to avoid overdominance to these adjoining properties.

With regards to the impact of the scheme on properties on Little Lane, the scheme is proposing a single storey parking area with landscaped podium above along the majority of this boundary, with a strip of landscaping along the boundary itself to soften the visual impact of the development. The built form would be approximately 16.5m at the closest point from the rear elevation of these dwellings. This separation distance is above 15m and critically there are two large existing double storey industrial buildings with an existing height of 8.66m, which are presently located along the majority of this shared boundary. As such the introduction of the single storey podium with additional landscaping strip is considered to result in a reduced level of overdominance to these adjoining properties when compared to the current larger/higher structures in situ.

No. 20 Chalfont Road will be the closest existing dwelling to the proposed built form. This dwelling would be sited alongside the southern elevation of Block B which is proposed to be a two storey building, to match the existing adjacent property, with the single storey podium to the rear. The podium is proposed to be located between 2.0m and 2.7m off the shared boundary with No. 20 Chalfont Road. Whilst the podium in this location could be considered to appear as a significant structure when viewed from the rear garden of the adjacent property, there is an existing two storey industrial building located hard against this boundary which also has a large gable elevation that reaches a height of approximately 8.66m. As such the proposed podium represents a significant reduction in built form in this location that would be set further from the boundary than the existing structure and soft landscaping is proposed on the boundary to soften the visual impact further.

No. 20 Chalfont Road would be over 27m from the proposed built form to the north across the proposed central landscaped area. All of the properties on the eastern side of Chalfont Road would have separation distances in excess of 30m from the proposed built form to the east (Block H and Block J).

It is considered that the separation distances proposed would be sufficient to avoid

overdominance to these adjoining properties and as such, would not detract from the amenities of neighbouring occupiers, in compliance with Saved Policy BE21 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and relevant design guidance.

The scheme has also been designed to introduce an 11m wide gap between the eastern facades of the proposed built form (Blocks F to J) and the eastern boundary of the site. This will ensure that should the adjacent Matalan site be developed in the future a layout can be proposed which mirrors this gap to create policy compliant separation distances.

### Privacy

Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that the design of new buildings protects the privacy of the occupiers and their neighbours. The supporting text to this policy states that 'the protection of privacy, particularly of habitable rooms (including kitchens) and external private amenity space is an important feature of residential amenity'.

The Council's HDAS also provides further guidance in respect of privacy, stating in particular that the distance between habitable room windows should not be less than 21m. The Council's HDAS at paragraph 4.12 states that 'new residential development should be designed so as to ensure adequate privacy for its occupants and that of the adjoining residential property from windows above ground floor, an angle of 45 degrees each side of the normal is assumed in determining facing, overlooking distances. This requirement has been adhered to so as to respect the residential amenity of existing residents by maintaining a minimum distance of 21 metres from existing residential developments.

Concerns have been raised with regard to the proposed podium to the rear of Block B in relation to a loss of privacy through overlooking of the rear gardens of properties on Little Road and the northernmost property on Chalfont Road. The proposed landscaping scheme prevents future residents from accessing the western edge of the podium and through appropriate boundary treatments. It is recommended that these treatments are secured by an appropriately worded condition to ensure that there is no potential for loss of privacy to these properties. The proposed access stairs on the southern end of the podium also create a potential risk of overlooking to the rear garden of the adjacent property No. 20 Chalfont Road. Details of this access are recommended to be controlled through an appropriately worded condition to protect the amenity of the neighbouring property. This could be achieved with privacy screens or an enclosure for the stairs.

All of the properties on the eastern side of Chalfont Road would have separation distances in excess of 30m from the proposed built form to the east (Block H and Block J). In addition each of these properties have a large outbuilding located at the end of their gardens which further prevents any risk of overlooking.

Subject to the above conditions, the proposed separation distances are considered to be consistent with Saved Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and relevant design guidance.

### Daylight and Sunlight

There is no national Planning Policy specifically relating to daylight, sunlight and overshadowing. The Supplementary Planning Guidance on Housing in March 2016, published by the Mayor of London states "An appropriate degree of flexibility needs to be applied when using the BRE guidelines to assess the daylight and sunlight impacts of new

developments on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, larger sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time."

Saved Policy BE19 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states that the Local Planning Authority will seek to ensure that new development within residential areas complements or improves the amenity and character of the area. The supporting text goes on to state that ensuring adequate sunlight and daylight reaches both habitable rooms (including kitchens) and external private amenity space is an important principle of housing design which affects the enjoyment of occupants' living conditions. The Local Planning Authority will pay full regard to the effects of a proposal, whether it be for a new building or extensions of an existing one, on the sunlight and daylight reaching neighbouring properties, and will have regard to the recommendations of "Site Layout Planning for Daylight and Sunlight" (Building Research Establishment, 1991).

Saved Policy BE20 states that buildings should be laid out so that adequate daylight and sunlight can penetrate into and between them and the amenities of existing houses are safeguarded. Whilst saved Policy BE21 states that planning permission will not be granted for new buildings which would result in a significant loss of residential amenity.

The application is supported by a daylight and sunlight report that considers the potential daylight / sunlight effects of the proposed development. The quality of the daylight and sunlight within the neighbouring properties has been assessed using processes recommended within the BRE document 'Site Layout Planning for Daylight and Sunlight - A Guide to Good Practice'. The BRE guidelines are not mandatory and the document should not be seen as an instrument of planning policy. Although it gives numerical guidelines, these should be interpreted flexibly because natural lighting is only one of many factors in site layout design.

In developing a former low-rise industrial site a degree of change is inevitable, however the results demonstrate that the the scheme responds to its context in order to limit the effect on the amenity of neighbouring dwellings in terms of either daylight or direct sunlight. The report conclusion states that 'our findings of our analysis demonstrate that considering the urban context of the site the aims of the BRE guidelines are achieved. Therefore, the proposals will not have a significant effect on the neighbour's enjoyment of daylight and sunlight and the proposals themselves will have good access to daylight and sunlight.

As such it is not considered that there would be a material loss of daylight or sunlight to neighbouring occupiers to such an extent as to warrant a refusal of the current application. The proposal is considered to be consistent with Policies BE19, BE20 and BE21 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### Commercial Use

There are no concerns raised regarding the impact of the proposed commercial unit on adjacent occupiers subject to conditions regarding hours of use, noise and extraction flues. These conditions are recommended to be attached to any grant of planning consent. The proposed commercial premises would be separated by a minimum of 30m from the closest existing residential properties.

7.09 Living conditions for future occupiers

# Internal Space Standards

All of the dwellings proposed comply with the internal space standards as set out in Table 3.3 'Minimum Space Standards for New Dwellings' of the London Plan 2016 and the Technical housing standards - nationally described space standard (2015).

### **Amenity Space**

The podium roof gardens above the proposed car parks within the development serve as communal amenity space with defensible private space adjacent to properties to serve residents within the development. A large area of public open space is proposed within the centre of the site and along the eastern boundary. At ground floor level 3213m2 of shared amenity space is proposed (in addition 2755m2 of new public realm is proposed that, whilst not representing accountable external amenity space, does contribute additional amenity for future and existing residents).

At first floor level 2474m2 of shared amenity space is proposed within the shared podium areas. In addition 2,808m2 of private amenity space is proposed in the form of terraces and balconies. In total therefore 8495m2 of external amenity space is proposed (in addition to the 2755m2 of new public realm).

The development proposed is required to deliver the following amenity space: 29 x studio units and 88 x 1 bedroom flats = 2340m2
161 x 2 bedroom flats = 4025m2
55 x 3 bedroom flats = 1650m2

In total therefore 8015m2 of external amenity space is required. The amount of amenity space proposed accords with and exceeds (an additional 480m2) the requirements outlined in Hillingdon's Design and Accessibility Statement Supplementary Planning Document - Residential Layouts SPD (2006) and GLA guidance.

#### Child's Play

The scheme generates a yield of 99 children, and the GLA requirement for play space is 978 sq.m which will form part of the amenity provision identified above. The scheme has developed an overarching play strategy which proposes a significant provision of dedicated play space for under 5's and 6-11 age groups as well as significant opportunities for natural play within the various amenity spaces.

# Overshadowing of Amenity Space

The site layout, orientation of the proposed buildings and the separation distances proposed are intended to minimise overshadowing across the site. The Council's Sustainability Officer has reviewed the scheme and raised a concern that the sun path analysis shows shading to the courtyard areas that may constrain the usability of the courtyard areas as amenity space. However following discussions regarding the over provision of external amenity space and the contributions already agreed by the applicant for recreational improvements such as cycleways, the Council's Sustainability Officer has confirmed that the contribution he requested is no longer necessary.

#### Daylight/sunlight

An analysis has been undertaken to consider the level of daylight the proposed accommodation will enjoy. The results of the analysis demonstrates that over 90% of all habitable rooms analysed on the lower three floors will achieve or exceed the recommended level of daylight. This wouls be almost 100% if balconies were not proposed. The proposed accommodation will enjoy a good level of daylight and all units

benefit from an area of private amenity space.

The analysis results for those rooms with a principle window facing within 90 degrees of due south demonstrate that over 71% of the rooms will achieve the numerical values set out in the BRE guidelines. In addition, they demonstrate that as recommended, all except 7 bedrooms will enjoy sunlight at some point during the day, as recommended within the Mayor of London's Housing SPG. The principle reason why not all rooms will achieve the numerical values in the BRE guidelines, is due to the provision of private amenity space, such as balconies which can block direct sunlight.

Given that the Supplementary Planning Guidance on Housing in March 2016, published by the Mayor of London states that 'guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, larger sites and accessible locations, where BRE advice suggests considering the use of alternative targets', it is considered that the results demonstrate that the proposed accommodation will enjoy an appropriate level of sunlight.

### Privacy

As detailed within section 7.08 of this report the separation distances between the existing properties and the proposed development are considered to be acceptable.

Internally the separation distance between Blocks A & B and Blocks C & D will be a minimum of 21m to protect residential privacy and amenity where windows will directly face each other. Between Block G and Block H the separation distance would be a minimum of 16m. Whilst this would only affect dual aspect rooms in Block H, it would affect single aspect rooms in Block G. The distance proposed is below the level of separation distance required to protect residential amenity. It is therefore recommended that a condition be attached to any grant of planning consent that requires details of an architectural solution (such as oriel windows or louvres with elements of obscure glazing) be provided.

At higher levels the separation distance between Block F and Block G is 16.6m. A condition is therefore required to ensure that the windows in the southern elevation of Block F remain fixed shut and obscure glazed. The windows in this elevation are secondary windows and therefore such a condition will not impact on outlook for future occupiers. At first floor level the proposed separation distance between Block C and Block G is 17.2m, however no windows are proposed in the western elevation of Block G at this level. At upper levels this separation distance increases to 30m.

Within the internal corners of the scheme where blocks meet at right angles the windows have been located to reduce overlooking and allow only acute angled views. This is deemed preferable to the use of large numbers of privacy screens which could have a detrimental impact on the outlook of properties. Subject to the above condition it is considered that the separation distances proposed and the location and angle of windows will create a development that provides acceptable levels of privacy for future occupiers. The proposal is therefore considered to be consistent with Saved Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and relevant design guidance.

### Outlook

The vast majority of the proposed units will be dual aspect with the number of single aspect dwellings reduced through the design process in discussions with officers. The number of

single aspect north facing units is considered minimal with no such units proposed in Blocks A, B, C, H and J. In total 20 out of 333 units is proposed as single aspect north facing which equates to 6% of the number of units proposed. No three bed family units are prosed as single aspect north facing. Given the use of standard access lift cores/corridors in developments of this nature, the mix of single and dual aspect units is deemed acceptable. All of the proposed units will have outlook over the internal podium area, the existing streetscene or have longer views and will benefit from acceptable levels of outlook. The proposals are therefore deemed to be in accordance with Policy BE21 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) in terms of outlook.

### Neighbouring Uses

The redevelopment of this site boarders Strategic Industrial Land (SIL) to the south east which is occupied by a number of existing businesses. It is considered that the development proposal incorporates sufficient setbacks and introduces significant planting to create a green buffer between these potentially incompatible uses. A Noise Impact Assessment report has been submitted with the application which concludes that the proposed development should avoid future residents being exposed to harmful levels of noise. It can therefore be concluded that significant adverse impacts on the health or quality of life of those future residents would be avoided, in line with the aims of the NPPF. This is covered in greater detail within section 7.18 of this report.

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

The National Planning Policy Framework (NPPF) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

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

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

Policy 6.3 of the London Plan requires development proposals to ensure that the impacts on transport capacity and the transport network are fully assessed.

The site is currently served by three points of access which are located along the Pump Lane site frontage. Whilst the site at present is served by minor access roads which include Little Road to the west of the site and Chalfont Road/Silverdale Road to the south, these access points are currently closed off. The proposed development will see the stopping up of all existing access points currently serving the application site along Pump Lane. These are to be replaced by one access along the north-western edge of the site boundary (with Pump Lane). The proposed access will provide a 6.0 metre wide carriageway width with footway in excess of 2.0 metres either side.

An emergency site access is also to be provided south of the site in the position of the existing access point and will be used solely for pedestrian, cycling and emergency access via Chalfont Road. It should be noted that whilst this access is to remain open 24/7, collapsible bollards are proposed in order to allow emergency vehicles access. The eastern most access along Pump Lane will accommodate service vehicles accessing the plant room which is to take place once every 3-4 months. It is mentioned that the type of vehicles carrying out this service will comprise of small vans only. A new pedestrian

access is also proposed to be located towards the south eastern boundary of the site which will be accessed off Silverdale Road.

To assess the traffic impact of the proposed development a Transport Assessment has been submitted in support of the proposed development.

# **Trip Generation**

When comparing both existing and proposed uses, the net increase in traffic movements is concluded to be 37 movements during the AM peak and 3 movements in the PM peak periods. The net increase during the AM period would average 1 vehicle every two minutes entering/leaving the site. The Council's Highway Engineer notes the traffic generation of the proposed development and considers this increase is limited and can be accommodated without detriment to the existing highway network.

### Car Parking - Residential

209 car parking spaces are proposed that will include 3 spaces for the proposed commercial units, 204 residential parking spaces and 2 car club parking spaces.

The Council's adopted car parking standards are based on a maximum approach and that some degree of flexibility can be provided given the site's relatively sustainable location in relation to the Hayes Town Centre. The current scheme provides residential car parking at 62% (0.62 per unit). In accordance with currently adopted saved Unitary Development Plan, a recommended maximum parking provision of 441 should be provided on site to serve the new units and does not therefore accord with the UDP standard or the emerging LPP2 DMT6 policy and parking standard for residential developments.

The site has a PTAL rating of 3 which on a scale of 1-6b is considered to be moderate. It is noted however that the site is within a relatively short walking distance to the Hayes Town Centre which provides a plethora of sustainable transport modes. This is reflected with a high PTAL rating of 4 and 5 within Hayes Town Centre which is circa 200m from the site.

It should also be noted that with the introduction of Crossrail which is to commence later in 2019 and the introduction of an extended (H32) bus service along Pump Lane, the area will see improved provisions for sustainable modes of travel. If the linkages between the development and Hayes town centre are convenient and attractive to use, then future residents of the development will be less reliant on the private car to meet their daily travel needs. This could include improvements to the pedestrian routes along Pump Lane as well as the Grand Union Canal Cycle Quietway.

Funding is therefore required for investment in measures that better connect the development site with Hayes town centre and Hayes and Harlington Station. With attractive and convenient measures for pedestrians and cyclists in place the Council can be confident that these will offer a genuine travel alternative to the private car. This opportunity to better connect the development with Hayes town centre has been taken into account when assessing the quantum of car parking spaces proposed on the site.

The Council's Highways Engineer has requested a contribution of £250,000. This would be used towards the following:-

- The upgrade of pedestrian and cycle facilities along Chalfont Road and Silverdale Road
- A complete transformation of the land outside Skeffington Court. The key objective being to make this a direct, attractive, safe and convenient route for pedestrians and cyclist walking and cycling to the town centre; and

- Improving access to the Grand Union Canal towpath from Silverdale Road

Also a £50,000 contribution for upgrading the canal towpath to Quietway standard has also been requested.

In addition to the above Transport for London have requested a contribution of £25,000 each year for three years towards local bus services. This has also been agreed by the applicant.

It is therefore considered that subject to an appropriate contribution, on balance, the level of parking proposed is sufficient for the residential component of the proposals. The applicant has confirmed their acceptance of the proposed level of contributions and these would be secured via a section 106 legal agreement. An amended Travel Plan plus £20,000 bond would also be secured via a section 106 agreement for both the residential and commercial elements of the scheme.

It should be noted that in addition to the above significant improvements to Pump Lane have already been secured through the Southall Gas Works scheme in the neighbouring borough of Ealing.

#### Disabled Parking

To accord with both the currently adopted UDP standard and the emerging Local Plan: Part 2 DMT 6 policy, it is required that 10% of parking provision be allocated to blue badge holders. Under the proposed level of parking for the residential units it is required that 21 spaces be allocated to disabled users. Whilst it is proposed that 34 spaces be allocated thus representing an overprovision of 13 spaces, this is deemed acceptable.

### **Electrical Vehicle Charging Points**

Provision for electrical vehicle charging points has been provided in excess of the London Plan standards which require 20% active spaces and a further 20% as passive. The submissions propose that 20% as active provision and 54% as passive provision as a measure of mitigation. This represents 41 'active' spaces and 112 'passive' spaces.

# Cycle Parking

There are 549 + 8 Visitor secure cycle storage spaces for residents. Long stay parking will be located within covered storage with short stay cycle parking being provided at a ratio of 1 space per 40 units. Whilst this is in accordance with the London Plan standards, this is considered an over provision when compared to the 388 spaces required as per the UDP standards. It is recommended that a condition be attached to any grant of planning consent to monitor the level of cycle parking proposed and if there is evidence of an over provision that cycle parking spaces be allocated for alternative uses that would enhance residential amenity.

### Motorcycle Parking

10 Motorcycle parking spaces have been proposed, which equates to one space per twenty car parking spaces. This is in accordance with Council requirements.

### Car Parking - Commercial Units

The submissions seek flexible commercial floor space (Use Classes, A1, A2, A3, B1, D1 or D2). When considering the quantum of development and in accordance with the Saved UDP standards, it is required that 14 parking spaces be provided. It is apparent from the submitted information that only 3 spaces are proposed for staff with no parking being

provided for visitors on site. Whilst this represents a shortfall in parking, given the sites sustainable location and that any potential commercial parking taking place could be controlled via a CPMP (Car Parking Management Plan) plus a commercial Travel Plan (and £20,000 bond) the Council's Highways Engineer is of the opinion that this level of provision is acceptable.

In addition to the above the Council's Highways Engineer has requested conditions be attached to any consent that require a car parking management plan and construction management plan be submitted and approved in writing by the Council.

# 7.11 Urban design, access and security

It is considered that there are no urban design or security issues arising from the proposal. The Council's Urban Design Officer has reviewed the scheme and raised no objections to the appearance of the building or materials proposed.

The Metropolitan Police have been consulted on the proposals and raised no objections to the details submitted subject to the development being covered by a Secured by Design condition.

#### 7.12 Disabled access

There are 34 adaptable units proposed that would be Part M4(3) compliant, comprising 10% of the overall accommodation; all the other units are proposed to be Part M4(2) compliant. The Council's Access Officer has reviewed the proposed scheme and raised no objections subject to the attachment of relevant conditions to ensure that further details relating matters such as the proposed 'Home Zone', drop-off points, the proposed paving material and play equipment, plus a condition to secure M4(3) and M4(2) compliance. The Council's Access Officer has requested that 300 of the proposed units be constructed to M4(2) Accessible and Adaptable standard, 24 of the units for private sale be constructed to an M4(3) Wheelchair Adaptable standard and 9 of the affordable housing units be constructed to M4(3) Wheelchair Accessible standard. The applicant is proposing that 9 of the units would be wheelchair accessible however further details are recommended to be secured condition.

The above proposed conditions are recommended to be attached to any grant of planning consent.

Subject to the above the proposed scheme is considered to be in accordance with the London Plan 2016, Policy 3.8 (Housing Choice), 7.2 (Inclusive Environment), and the Council's Supplementary Planning Document 'Accessible Hillingdon', adopted September 2017.

### 7.13 Provision of affordable & special needs housing

The London Plan (March 2016) sets the policy framework for affordable housing delivery in London. Policy 3.12 requires boroughs to seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, having regard to their affordable housing targets. Policy 3.13 sets the threshold for seeking affordable housing as schemes with 10 or more units.

The development would introduce a total of 333 dwellings, thereby triggering the Mayor's affordable housing requirement threshold. Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies relates to Affordable Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. The Council's Planning Obligations Supplementary Planning Document (supplementary planning guidance) adopted in July 2014 states that the Council aims to achieve a tenure mix of 70% social rent and 30%

intermediate housing across the Borough, however it notes at paragraph 4.16 that subject to the provision of robust evidence, it will adopt a degree of flexibility in its application of Policy H2 to take account of tenure needs in different parts of the borough as well as the viability of schemes.

The proposed scheme will provide 99 affordable housing units, equating to a 35% provision by habitable room. The proposed affordable housing provision would contain a mix of one, two and three bedroom properties for Affordable Rent (27%), London Living Rent (35.6%) and Shared Ownership (37.4%). It is noted that this tenure does not fully accord with planning policy. As such the applicants have lodged a Financial Viability Appraisal which has been independently reviewed and confirms that only 19.1% affordable housing provision is deemed viable. Whilst this is a lower provision, the applicants have maintained their offer of 35% (by habitable room) at a non-policy compliant tenure mix.

The Council's Policy Team have confirmed that they have no objections to the affordable housing offer proposed. Taking the above matters into account, the affordable housing offer is considered to be justified and in accordance with Policy H2 of the Hillingdon Local Plan: Part 1- Strategic Policies. The details of the provision of affordable housing will be secured under the S106 Legal Agreement that will include an appropriate review mechanism.

It is noted that the Greater London Authority have requested that the affordable housing provision should be 50%, however this is based on policy contained within the proposed, and currently un-adopted, London Plan and as such these policies are not deemed to carry sufficient weight to warrant such a provision at this time.

# 7.14 Trees, landscaping and Ecology

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

A tree survey has been submitted with the application that confirms that the few trees on the site are of low quality with no 'A' grade trees. Three (off-site) trees are 'B' grade, whose condition and value indicates that they should be retained as part of any new development. The other 15 trees are 'C' and 'U' grade trees which do not pose a constraint on development. It is noted that none of the off-site 'B' grade trees appear to be at direct (or indirect) risk from the proposals or construction related activities.

The Design & Access Statement provides a comprehensive landscape masterplan and conveys the intended landscape character. The landscape plan features five key landscape zones; Pump Lane frontage, Chalfont Square, Chalfont Road Home Zone, Woodland area and Podium Level Gardens (on the first floor). The proposals would result in a significant improvement to the level of soft landscaping currently in situ along Pump Lane. The masterplan has been designed to provide well-landscaped boundaries, attractive through routes for pedestrians, lush swathes of planting and a semi-natural linear park. While a significant amount of planting is proposed at ground level (more sustainable), the first floor podium level garden extends over a substantial area and will be large enough to create a variety of attractive and accessible spaces for the occupants of the flats. A range of indicative surface treatments is illustrated under the hard landscape strategy, using permeable paving materials. Boundaries will be defined by (powder-coated) steel railings specified at 1.1metres and 1.8 metres in height. The soft landscape strategy has considered the required heights and form of planting which has guided the planting palette. 'Structure' planting includes the use of single and multi-stem trees and hedges, planted in a range of sizes. 60 small / young trees will be planted on the podium level and well over 100 trees (mixed sizes) will be planted throughout the site at ground level. Play spaces have been incorporated within the masterplan to accommodate doorstep play (for under 5's), local playable space (< 11 years), neighbourhood playable (<11+ years) and youth space (12 +). Trees have been selected and green walls incorporated into the scheme with a view to filtering airborne pollutants and improving local air quality. Subject to detail, the scheme will provide a significant net gain in green infrastructure and biodiversity.

The Landscape Strategy is considered to be well thought out and to represent a high quality of provision. The Council's Landscape Architect has been involved throughout the pre-application process and raises no objections to the application subject to conditions to secure further details of landscape specifications.

As such, the overall landscaping proposal is considered to be in accordance with the character of the surrounding area in accordance with Policy BE38 of the Hillingdon Local Plan.

# 7.15 Sustainable waste management

London Plan Policy 5.17 requires adequate provision to be made for refuse and recycling facilities for new development.

The Council's Waste Management Officer was consulted on the proposals and raised a concern regarding the proposed location of Block A's collection point on Pump Lane, the refuse provision for the third commercial unit and some of the proposed collection points. These concerns have been passed on to the applicant and an amended layout (plan ref. T20P00 Rev 1B) has now been proposed. The commercial units will have separate refuse storage areas to the residential elements and amended collection points are now proposed. The alternative arrangements have been reviewed by the Council's Waste Management Officer who has confirmed no objection subject to the attachment of appropriate condition requiring details of a Servicing and Refuse Collection Strategy.

The Council's Highways Engineer also raised a concern about the proposed pinch point at the priority junction and servicing layby at the access onto the site with Pump Lane. These concerns have also been passed on to the applicant and the amended arrangement has now been proposed (plan ref. T20P00 Rev 1B). The amended scheme has been reviewed by the Council's Highways Engineer who has confirmed that they accept the proposals subject to a condition requiring final details of traffic arrangements.

Subject to the above conditions the proposed scheme is now considered acceptable.

# 7.16 Renewable energy / Sustainability

Policy 5.3 of the London Plan requires development proposals to demonstrate sustainable design standards are integral to the proposal. It requires major development proposals to meet minimum sustainable design standards set out in the Mayor's SPG. Policy 5.2 of the London Plan seeks to minimise carbon dioxide emissions and requires major residential developments to achieve a zero carbon standard. However if this cannot be achieved, then a cash in lieu contribution will be sought.

The submitted Energy Strategy demonstrates how the development will adopt sustainable design and construction techniques. An on-site Combined Heat and Power (CHP) system is proposed to be connected to a site-wide heating

network to supply hot water and space heating to the entire development. The CHP and boiler plant together with all the associated ancillary equipment will be located on the ground floor next to Block G in the Energy Centre, to allow for the exit of flue gases at the highest point. The energy centre has a total floor area of circa 121m2.

The renewable energy assessment shows that Photovoltaics (PV) systems can be provided to generate renewable power. The energy assessment indicates that circa 750m2 of flat roof area (including access) is proposed for the PV panels on the unshaded flat roofs of Cores D, E, F and G.

However, overall the Energy Strategy does not demonstrate compliance with the London Plan (policy 5.2) through onsite measures to achieve zero carbon. The Energy Strategy demonstrates the proposal will only deliver the minimum requirements (35% onsite) reduction in CO2 from a 2013 Building Regulation baseline. Therefore, the development does not achieve the necessary zero carbon standards and consequently requires a S106 offsite contribution as per Policy 5.2E of the London Plan. The shortfall amounts to 214 tCO2 as set out on page 2 of the Energy Assessment (Low Energy Consultancy Ltd). This equates to 6420 tCO2 over the 30 year period defined by the GLA as the period of a carbon intensive grid.

Whilst the GLA have raised a concern with the energy strategy in their Stage I response, the Council's Sustainability Officer has reviewed the application proposals and confirmed that they have no objections to the application subject to an offsite contribution. The proposal will only be policy compliant through an offsite contribution secured in the S106 - the contribution is £385,200.

In addition, The Council's Sustainability Officer has requested a condition regarding details of the proposed low (CHP) and zero carbon (PVs) technology to be used onsite to be submitted and approved in writing by the Local Planning Authority.

Subject to a Section 106 Legal Agreement securing the carbon off set contribution and the above condition, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

### 7.17 Flooding or Drainage Issues

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

The Council's Flood and Water Management Officer assessed the submitted documentation and confirmed that the indicated strategy will control surface water run off from the 1.8ha site to 6ls for events up to and including the 1 in 100 year plus 40% climate change event, which is considered acceptable.

However it is not clear that the best solutions have been incorporated and has recommended a condition be attached requiring a scheme for the provision of sustainable water management.

In addition to the above the Council's Flood and Water Management Officer has raised a concern that the scheme includes proposals to provide drainage infrastructure within an area set aside a proposed extension of cycleways along Pump lane. The proposals for the

site therefore need to be revised so that the drainage for the site is not within an area which will be disturbed later by cycleway/pedestrian works.

A contribution to improve the cycleway along Pump lane was requested by the Council's Flood and Water Management Officer, however given the £275,000 contribution already agreed they have confirmed that a further contribution is not required.

A concern has been raised about the proposed connection into the SW sewer and that a CCTV survey is required to be undertaken to provide evidence that the sewer is suitable to receive these flows. A maintenance plan is required to incorporate all elements of a drainage proposal including pipework and ability to respond to adhoc issues arising.

The Council's Flood and Water Management Officer has confirmed that these concerns can be resolved through appropriately worded conditions. These conditions are recommended to be attached to any grant of planning consent.

It is considered that sustainable drainage and water management issues can be addressed by the imposition of a suitably worded condition, in the event of an approval. Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with the Hillingdon Local Plan:Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan 2016 and the aspirations of the NPPF.

# 7.18 Noise or Air Quality Issues

#### NOISE

The National Planning Policy Framework (NPPF) provides the Government's guidance on noise issues and paragraph 182 states that planning decisions should ensure that new development can be integrated effectively with existing businesses and that existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business could have a significant adverse effect on new development (including changes of use to residential) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed. Policy 7.15 of the London Plan seeks to reduce noise and minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals.

The application site is adjacent to existing industrial uses to the south east and a Matalan commercial unit to the east on Pump Lane. The proposed residential units are in close proximity to these adjacent uses and the application is supported by a Noise Impact Assessment. In order to determine the extent to which the site is currently affected by noise, a detailed measurement study has been carried out. Measurements have been carried out in order to characterise the existing noise climate during both the daytime and the night-time. The study revealed that the noise climate on the site was dominated by distant road traffic noise from the nearby A312 Parkway, with louder, regular pass-bys on Pump Lane, which included regular HGV movements. There were also regular aircraft passing overhead and plant noise from the light-industrial buildings close to site. It is noted in the report that there is existing rooftop plant, at first floor level, located at the rear of the industrial buildings on Silverdale Road, approximately 11m from the rear site boundary.

The results of the initial site risk assessment based on the measured noise levels indicate that the site has a medium risk in terms of noise. A Medium level of risk is described as: 'As noise levels increase, the site is likely to be less suitable from a noise perspective and any subsequent application may be refused unless a good acoustic design process is

followed and is demonstrated in an Acoustic Design Statement (ADS) which confirms how the adverse impacts of noise will be mitigated and minimised, and which clearly demonstrate that a significant adverse noise impact will be avoided in the finished development.'

Good acoustic design has been shown in the layout of the proposed development in that all ground floor flats are set back from Pump Lane, the majority behind the commercial units. Most flats across the development will benefit from shielding from Pump Lane from the intervening buildings. Additionally, the proposed layout limits the number of balconies overlooking Pump Lane and podium level shared amenity spaces have been provided for the development at first floor level and will be shielded from noise from Pump Lane by the massing of the intervening buildings. A significant section of landscaping is also proposed to the south east of the site between Blocks H and J and the existing industrial uses.

Internal noise levels should ideally be achieved in as many properties as possible with windows open. Due to the relatively high noise levels present at site, not all habitable rooms will be able to achieve the requirement with windows open, and therefore the sound insulation of the building will be required to mitigate noise levels. The report concludes that double glazing should be utilised and that for those elevations which overlook Pump Lane and the existing industrial uses appropriately specified acoustic trickle vents will be installed to allow adequate ventilation without the requirement to open windows.

The Council's Environmental Protection Unit have requested a series of conditions to control both internal, external and plant noise. These conditions are recommended to be attached to any grant of planning consent. In addition a condition is recommended to be attached that limits the hours of use of the proposed commercial units. Subject to these conditions being attached it is considered that the scheme would be acceptable in terms of noise.

#### AIR QUALITY

The development proposal is for 333 residential units and commercial floorspace. The location is within an Air Quality Focus Area as defined by the GLA (Focus Area 85, Hayes Town Botwell Lane/Pump Lane) and included within the Hillingdon Hayes Focus Area. Focus Areas are defined as areas where the air quality limits are exceeded, there is relevant public exposure and actions should be prioritised to achieve significant improvements in air quality. The development is introducing sensitive receptors into a poor air quality area. In order to secure improvements to air quality, Policy 5.2 of the London Plan seeks a reduction in CO2 emissions. Policy 7.14 of the London Plan and Policy EM8 of the Local Plan Part 1 require development to be at least 'air quality neutral' and where appropriate, contribute towards the promotion of sustainable transport modes such as vehicle charging points.

The Council's Air Quality Officer has reviewed the proposals and confirmed that to understand the level of improvements required, a NOx damage cost has been applied to the development. The air quality assessment calculates this as £401, 677 which is agreed.

The quantifiable reductions from specific mitigation measures on-site have also been agreed, namely full and effective implementation of a targeted Travel Plan and a bespoke air quality positive green infrastructure plan. The mitigation in terms of damage costs reductions has been agreed with the Council and calculated at £95,007.

This leaves a quantified damage cost of £306,670 which requires to be addressed i.e.

efforts should be made to reduce emissions further.

In terms of achieving further air quality mitigation, the following schemes are supported as measures which if secured and implemented via a s106 obligation could actively contribute to improving the use of sustainable modes of travel:

- Funding of works required to link the development to the town centre thereby reducing future occupiers reliance on the private car
- Contribution towards improvements to the canal towpath to provide future cyclists and pedestrians with direct car free route between Hayes and Harlington and West Drayton stations
- Implementation of the Healthy Streets approach in Hayes

The above improvement works and the requisite contributions have been confirmed and agreed with the developer, in addition to the set back of the development from Pump Lane to enable future bus or cycle way service and the TfL bus contribution of £25,000.

The Council's Air Quality Officer has confirmed that the remainder of the damage costs for air quality have, therefore, been incorporated within the traffic management purposes and no further contributions are required. As such the development is considered to accord with Policy 5.2 and Policy 7.14 of the London Plan (2016) and Policy EM8 of the Local Plan Part 1.

#### 7.19 Comments on Public Consultations

Consultation letters were sent to 198 local owner/occupiers on 18/12/18. The application was also advertised by way of site and press notices. The following responses have been received:

- 1 petition in objection to the proposals
- 18 comments in objection
- 12 comments in support

Concerns raised regarding the principle of development, loss of daylight and sunlight, privacy, transport, design, density, security, residential amenity, air pollution, sustainability, trees and services are covered within the relevant sections of this report. Concerns raised that are not material planning considerations, such as impact on property values and vermin within existing buildings, cannot be considered. The comments in support of the proposals are noted.

# 7.20 Planning obligations

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

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with saved policy R17 of the of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

The obligations sought are as follows:

- 1. On-site Affordable Housing (including review mechanism)
- 2. Pedestrian and Cycle improvements contribution of £250,000

- 3. Grand Union Canal Quiet Way contribution of £50,000
- 4. Healthy Streets contribution of £25,000
- 5. Local Bus Services contribution of £25,000 each year for three years
- Carbon off-set contribution of £385,200
- 7. Residential Travel Plan plus £20,000 bond
- 8. Commercial Travel Plan plus £20,000 bond
- 9. Car Club provision of two spaces
- 10. Parking permits restriction for future occupiers
- 11. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs up to £9,600 per phase or an in kind scheme to be provided
- 12. Highway Works: S278/S38 for required Highways Works
- 13. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions

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 and £35 per square metre of gross internal office floor area. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £2,511,162.58 (residential) and £0 if the commercial space is used for offices (do to the demolition of existing buildings on the site).

It should be noted that there is no Hillingdon CIL charge for the commercial unit if it is utilised as A1 Use as it is below 1,000 sqm. There is also no Hillingdon CIL charge for A2 - A5 Uses.

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 (as of the 1st of April 2019) of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £1,685,542.59.

# 7.21 Expediency of enforcement action

No enforcement action is required in relation to this application.

#### 7.22 Other Issues

None

#### 8. Observations of the Borough Solicitor

#### General

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

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

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also

the guidance contained in Probity in Planning, 2009.

### Planning Conditions

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

## Planning Obligations

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

### **Equalities and Human Rights**

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

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

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

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

Not applicable

## 10. CONCLUSION

The application proposes the mixed use redevelopment of Chailey Industrial Estate 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.

The proposed development is considered an appropriate mix of uses, scale and built form that is well designed and will enhance the locality. The provision of additional residential

units to the local area is supported by local policy and the London Plan (2016). Subject to a S106 legal agreement and appropriate conditions the application is therefore recommended for approval.

#### 11. Reference Documents

The 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 (NPPF) 2018

The Greater London Authority Sustainable Design and Construction (2006) Council's Supplementary Planning Guidance - Community Safety by Design

Council's Supplementary Planning Document - Air Quality

Council's Supplementary Planning Document - Noise

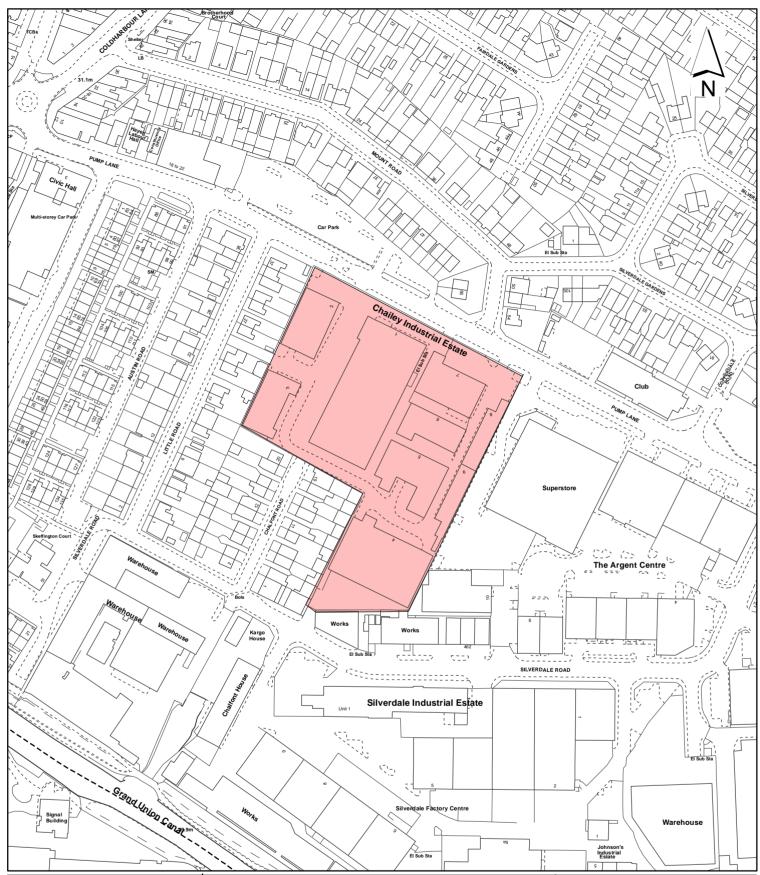
Hillingdon Supplementary Planning Document: Accessible Hillingdon January (2010)

GLA Affordable Housing and Viability Supplementary Planning Guidance (SPG)

Emerging Hillingdon Local Plan: Part 2 Site Allocations and Designations

Emerging Hillingdon Local Plan: Part 2 Development Management Policies Emerging Hillingdon Local Plan: Part 2 Policies Map

Contact Officer: Ed Laughton Telephone No: 01895 250230



# Notes:



# Site boundary

For identification purposes only.

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# Site Address: Chailey Industrial Estate **Pump Lane Hayes**

Planning Application Ref: 2102/APP/2018/4231 Scale:

1:2,250

Planning Committee:

Major Page 179

Date:

**April 2019** 

# **LONDON BOROUGH** OF HILLINGDON **Residents Services**

Planning Section Civic Centre, Uxbridge, Middx. UB8 1UW

Telephone No.: Uxbridge 250111





# Agenda Item 9

## Report of the Head of Planning, Transportation and Regeneration

Address NORTHWOOD RECREATION GROUND CHESTNUT AVENUE

**NORTHWOOD** 

**Development:** Proposed side extension and installation of ramp

**LBH Ref Nos:** 23172/APP/2019/922

**Drawing Nos:** 2018/D248/P/06

2018/D248/T/07 Planting Specification (May 2019

2018/D/250/P Design and Access Statement (March 2019)

2018/D248/P/02 2018/D248/P/05 2018/D248/P/03 2018/D248/P/04 2018/D248/P/01

Date Plans Received: 15/03/2019 Date(s) of Amendment(s):

**Date Application Valid:** 22/03/2019

#### 1. SUMMARY

This application seeks permission for a side extension to the Northwood Bowls Club building, the installation of a ramp which is to wrap around the proposed extension, the removal of one tree and planting of five trees. This is considered acceptable in principle and with regard to its impact on the Green Belt, street scene, residential amenity, trees and landscaping, the local highway network and access. The application is recommended for approval.

# 2. RECOMMENDATION

#### APPROVAL subject to the following:

# 1 SP01 Council Application Standard Paragraph

This authority is given by the issuing of this notice under Regulation 3 of the Town and Country Planning General Regulations 1992 and shall ensure only for the benefit of the land.

## 2 COM3 Time Limit

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

#### **REASON**

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

# 3 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 2018/D248/P/01, 2018/D248/P/02, 2018/D248/P/03, 2018/D248/P/04, 2018/D248/P/05, 2018/D248/P/06 and shall thereafter be retained/maintained for as long as the development remains in existence.

#### **REASON**

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

# 4 COM5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting document:

2018/D248/T/07 Planting Specification (May 2019)

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

If any new tree planted is found to be seriously diseased or dying within 5 years of planting, another tree shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season.

#### **REASON**

To ensure that the development complies with the objectives of Policies contained within the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

#### **INFORMATIVES**

# 1 l52 Compulsory Informative (1)

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

# 2 I53 Compulsory Informative (2)

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

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OL1	Green Belt - acceptable open land uses and restrictions on new development

OL2 Green Belt -landscaping improvements	
OL4 Green Belt - replacement or extension of buildings	
LPP 6.3 (2016) Assessing effects of development on transport capaci	ty
LPP 6.13 (2016) Parking	
LPP 7.2 (2016) An inclusive environment	
LPP 7.16 (2016) Green Belt	
NPPF- 13 NPPF-13 2018 - Protecting Green Belt land	

# 3 I70 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 application site measures approximately 0.25 hectares in size and is located on the east side of Chestnut Avenue. The site consists of two single storey buildings and is used by Northwood Bowls Club. The site is designated as part of the Green Belt and has a low Public Transport Accessibility Level (PTAL) of 1b.

#### 3.2 Proposed Scheme

This application seeks permission for a side extension to the Northwood Bowls Club building, to measure 4.25 metres in width, 3.83 metres in depth and 4.5 metres in height to match the existing, with a pitched roof. A ramp is also proposed to wrap around one corner of the extension, with a gradient of 1:11. The proposed development would remove one leylandi tree and plant one red horse chestnut tree and four oak trees.

# 3.3 Relevant Planning History

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

None.

#### 4. Planning Policies and Standards

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

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains

#### Part 2 Policies:

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OL1	Green Belt - acceptable open land uses and restrictions on new development
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LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.13	(2016) Parking
LPP 7.2	(2016) An inclusive environment
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:- Not applicable
- **5.2** Site Notice Expiry Date:- Not applicable

#### 6. Consultations

#### **External Consultees**

A site notice was erected and letters were sent to neighbouring properties. All consultations expired on the 04/05/2019. Three objections were received from members of the public. These are summarised as follows:

- The tree should be retained for screening and the hedge adjacent to the roadside railing should be retained and thickened.
- Loss of visual amenity with views of parkland obstructed and the provision of more brickwork on display.
- Additional cars will cause the inevitable parking issues already suffered.
- There are continual confrontations between drivers due to inadequate passing bays.
- Noise & disturbance resulting from use.
- The tree to be removed was originally planted to replace trees removed for the original development.
- Any development in Chestnut Avenue that involves additional traffic and parking pressures should not be allowed unless adequate traffic management measures are improved.
- There are other sides to extend on which would not result in the removal of a tree.

A resident noted that the address for the application was incorrect and the submitted Design and Access Statement had an incorrect cover page. As a result, revisions were received and a further site notice and another round of letters were sent to neighbouring properties. This round of consultation expired on 31/05/2019. Two objections were received which reiterate previous comments. These are summarised as follows:

- Members of the bowls club are parking unlawfully on Chestnut Avenue and is dangerous to pedestrians.

- The extension will generate more members and further traffic and issues with parking.
- There is no need for additional facilities.
- The proposal will have detrimental impacts on wildlife.
- The proposal will impact the value of local properties.
- The proposal is detrimental to the quality of life of local residents.

#### **Case Officer Comment:**

All material planning considerations are considered by the case officer and planning specialists in the main body of the report.

#### **Internal Consultees**

## TREES AND LANDSCAPING OFFICER:

The site boundary is generally well screened by trees, including three other cypress trees and some deciduous species within the site, together with mature horse chestnuts within the highway verge.

While it is always regrettable to lose trees, in this case the impact will be minimal. The long term future of the conifers so close to the building is questionable as they are a particularly vigorous species, capable of growing to 20 metres in height. Occasional trimming is already required to prevent their spread from damaging the building.

They are also a high water demand species whose presence close to building is not ideal. By way of mitigation, replacement tree planting could be accommodated close by where there are gaps in the boundary tree screen both within the highway verge and / or within the recreation ground immediately to the west of the bowls club.

In terms of ease of establishment and long term environment benefit, it is recommended that three heavy standard trees are planted, by condition.

#### RECOMMENDATION

No objection subject to condition COM9 (part 1) which should provide three replacement trees - species and locations to be agreed.

#### Case Officer Comment:

Plan reference 2018/D248/P/06 and supporting document reference 2018/D248/T/07 were submitted, indicating the replacement planting of one horse chestnut tree and four oak trees. As such, the landscaping condition requested above is not required.

#### Access Officer:

Involvement in the Council's Accessibility Officer was sought at an early design stage, hence no further observations are required now. Conclusion: acceptable

#### Highways Officer:

Owing to the very small scale extension (12.8m2 -GIFA) there are no discernible highway impacts envisaged in terms of additional traffic generation or parking demand on the locality.

### 7. MAIN PLANNING ISSUES

#### 7.01 The principle of the development

Policy CI2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states

that the Council will seek to secure good quality, well maintained leisure and recreation facilities to address identified deficiencies and meet the needs of local communities.

The proposal for an extension to the existing Northwood Bowls Club building and the installation of a ramp are considered to improve the quality of the existing facility and safeguard its viability. As such, the proposal is considered acceptable in principle.

## 7.02 Density of the proposed development

Not applicable to the consideration of this application.

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

Not applicable to the consideration of this application.

## 7.04 Airport safeguarding

Not applicable to the consideration of this application.

## 7.05 Impact on the green belt

The application site is located within Green Belt land.

Paragraph 143 of the National Planning Policy Framework (NPPF) (February 2019) sets out that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in 'very special circumstances'. Paragraph 144 continues this, stating:

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

Policy 7.16 of the London Plan (March 2016) supports this, stating:

"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".

Notably, paragraph 145 of the NPPF (February 2019) states that exceptions to new buildings in the Green Belt include:

- "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;"

In terms of local policy, the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) gives strong protection to Green Belt land. Policy EM2 states that the Council will seek to maintain the current extent of the Green Belt and any proposals for development in the Green Belt and Metropolitan Open Land will be assessed against national and London Plan (March 2016) policies, including the very special circumstances test.

Policies OL1, OL2 and OL4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) also give strong emphasis to not normally permitting new building in the Green Belt, reflecting overarching national and London wide policies.

Of particular relevance is Policy OL4 which states that the Local Planning Authority will permit the replacement or extension of buildings within the Green Belt if:

- (i) The development would not result in any disproportionate change in the bulk and character of the original building;
- (ii) The development would not significantly increase the built up appearance of the site;
- (iii) 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 proposed development would be for the extension of an existing facility which facilitates an appropriate use within the Green Belt, that being outdoor recreation. The extension would measure 4.25 metres in width, 3.83 metres in depth and 4.5 metres in height to match the existing, with a pitched roof. A ramp is also proposed to wrap around one corner of the extension with a gradient of 1:11. These are considered to be subordinate additions and the materials proposed would match the existing materials used. The proposal would not significantly increase the built up appearance of the area and would not injure the visual amenities of the Green Belt by reason of siting, materials, design, traffic or activities generated. The replacement tree planting of five trees is also considered to improve the visual amenities of the site and surrounding area. As such, the principle of the proposed development in the Green Belt is considered to be acceptable and accords with Policy OL1, OL2 and OL4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policy EM2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 7.16 of the London Plan (March 2016) and the National Planning Policy Framework (February 2019).

# 7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that 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 BE15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that proposals for alterations and extensions to existing buildings will be permitted where they harmonise with the scale, form, architectural composition and proportions of the original building.

The proposed extension would measure 4.25 metres in width, 3.83 metres in depth and 4.5 metres in height to match the existing, with a pitched roof. This is considered to be a subordinate addition to the existing building and would harmonise with the existing street scene and character of the area. The proposed ramp would not be seen from the street scene and would be a proportional addition to the existing development. The removal of one tree and replacement with five trees is also considered to improve the visual amenities of the site and surrounding area. As such, the proposal is considered to accord with Policy BE13 and BE15.

#### 7.08 Impact on neighbours

Policy BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the local planning authority will seek to ensure that new development within residential areas complements or improves the amenity and character of the area.

Policy BE20 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that buildings should be laid out so that adequate daylight and sunlight can penetrate into and between them and the amenities of existing houses are safeguarded.

Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that planning permission will not be granted for new buildings or extensions which by reason of their siting, bulk and proximity, would result in a significant loss of residential amenity.

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the design of new buildings should protect the privacy of the occupiers and their neighbours.

As previously noted, the proposed development would represent subordinate additions to the existing site and would complement the amenity and character of the area. These additions are located approximately 30 metres away from the nearest residential properties to the west of the application site, namely nos. 8, 9 and 10 Chestnut Avenue. The proposed development would not compromise neighbour privacy or the level of light received by such properties. The replacement tree planting of five trees is also considered to improve the visual amenities of the site and surrounding area. The proposed development would accord with Policy BE19, BE20, BE21 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

## 7.09 Living conditions for future occupiers

Not applicable to the consideration of this application.

# 7.10 Traffic impact, car/cycle parking, pedestrian safety

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) will be considered and requires that new development is only permitted where it is in accordance with the Council's adopted car parking standards. The adopted standards do not require any parking spaces to be provided for a leisure use.

Chestnut Avenue currently provides unrestricted car parking to the benefit of Northwood Bowls Club. There are no specifically designated car parking spaces within the application site which serve this club, although there are approximately 30 car parking parking spaces within the Recreation Ground which are located next to the shared Northwood Cricket Club and Football Club building. There are no restrictions on the use of this car park and could be used by users of the Northwood Bowls Club.

The proposed extension would measure approximately 12.8 square metres in internal floorspace and is considered small in scale. By virtue of its size, it is not considered that the proposal would have a detrimental impact on the local highway network or parking along Chestnut Avenue. Based on adopted Council parking standards, the proposed development would not be required to provide any additional on-site parking and would not exceed the 15 square metre floorspace threshold in order to require additional cycle parking storage. As such, the proposed development is not considered contrary to Policy AM7 and AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

#### 7.11 Urban design, access and security

Design related matters are addressed in the 'Impact on the character & appearance of the area' section of the report.

#### 7.12 Disabled access

Policy 7.2 of the London Plan (March 2016) requires that the all new development provides

the highest standards of accessible and inclusive design.

As stated by the Council's Access Officer, the proposed ramp is considered acceptable and accords with Policy 7.2 of the London Plan (March 2016).

## 7.13 Provision of affordable & special needs housing

Not applicable to the consideration of this application.

# 7.14 Trees, Landscaping and Ecology

Policy 5.3 of the London Plan (March 2016) requires that development proposals incorporate sustainable design and requires that biodiversity and green infrastructure is promoted and protected.

Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate.

The proposed development would involve the removal of one conifer tree. As stated by the Council's Trees and Landscaping Officer, the long term future of the conifer tree is in doubt due to how close it is to the building and the potential damage it could cause. An additional plan and planting specification has been submitted indicating the replacement planting of one horse chestnut tree and four oak trees. Subject to a condition requiring compliance with this plan and supporting document, the proposed development is considered to accord with Policy 5.3 of the London Plan (March 2016) and Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

# 7.15 Sustainable waste management

Not applicable to the consideration of this application.

#### 7.16 Renewable energy / Sustainability

Not applicable to the consideration of this application.

# 7.17 Flooding or Drainage Issues

Not applicable to the consideration of this application.

# 7.18 Noise or Air Quality Issues

Not applicable to the consideration of this application.

# 7.19 Comments on Public Consultations

This is covered in the 'External Consultees' section of the report.

# 7.20 Planning Obligations

Not applicable to the consideration of this application.

#### 7.21 Expediency of enforcement action

Not applicable to the consideration of this application.

# 7.22 Other Issues

None.

#### 8. Observations of the Borough Solicitor

#### General

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

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

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

#### **Planning Conditions**

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

# Planning Obligations

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

# **Equalities and Human Rights**

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

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

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

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

Not applicable

# 10. CONCLUSION

In conclusion, the proposed development is considered acceptable in principle and with

regard to its impact on the Green Belt, street scene, residential amenity, trees and landscaping, the local highway network and access. As such, the proposal is recommended for approval.

#### 11. Reference Documents

National Planning Policy Framework (February 2019)

The London Plan (March 2016)

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

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

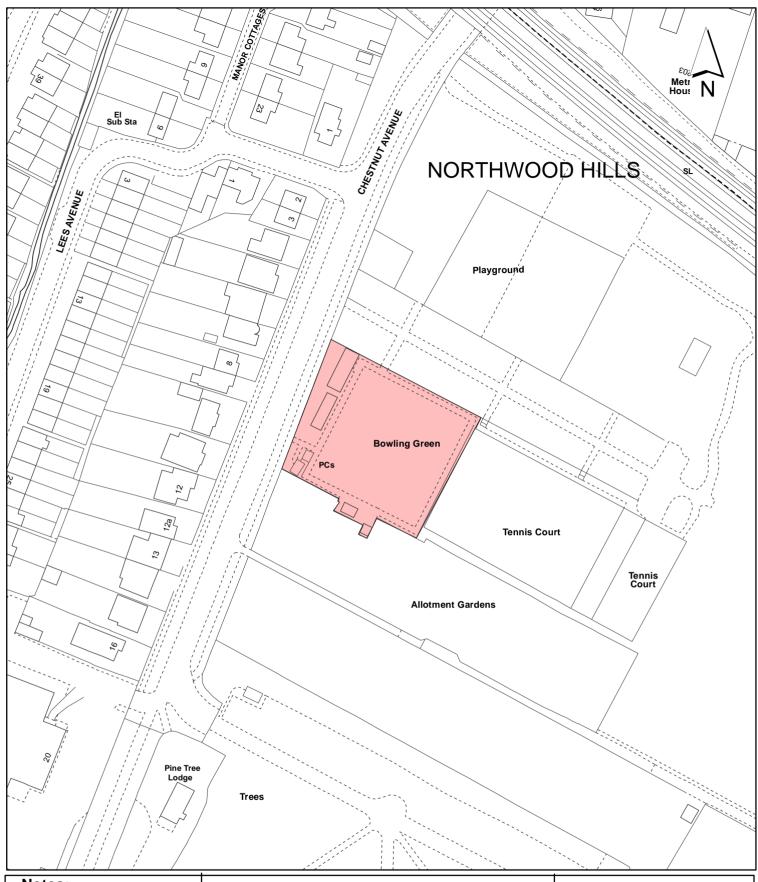
Emerging Hillingdon Local Plan: Part 2 - Development Management Policies (October

2015)

Hillingdon Design and Accessibility Statement: Residential Layouts (July 2006)

Hillingdon Design and Accessibility Statement: Accessible Hillingdon (December 2008)

Contact Officer: Michael Briginshaw Telephone No: 01895 250230



# Notes:



# Site boundary

For identification purposes only.

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# Site Address:

# **Northwood Recreation Ground Chestnut Avenue**

Planning Application Ref: 23172/APP/2019/922 Scale:

1:1,250

Planning Committee:

Major Page 192

Date: June 2019

# **LONDON BOROUGH** OF HILLINGDON **Residents Services**

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



# Agenda Item 10

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-)003 Rev. P1 2207\_AG(0-)004 Rev. P1 2207\_AG(0-)005 Rev. P1 2207\_AG(0-)006 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** 

2207\_AG(0-)010

2207\_AG(0-)002 Rev. P2 2207\_AP(90)001 Rev. P3 2207\_AG(0-)001 Rev. P4 20. Works in Existing Buildings 2207\_AP(90)001 Rev. P1

IV Landscape Plan Accessibility Plan

Preliminary Ecological Appraisal & Preliminary Roost Assessment for Bats

Heritage Appraisa 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

# **DEFERRED ON 15th May 2019 FOR SITE VISIT.**

This application was deferred at the Major Applications Planning Committee on 15-05-2019 for a site visit. A site visit is due to take place on Friday 14 June 2019.

The applicant met with officers on 05 June 2019 to discuss amendments to the proposal. Revised plans were submitted 07 June 2019. The revisions include:

- removal of plant room from beneath the glazed link, and relocation into the proposed building;
- clarification on the elevation plan showing the stair core recessed on the roof; and
- amended elevation plan showing the glazed link suspended at first floor level.

Although these changes are welcomed by officers, the alterations do not overcome the concerns outlined in the main body of the report and the subject of refusal reason 01.

A further note on accessibility was received on 07 June 2019. The access officer's comments on this will be reported within the committee addendum.

## **CONSULTEE COMMENTS**

The amendments were reviewed by the Conservation and Design Officer who notes the initial objections to the application remain in place. Whilst the plant room has been relocated within the envelope of the proposed building, this does not overcome the objections to the overall height, bulk and mass of the building and its visual prominence within the Conservation Area. The locally listed building which the glazed link would be attached to, measures 10.5m in height whereas the proposed building would measure 15m. Given the proximity of the new building to the locally listed building, its massing and scale, the proposal would visually dominate the proposal locally listed building and sit at odds within its context. The proposal is therefore considered to result in less than substantial harm to the Conservation Area.

No other comments or objections were received from consultees.

#### CONCLUSION

The recommendation remains to refuse this application for the two reasons outlined within this report.

#### 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 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).

## **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 - 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
	<ul><li>(iv) Design of road, footway, parking and pedestrian and street furniture schemes</li></ul>
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 LPP 7.4	(2016) An inclusive environment
NPPF	(2016) Local character National Planning Policy Framework
INIII	realional Fialling Folloy Francework

# 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 quite 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:

BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
R4	Proposals that would involve the loss of recreational open space
R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
R10	Proposals for new meeting halls and buildings for education, social, community and health services

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LPP 3.18	(2016) Education Facilities
LPP 3.19	(2016) Sports Facilities
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
NPPF	National Planning Policy Framework

#### 5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- 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 wwqriskmanagement@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 Myrtleside 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 is 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, neoclassical, 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.

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 streetcene, particularly in views looking north and south.

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).

## 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 grated 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 grated 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 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

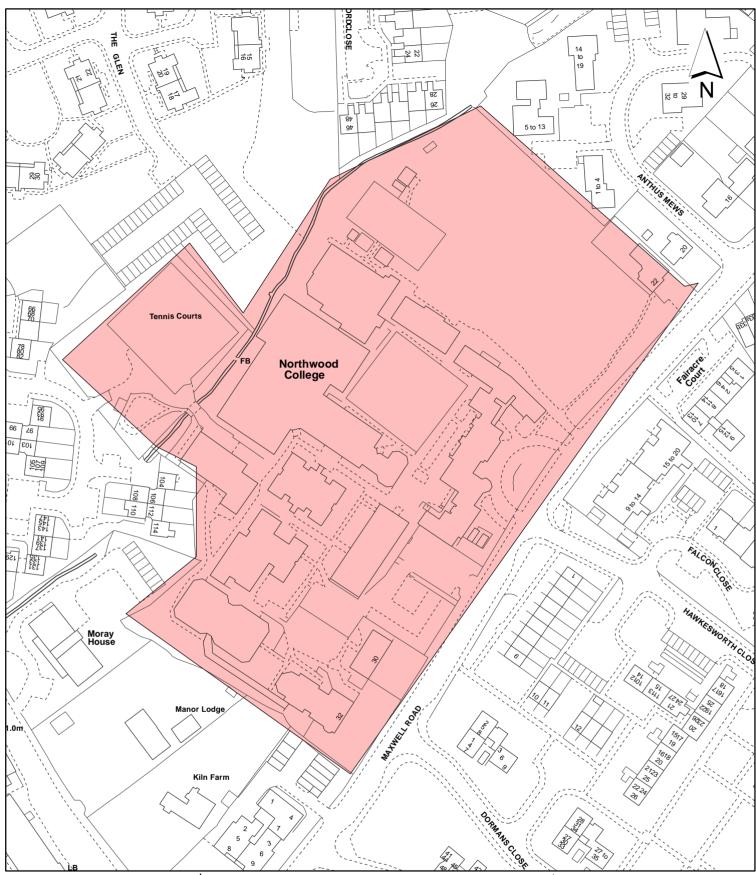
Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) Hillingdon Local Plan: Part 2 - Emerging Policies (March 2019)

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







## Site boundary

For identification purposes only.

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# **Northwood College**

# Planning Application Ref:

2082/APP/2018/3819

Scale:

1:1,500

Planning Committee:

Major Page 221

Date: June 2019

## LONDON BOROUGH OF HILLINGDON Residents Services Planning Section

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





# Agenda Item 11

## Report of the Head of Planning, Transportation and Regeneration

Address PYLON FARM NEWYEARS GREEN LANE HAREFIELD

**Development:** Change of use of redundant equestrian (former agricultural) buildings to B1

(light industrial) and B8 (storage) use with parking for up to 32 vehicles and

associated landscaping (Retrospective application).

**LBH Ref Nos:** 12579/APP/2018/2062

**Drawing Nos:** MB-SERV-PF-E16-001 Rev.01

MB-SERV-PF-E22-003 Rev.01

MB-SURV-PF-TS-001

MB-SURV-PF-E6-001 Rev.01 MB-SURV-PF-E7-001 Rev.01 MB-SURV-PF-E8-10-001 Rev.01 MB-SURV-PF-E11-001 Rev.01 MB-SURV-PF-E12 - 15 - 001 Rev.01 MB-SURV-PF-E17-001 Rev.01 MB-SURV-PF-E18 - 001 Rev.01 MB-SURV-PF-E19-21 - 001 Rev.01 MB-SURV-PF-E22-001 Rev.01 MB-SURV-PF-E23-001 Rev.01 MB-SURV-PF-E24-001 Rev.01 MB-SURV-PF-E25-001 Rev.01 MB-SURV-PF-E26-27-001 Rev.01 MB-SURV-PF-E28-001 Rev.01 MB-SURV-PF-FF-D-001 Rev.001 MB-SURV-PF-GF-F-001 Rev.001 MB-SURV-PF-FF-E-001 Rev.001 MB-SURV-PF-FF-F-001 Rev.001 MB-SURV-PF-FF-G-001 Rev.001

MB-SERV-PF-E22-002

MB-SURV-PF-GF-G-001 Rev.001 MB-SURV-PF-E 1-5-001-A1 Rev.001

 Date Plans Received:
 31/05/2018
 Date(s) of Amendment(s):
 31/05/2018

 Date Application Valid:
 11/06/2018
 03/06/2019

 29/05/2019
 29/05/2019

## 1. SUMMARY

Retrospective planning permission is sought for the change the use of the existing buildings at Pylon Farm from equestrian (former agricultural) use to B1 (light industrial) and B8 (storage) use.

The buildings on site have been in commercial use (B1 and B8) for a number of years and with the exception of some hay cutting (on land which is not included within the site area), Pylon Farm no longer operates as a farm as it did historically.

The proposed development is considered to fall within category (d) the re-use of buildings) of paragraph 146 of the NPPF which allows for certain forms of development within the Green Belt, provided they preserve its openness and do not conflict with the purposes of

including land within it.

As the change of use is limited to the existing buildings, the proposed development is considered to preserve the openness of the Green Belt and is therefore in line with paragraph 146 of the NPPF. Furthermore, the proposed development includes the removal of the external storage areas and the formalisation of the on site car parking which is currently giving the appearance of an untidy and sprawling site. Soft landscaping is also proposed along the southern and western boundaries to protect long distance views from the Green Belt.

In summary, it is considered that the proposed development would improve what is currently on site in terms of visual impact and would provide new screening for long distance views. Furthermore, the formalised car parking area and a condition restricting the hours of operation would ensure vehicular movements and disturbance is limited to reasonable numbers and hours of operation which would benefit the wider area.

For the above reasons the proposed development is considered to be in accordance with the Development Plan and is therefore recommended for APPROVAL subject to conditions.

## 2. RECOMMENDATION

- 1. That the application be referred back to the Greater London Authority for their Stage 2 response.
- 2. That should the Mayor not direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the Local Planning Authority for the purposes of determining the application, the application be deferred for the determination by the Head of Planning Transportation and Regeneration under delegated powers to approve the application
- 3. That if the application is approved, the following conditions be attached:

## 1 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plan numbers and documents as follows:

MB-SERV-PF-E22-002

MB-SERV-PF-E22-003 Rev.01

MB-SERV-PF-E16-001 Rev.01

MB-SURV-PF-TS-001

MB-SURV-PF-E6-001 Rev.01

MB-SURV-PF-E7-001 Rev.01

MB-SURV-PF-E8-10-001 Rev.01

MB-SURV-PF-E11-001 Rev.01

MB-SURV-PF-E12 - 15 - 001 Rev.01

MB-SURV-PF-E17-001 Rev.01

MB-SURV-PF-E18 - 001 Rev.01

MB-SURV-PF-E19-21 - 001 Rev.01

MB-SURV-PF-E22-001 Rev.01

MB-SURV-PF-E23-001 Rev.01

MB-SURV-PF-E24-001 Rev.01

MB-SURV-PF-E25-001 Rev.01

MB-SURV-PF-E26-27-001 Rev.01
MB-SURV-PF-E28-001 Rev.01
MB-SURV-PF-FF-D-001 Rev.001
MB-SURV-PF-GF-F-001 Rev.001
MB-SURV-PF-FF-E-001 Rev.001
MB-SURV-PF-FF-G-001 Rev.001
MB-SURV-PF-FF-G-001 Rev.001
MB-SURV-PF-GF-G-001 Rev.001
MB-SURV-PF-GF-G-001 Rev.001

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

#### **REASON**

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

#### 2 COM22 Operating Hours

The premises shall not be used except between:-[0800 and 1700], Mondays - Fridays [0800 to 1200] Saturdays [1000 to 1200] Sundays, Public or Bank Holidays.

#### REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

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

Within 3 months of the date of this permission, details of Landscaping shall be submitted to the Local Planning Authority and approved in writing. The approved Landscaping scheme shall be implemented during the first planting season following the approval of details (or such time previously agreed in writing by the Local Planning Authority). The scheme shall include: -

- Details of Soft Landscaping
- 1.a Planting plans (at not less than a scale of 1:100),
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
- 2. Details of Hard Landscaping
- 2.a Cycle Storage
- 2.b Means of enclosure/boundary treatments
- 2.c Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points). This equates to 32 car parking spaces, including four wheelchair accessible spaces and 12 electrical charging points (of which six are passive) and 32 cycle parking spaces.

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

#### **REASON**

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

## 4 A5 **New Planting**

All planting, seeding and turfing in the approved landscaping scheme shall be completed during the first planting season following the approval of details under condition 3 of this planning permission (or such period as agreed in writing by the Local Planning Authority). The new planting and landscape operations should comply with the requirement specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, areas of landscaping shall be permanently retained and any trees or other planting which die, are removed or become seriously damaged or diseased within a period of 5 years from the completion of development, shall be replaced in the next planting season with others of similar size and species in accordance with the details approved by the Local Planning Authority.

#### REASON

To ensure that the proposed development makes a satisfactory contribution to the preservation and enhancement of the visual amenities of the locality in accordance with policies BE13 and BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

## 5 H10 Parking/Turning/Loading Arrangements - Commercial Devs.

The roads/turning/loading facilities/sight lines and parking areas (including the marking out of parking spaces) shown on the approved plans shall be constructed within three months of this permission (unless otherwise agreed in writing by the Council) and thereafter permanently retained and used for no other purpose.

#### REASON

To ensure that the loading, roads, turning facilities and parking areas are satisfactorily laid out on site in accordance with Policies AM3 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

#### 6 A38 Surface Water/Sewage Disposal

Within six months of this permission (or such period as agreed in writing by the Local Planning Authority) details of a scheme for the disposal of surface water and sewage shall be submitted to the Local Planning Authority and approved in writing. All works which form part of this scheme shall be completed within three months of the scheme being approved (unless otherwise agreed in writing by the Local Planning Authority) and thereafter be permanently maintained for the lifetime of the development.

#### **REASON**

To ensure that the proposed development drainage is in accordance with the required standards and that the development does not give rise to an increased risk of flooding, nor to an overloading of the sewerage system in the locality.

#### 7 NONSC Non Standard Condition

Within 3 months from the date of this permission (or such time previously agreed in writing by the Local Planning Authority), a Low Emission Strategy, with an associated Air Quality Action Plan, demonstrating the management, control and significant reduction of

NO2, PM10 and PM2.5 shall be submitted to the Local Planning Authority and approved in writing. The strategy shall identify all sources of emissions associated with the proposal and the measures and technology to reduce and manage them. In addition, the strategy shall quantify the reductions estimated for each measure. The action plan will aim to implement the strategy and will indicate how and when the measures will be implemented and how their effectiveness is quantified.

The agreed Air Quality Action Plan must be implemented within 3 months of the details approved under this condition.

#### REASON

To ensure the development reduces and manages its air quality impacts in an area that currently exceeds minimum EU limit values for health and in line with Policy EM8 of the Local Plan and 7.14 of the London Plan.

## 8 COM31 Secured by Design

Within three months of this permission (or such time agree in writing with the Local Authority) details of how the development will meet the principles of 'Secured by Design' shall be submitted to and approved in writing by the Local Authority. The approved design shall be implemented within one month of the details being approved and shall thereafter be permanently maintained and retained.

#### **REASON**

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

#### 9 A16 Refuse and Open Air Storage

Within 3 months from the date of this permission, details of on-site refuse storage (including any open air storage facilities) for waste material awaiting disposal, including details of any screening, shall be indicated on plans to be submitted to and approved by the Local Planning Authority. Such facilities shall be provided within one month of the details being approved and thereafter permanently maintained and retained.

#### **REASON**

To ensure that the proposed development makes a satisfactory contribution to the preservation and enhancement of the visual amenities of the locality in accordance with policies BE13 and BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

## **INFORMATIVES**

## 1 | 152 | Compulsory Informative (1)

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

## 2 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.
AM9	Provision of cycle routes, consideration of cyclists' needs in design
71110	of highway improvement schemes, provision of cycle parking
	facilities
LE1	Proposals for industry, warehousing and business development
BE13	New development must harmonise with the existing street scene.
BE38	Retention of topographical and landscape features and provision of
	new planting and landscaping in development proposals.
EC3	Potential effects of development on sites of nature conservation
-	importance
OE1	Protection of the character and amenities of surrounding properties and the local area
OE8	Development likely to result in increased flood risk due to additional
OEO	surface water run-off - requirement for attenuation measures
OL1	Green Belt - acceptable open land uses and restrictions on new
OLI	development
R16	Accessibility for elderly people, people with disabilities, women and
	children
R17	Use of planning obligations to supplement the provision of recreation
LDD 5.4	leisure and community 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 5.3	(2016) Sustainable design and construction
LPP 6.13	(2016) Parking
LPP 7.14	(2016) Improving air quality
LPP 7.16	(2016) Green Belt
LPP 7.2	(2016) An inclusive environment

## 3

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.

#### 4

The Local Planning Authority has actively engaged with the applicant at the application

stage of the planning process, in order to achieve an acceptable outcome. 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.

#### 3. CONSIDERATIONS

## 3.1 Site and Locality

The site is within what was originally known as Pylon Farm which now comprises a farm house, a number of farm buildings which are now in light industrial/storage/commercial use with hard standing around and some fields beyond. The site includes the access road from New Years Green Lane which is signposted Pond Farm.

Also located at Pylon Farm is a former menage which is currently operating as open storage and aggregate facility and which is leased to Cemgate. The menage is located approx. 50m west of the farm buildings and is defined by a block wall and four corner floodlights which would have lit the menage historically. The menage is not included within the site area and therefore does not form part of this application.

The site is within the Green Belt and the land towards the south and west is open countryside. The wider landscape tends to slope down towards the southwest. There are five residential properties in the vicinity on the other side of New Years Green Lane. The farm house at Pylon Farm is also in residential use and is owned by the applicant.

The buildings on site are mostly single storey (some with space in the roof) and are constructed of brick with tiled or metal roofs. The buildings have 3,606 sq.m. of floor space and a footprint of approximately 3,000 sq.m., and a volume of 15,950 cubic metres.

Some of the former agricultural buildings date back to 1936 when the original farm house was built and some have been replaced over the years. The buildings were in equestrian use from about 1991. Many of the buildings on the site are now in B1 (light industrial) and B8 (storage) use and have not been in either agricultural or equestrian use since before 2011.

The wider area has seen significant change over recent years which has altered the local character. The West London Composting operational facility is located to the east and shares a boundary with Pylon Farm and there is also an open compost maturation site on the northern side of New Years Green Lane. The Council's Civic Amenity site as well as BFA, which is a large metal recycling plant are located further along New Years Green Lane to the west. Country Compost Ltd, at Crows Nest Farm is located to the west of the site which has light industrial/commercial uses on site as well as a compost business.

In visual terms the site is currently reasonably prominent in the Green Belt from the southwest as that is the more open view. The eastern side of the site is screened by the extensive West London Composting operational facility. Views from the north are limited but the site can be seen from parts of New Years Green Lane where there is a break in vegetation.

There are no listed buildings within the site or in the immediate area and the site is not

within or near to a conservation area.

#### 3.2 Proposed Scheme

The proposed development would change the use of the existing buildings at Pylon Farm from equestrian (former agricultural) use to B1 (light industrial) and B8 (storage) with parking and landscaping. The buildings have not been operating in agricultural use for a number of years and this application seeks to formalise the planning position of the existing uses on the site.

The site is accessed from New Years Green Lane and utilises the surrounding land to the west as informal car parking for associated vehicles and staff. There is a redundant menage on the site which is currently operating as open storage and aggregate facility but which does not form part of this application. A separate application has been submitted and refused for the change of use of the menage to open storage and aggregate facility.

This application seeks change of use of the historic farm buildings which fall within the site but excludes the farm house and associated out buildings (garages etc) which benefit from a separate access from New Years Green Lane (signposted Pylon Farm).

A number of businesses which operate from the existing buildings at Pylon Farm (e.g. the stonemasons) utilise the land outside of the buildings for use as open storage. The Applicant has stated that these areas were used as open storage in association with the equestrian use. Nevertheless, this has resulted in unrestricted encroachment into the surrounding land. This application would remove all elements of informal storage by removing all external storage bays and replacing them with formalised car parking. Landscaping is proposed to screen the new formalised car parking area whilst returning some of the land which is currently used as informal car parking to grass and landscaped areas.

This results in the proposed change of use being limited to the buildings only with a formalised car parking area for 32 cars (including four wheelchair accessible spaces and six electric spaces) and 32 cycle spaces.

Landscaping is also proposed which would help screen the overall built form in long distance views from the surrounding Green Belt.

## 3.3 Relevant Planning History

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

Most of the planning history on the site relates to the adjacent site which originally formed part of Pylon Farm but which now operates as West London Composting. There is no planning history for the existing buildings which are the subject of this application.

Application ref. 12579/APP/2018/2064 for 'Change of use of menage (Sui Generis) to Use Class B8 (Storage) (Retrospective)' was submitted in 2018 and relates to adjacent land, also within Pylon Farm. This application was recently refused under delegated powers.

(Officer Comment: The above application was seeking to expand the scale and use, unlike the latest proposal which seeks to retain existing historical industrial uses.)

## 4. Planning Policies and Standards

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

(2012) Built Environment

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

## Part 1 Policies:

PT1.BE1

PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM6	(2012) Flood Risk Management
Part 2 Policies:	
AM14	New development and car parking standards.
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
LE1	Proposals for industry, warehousing and business development
BE13	New development must harmonise with the existing street scene.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC3	Potential effects of development on sites of nature conservation importance
OE1	Protection of the character and amenities of surrounding properties and the local area
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
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
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 6.13	(2016) Parking
LPP 7.14	(2016) Improving air quality

## 5. Advertisement and Site Notice

(2016) Green Belt

LPP 7.16

LPP 7.2

5.1 Advertisement Expiry Date:- 1st August 2018

(2016) An inclusive environment

5.2 Site Notice Expiry Date:- 27th June 2019

#### 6. Consultations

#### **External Consultees**

A Site Notice was posted on site on 17.07.18 and the proposed development was advertised in the local press on 11.07.18. Five notification letters were sent out to local residents and four responses were received as summarised below:

1st letter raised the following concerns/points:

- Vehicle movements including HGVs

2nd letter raised the following concerns/points:

- HGV movements which causing congestion and damage to the road network
- Unrestricted hours of operation
- Increase in the number of pedestrians

3rd letter raised the following concerns/points:

- HGV movements which causing congestion and damage to the road network
- Unrestricted hours of operation
- Increase in the number of pedestrians

4th letter raised the following concerns/points:

- Proposed development detracts from the openness of the Green Belt
- Dust and HGV movements.

On 11.09.18, the GLA provided a Stage 1 letter. Paragraphs 12-15 (Principle of Development) of the Letter are set out below:

#### Principle of development

12 Policy 7.16 of the London Plan, Policy G2 of the draft London Plan, and the revised NPPF stress that the strongest protection should be given to Green Belt and that inappropriate development should be refused, except in very special circumstances. Paragraph 143 of the revised NPPF states that inappropriate development is, by definition, harmful to Green Belt and should not be approved except in 'very special circumstances'. According to paragraph 144 of the revised NPPF, when determining applications, LPAs should ensure that substantial weight is given to any harm to the Green Belt; 'very special circumstances' will not exist unless the potential harm to Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

- 13 Paragraph 134 of the revised NPPF states' Green Belt serves five purposes:
- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.'
- 14 The planning application seeks planning permission to regularise the existing unauthorised commercial/light industrial uses which are in categories B1 and B8 uses. The site contains a number of permanent and substantial buildings mostly of brick construction. The buildings are predominantly single storey, although some elements do rise to 1.5 and 2 storeys high. The submitted plans show their location and confirm that the buildings have 3,606 sq.m. of

high. The submitted plans show their location and confirm that the buildings have 3,606 sq.m. of floor space and a footprint of approximately 3,000 sq.m., and a volume of 15,950 cubic metres.

15 The proposals do not encroach into Green Belt in terms of footprint and do not alter the built form; hence the proposals would have limited impact on openness. However, commercial/light industrial, B1 and B8 uses introduce increased traffic activities resulting in air and noise pollution arising from Heavy Goods Vehicles activities, which in essence means encroachment into the Green Belt. In this regard, the proposals fail to meet the revised NPPF paragraph 134 (c) to assist in safeguarding the countryside from encroachment. Therefore, the proposals are inappropriate development in Green Belt and the applicant has not put forward very special circumstances to justify the inappropriate development. It is also noted that the applicant has not submitted an air quality assessment and a transport assessment to properly asses the environmental traffic impacts and measures to mitigate them. Therefore, as it stands the proposed development is unacceptable in terms of land use.

The Stage 1 letter concluded (at paragraph 25) as below:

25 London Plan and draft London Plan policies on Green Belt and transport are relevant to this application. The application does not comply with the London Plan and draft London Plan; the following changes might lead to the application becoming compliant:

Green Belt: Change of uses from agricultural/equestrian to commercial/light industrial, B1 and B8 uses within Green Belt introduce increased traffic activities resulting in air and noise pollution arising from Heavy Goods Vehicles activities. The proposals fail to meet the revised NPPF paragraph 134 (c) 'to assist in safeguarding the countryside from encroachment'. Therefore, the proposals are inappropriate development in Green Belt and the applicant has not put forward very special circumstances to justify the inappropriate development. As it stands, the proposed development for change of use is unacceptable in terms of land use.

Transport: Given the site's context and history, there are no strategic transport concerns. However, in progressing this application, the applicant and the Council should take account of the matters raised in respect of car and cycle parking, servicing arrangements and workplace travel plan.

In response to the Stage 1 letter the Applicant submitted a Transport Statement, Travel Plan and Noise Impact Assessment which were forward to the GLA in October 2018.

On 3rd May 2019, the GLA provided the a further response with regards to highways issues:

Following review of the additional documents, TfL make the following comments:

At stage 1, TfL raised concerns about the level of car and cycle parking, as well as requiring the development to provide a travel plan.

It is welcoming to see that car parking has been reduced to draft London Plan standards for B1 office use, with 36 spaces provided. It is further noted that disabled car parking has been provided in line with draft London Plan minimum standards, as well as a total of 4 active and 4 passive electric vehicle charging bays, which is considered to be acceptable.

It is understood that 32 cycle parking spaces are proposed, in conformity with the draft London Plan. Cycle parking location should be confirmed and should be designed and laid out in accordance with the London Cycling Design Standards (LCDS). It is further noted that showers, lockers and changing facilities will be provided, in accordance with the draft London Plan, and is therefore welcomed.

Swept path analysis showing delivery and servicing vehicles entering and exiting the site in a forward gear have been provided, and therefore this is considered acceptable. A workplace travel plan has been submitted. This commits to setting modal split targets once baseline surveys have been

undertaken and sets measures in order to reduce car travel, which is welcomed. LBH should, secure, monitor, enforce and ensure funding for the full Travel Plan by condition.

To date, no further comments have been received from the GLA with regard to Noise.

(Officer Comment: The Transport Statement submitted in October 2018 concluded that there would be a reduction in overall trip generation and the Noise Impact Assessment submitted in October 2018 concluded that 'During typical daytime hours (between 08:00 and 18:00), calculations indicate levels are within the region specified as an 'indication of the sound source having a low impact' as specified in BS 4142: 2014, with operations and mitigation as currently proposed.

It is therefore considered that the Transport Statement and Noise Assessment demonstrated that encroachment would not occur on the basis that the proposed development would introduce increased traffic activities resulting in air and noise pollution arising from HGV activities, which in essence means encroachment into the Green Belt as set out in paragraph 15 or the Stage 1 letter. Furthermore, paragraph 15 of the Stage 1 letter stated that 'the proposals do not encroach into Green Belt in terms of footprint and do not alter the built form; hence the proposals would have limited impact on openness'.

On this basis it is considered that the change of use of the buildings only would not result in encroachment and is therefore not inappropriate development in the Green Belt and so very special circumstances do not need to be demonstrated.)

Harefield Tenants and Residents Association

Thank you for notifying us of this application which we discussed with members at our last meeting. This is a Green Belt site and the application constitutes inappropriate development of the Green Belt. No special circumstances have been put forward by the applicant to warrant going against policy. Citing that other developments in the area have been given approval is not a valid argument. There is also no evidence submitted that planning approval had been given for the stated previous equestrian and menage use. New Years Green Lane is a small country lane and the generation of more traffic in the area is unacceptable. We request refusal.

## **Internal Consultees**

Access Officer:

I have considered the detail of this planning application and deem there to be no accessibility issues raised by the proposal. However, the following informative should be attached to any grant of planning permission:

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.

Conclusion: acceptable.

## Highways officer:

Daily projections of proposal vehicular activity have been provided however what is missing from the assessment, is the anticipated traffic impact on traffic congestion during peak morning and afternoon periods which is normally key given the substantive general traffic congestion issues currently in play within New Years Green Lane. However as overall traffic generation to and from the site is likely to be comparable or below previous use levels, there is no further demand regarding

peak hour usage data. For the above reasoning, the proposal, as it stands, is therefore considered acceptable on highway and transport grounds.

**Environmental Protection Unit:** 

The application has minimal environmental impact so we have no objection to the application or comments to make.

Flood and Water management team:

Please can the applicants clarify the drainage aspects of the land utilised as concrete processing area. The application suggests that the soft top surface has been removed leaving a hard core and drainage layer and this is now used as a concrete processing area. Please confirm the drainage arrangements to prevent contamination and run off from the site. Please also note that large parts of this site are hard standing and there appear to be no controls over sw flowing off the site, which has contributed to significant flooding problems of the road used to access this site.

The above comments are addressed below in the Flood Risk section.

Contaminated Land Officer:

No comments received, an update will be provided in the Addendum report to committee.

#### 7. MAIN PLANNING ISSUES

# 7.01 The principle of the development

The application site is within the Green Belt and proposes a permanent change of use of the existing buildings at Pylon Farm from equestrian (former agricultural) buildings to B1 (light industrial) and B8 (storage) with parking and landscaping. The buildings have not been operating in agricultural use for a number of years and this application seeks to formalise the planning position of the existing uses on the site.

Paragraph 133 of the NPPF says that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence.

Paragraph 146 of the NPPF allows for certain forms of development within the Green Belt, provided they preserve its openness and do not conflict with the purposes of including land within it. In summary, these are: a) mineral extraction; b) engineering operations; c) local transport infrastructure; d) the re-use of buildings; e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and f) development brought forward under a Community Right to Build Order or Neighbourhood Development Order.

The above principles are also echoed in policies OL2 and OL5 of the Hillingdon Local Plan Part 2- Saved UDP policies (2012).

In this case, the proposed development is not considered to have a negative impact on the openness of the Greenbelt and the proposed development relates to the change of use of the existing buildings only. Furthermore, the proposed development falls within category d) the re-use of buildings and is therefore considered appropriate development within the Green Belt. In this instance no very special circumstances are required in line with Paragraph 146 of the NPPF and policies OL2 and OL5 of the Hillingdon Local Plan Part 2-Saved UDP policies (2012).

## 7.02 Density of the proposed development

Not relevant to this application.

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

There are no Listed Buildings, Conservation Areas or Heritage Assets in the vicinity which would be affected by the proposed development.

### 7.04 Airport safeguarding

There are no airport safeguarding issues related to this development.

## 7.05 Impact on the green belt

Paragraph 133 of the NPPF says that 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.

London Plan Policy 7.16 says that 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. This is reiterated in Local Plan (Part 1) Policy EM2 and Draft Local Plan (Part 2) Policy BMEI 4.

As set out above, Paragraph 146 of the NPPF allows for certain forms of development within the Green Belt, provided they preserve its openness and do not conflict with the purposes of including land within it. In summary, these are: a) mineral extraction; b) engineering operations; c) local transport infrastructure; d) the re-use of buildings; e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and f) development brought forward under a Community Right to Build Order or Neighbourhood Development Order. Saved UDP Policy OL1 says that acceptable uses within the greenbelt include agriculture, horticulture, forestry and nature conservation; open air recreational facilities; and cemeteries.

As the change of use is limited to the existing buildings only the proposed development is considered to preserve the openness of the Green Belt and is therefore in line with paragraph 146 of the NPPF. Furthermore, the proposed development includes the removal of some of the external storage areas and the formalisation of the on site car parking which is currently giving the appearance of an untidy and sprawling site. Soft landscaping is also proposed along the southern and western boundaries to protect long distance views from the Green Belt.

In summary, it is considered that the proposed development would improve what is existing on site in terms of visual impact and would provide screening for long distance views which is not currently there. Furthermore, the formalised car parking area and a condition restricting the hours of operation would ensure vehicular movements and disturbance is limited which would benefit to the wider area.

It is considered that in this instance no very special circumstances are required in line with Paragraph 146 of the NPPF, policies OL2 and OL5 of the Hillingdon Local Plan Part 2-Saved UDP policies (2012) and Local Plan (Part 1) Policy EM2 and Draft Local Plan (Part 2) Policy BMEI 4.

#### 7.06 Environmental Impact

Environmental Matters are addressed elsewhere within the report.

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

Policies 7.4 and 7.6 of the London Plan (2016) and chapter 7 of the National Planning

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

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

Draft Development Management Policy DMHB 11 seeks high quality design in all developments and aims to incorporate principles of good design including (but no limited to) the provisional of landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

The proposed development comprises the change of use of the buildings only and would enable the removal of the informal external storage that has gradually taken place over time to the detriment of the overall visual appearance. The proposed development includes the formalisation of the car parking on site which has also gradually encroached into the wider area over time. The visual impact of the car parking to the west of the buildings is currently exacerbated by the unlawful use of the menage on the adjacent site, which is the subject of a separate application which has recently been refused. Proposed landscaping will also improve the overall visual appearance of the area and improve long distance views.

Overall, the proposed development is considered to allow the existing commercial uses to continue operating on site whist reducing the visual impact. The proposed development would contain the commercial uses within the existing buildings and would provide green screening to the car parking area from the southwest.

In summary the proposed development is considered acceptable in visual terms and would have a positive impact on the character & appearance of the area in accordance with Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and Draft Development Management Policy DMHB 11.

## 7.08 Impact on neighbours

Outlook and Light

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

There are no residential properties in close proximity to the site and the proposal complies

with relevant guidance and is not considered to result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Similarly, is not considered that there would be a material loss of daylight or sunlight to any neighbouring residential property, in accordance with Policy BE20 of the Local Plan Part 2 and relevant design guidance.

#### Privacy

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the design of new buildings should protect the privacy of occupiers and their neighbours. (HDAS) Supplementary Planning Document: Residential Layouts, also sets out a minimum distance of 21m between facing habitable room windows, as measured at a 45 degree line from the centre of the nearest first floor window. The proposal complies with relevant guidance and there would be no loss of privacy to adjoining occupiers. The development is therefore in accordance with Policy BE24 of the Local Plan Part 2 and relevant design guidance.

#### Noise

Hillingdon Local Plan: Part 2 - Saved UDP Policy OE1 says that planning permission will not normally be granted for uses which are detrimental to the character or amenities of surrounding properties or the area generally, because of:

- (i) the siting or appearance;
- (ii) the storage or display of vehicles, goods, equipment or other merchandise;
- (iii) traffic generation and congestion;
- (iv) noise and vibration or the emission of dust, smell or other pollutants, unless sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable.

Because the proposed development would be contained within the buildings (with the exception of car parking) levels of noise, dust and disturbance in the locality are expected to be kept to a minimum in line with Local Plan: Part 2 - Saved UDP Policy OE1.

Conditions restricting the hours of operation would be added to the permission to ensure local residents are not disturbed outside of normal working hours. This would be an improvement on the current situation as no restrictions currently exist.

#### 7.09 Living conditions for future occupiers

Not relevant to this application.

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

The National Planning Policy Framework (NPPF) at section 9 (Promoting sustainable transport) states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policies AM2, AM7 and AM14 which states hat permission will not be granted for developments whose traffic generation is likely to:

(i) unacceptably increase demand along roads or through junctions which are already used

to capacity, especially where such roads or junctions form part of the strategic London road network, or

(ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety. This is reiterated by Draft Local Plan (Part 2) Policies DMT1 and DMT2.

Policy 6.3 of the London Plan requires development proposals to ensure that the impacts on transport capacity and the transport network are fully assessed.

#### Traffic Generation

The Transport Statement concluded that there would be a reduction in overall trip generation in comparison with the prior use. A Travel Plan was also submitted. The Councils Highways Team concluded there was no objection as the trip generation was being reduced overall.

#### Car Parking

The car parking area would be formalised on site and would be limited to 32 spaces including four wheelchair accessible spaces and six electric spaces. This represents a reduction in car parking to what is currently on site. However, due to the informal nature of the existing car parking specific numbers of existing car parking numbers are difficult to ascertain. The development would also provide 32 cycle spaces.

The proposed development would utilise the existing access from New Years Green Lane (signposted Pond Farm) and no alterations are proposed.

The Highways team have been consulted on the proposed application and have raised no objections to the proposed development. TfL have also commented on the proposals and have raised no objection. On this basis, the proposed development is considered acceptable on highways grounds in accordance with Hillingdon Local Plan: Part 2 -Saved UDP Polices AM2, AM7 and AM14 and Draft Local Plan (Part 2) Policies DMT1 and DMT2.

#### 7.11 Urban design, access and security

Design issues have been dealt with elsewhere in this report.

In terms of security, a condition is recommended in order to ensure that the development achieves the principles of 'Secure by Design'.

#### 7.12 Disabled access

The London Borough of Hillingdon is committed to achieving the highest standards of access and inclusion. All buildings that are open to the public and all housing development schemes must be constructed according to the policies and design details as outlined in the SPG Hillingdon Design and Accessibility Statement (HDAS)Accessible Hillingdon.'

With regard to this development, 4 accessible parking bays are proposed to be provided on-site in a formalised manner in compliance with these standards.

## 7.13 Provision of affordable & special needs housing

Not relevant to this application.

#### 7.14 Trees, landscaping and Ecology

Saved Policies OL2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) says that within the green belt, where development proposals are acceptable, the local planning authority will where appropriate seek comprehensive landscaping improvements to achieve enhanced visual amenity and other open land objectives. Local Plan Part 2 Policy BE38 stresses the need to retain and enhance landscape features and provide for appropriate (hard and soft) landscaping in new developments.

The proposals include new landscaping to the south and west of the site and so long distance views from the Green Belt will be screened. Currently there is no landscaping in place and hardboard fences have been erected along the southern boundary to provide additional external storage. This area of external storage is to be removed and replaced with formalised car parking which is to be screened. Details of the landscaping scheme have been secured by way of condition.

The proposals are considered to represent significant improvements to the area with regards to trees landscaping in line with Saved Policies OL2 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

## 7.15 Sustainable waste management

Local Plan Policy EM11 requires proposed development to address waste management at all stages of a development life. London Plan Policy 5.17 requires suitable waste and recycling facilitates in all new developments.

Refuse will be dealt with in the same ways as existing with each business managing their own waste. However a condition securing details of waste will be added to the permission to ensure waste is dealt with is the most sustainable manner and to ensure visual impact is kept to a minimum.

## 7.16 Renewable energy / Sustainability

Policy 5.3 of the London Plan requires development proposals to demonstrate sustainable design standards are integral to the proposal. It requires major development proposals to meet minimum sustainable design standards set out in the Mayor's SPG. Policy 5.2 of the London Plan seeks to minimise carbon dioxide emissions.

Due to this application comprising a retrospective consent for a change of use, no alterations to the building fabric are proposed. Therefore, the introduction of renewable energy measure have not been sought in this case. However, as discussed in the relevant Transport Section, the development does result in a reduction in vehicular movements and the provision of electric charging points for cars.

#### 7.17 Flooding or Drainage Issues

The site falls within a Flood Zone 1. The site is therefore deemed to have a low probability of flooding as defined by the Environment Agency and no Flood Risk Assessment is required in this instance.

The Flood and Water Management team have been consulted on the application and have confirmed that details of site drainage and soakaways can be secured by way of condition.

# 7.18 Noise or Air Quality Issues

Paragraphs 170 and 180 of the NPPF say that planning decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should (amongst other things) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development and avoid noise giving rise to significant adverse impacts on health and the quality of life.

Saved Policies OE1 and OE3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to protect the environment from the adverse effects of pollutants and seek to ensure that uses which have the potential to cause noise be permitted only where the impact is appropriately mitigated.

The nearest residential properties are the four semi-detached houses which are located approx. 50m to the north on the other side of New Years Green Lane. Further to the east is St. Leonards Farm There is also a farm house at Pylon Farm itself.

With regard to the change of use applied for in this application, a Noise Impact Assessment has been submitted. The report concluded that during typical daytime hours (between 08:00 and 18:00), calculations indicate levels are within the region specified as an 'indication of the sound source having a low impact' as specified in BS 4142: 2014, with operations and mitigation as currently proposed.

The Environmental Protection team have been consulted on the application and have raised no objection to the proposals, subject to a condition restricting hours of operation. As such, the proposed development is considered unlikely to have adverse noise impacts on adjoining residents, in compliance with Saved Policies OE1 and OE3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

#### **AIR QUALITY**

The NPPF seeks to sustain and contribute towards compliance with relevant limit values or national objectives for pollutants and states that opportunities to improve air quality or mitigate impacts should be identified. London Plan Policy 7.14 requires that development proposals minimise increased exposure to poor air quality and are at least 'air quality neutral'. Policy 5.3 requires that proposals meet the minimum standards in the Mayor's supplementary planning guidance, which includes minimising air pollution.

Local Plan Part 1 Policy EM8 also stipulates that development should not cause deterioration in the local air quality levels and Local Plan Part 1 Policy EM1 seeks to address climate change mitigation by targeting areas of poor air quality for additional emissions reductions.

Predicted air quality impacts associated with the operation phase road vehicle exhaust emissions are predicted to be negligible as vehicle movement are predicted to go down. However, it is recommended that a condition be applied that requires that a low emission strategy is produced so that there are enough incentives for the use of ultra low emission vehicles by the residents. This will include the requirement of electric charging points as per minimum requirements.

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

## 7.19 Comments on Public Consultations

Five notification letters were sent out to local residents and three responses have been received as summarised below:

#### 1st letter:

Having perused the transport statement it is clear that the estimate of vehicle movements is trying to equate the local movement of horses to the wider distribution of concrete in HGVs. The HGV traffic generated by the existing concrete working is already having a negative impact on the residents of Ladygate lane, the concrete distribution lorries form this development that use Ladygate lane appear to belong to more than a dozen different companies and not just Cemgate. When breakspear road is closed for hs 2 works 44 ton articulated bulk carriers use Ladygate lane for bringing in supplies, this is a residential

street with two schools and a doctors surgery. the vehicles appear to travel the national speed limit and do not respect the traffic calming measures. this is the subject of a formal complaint to LBH.

In this regard it should be noted that Cemgate is currently located on the adjacent (former Menage) site which is within Pylon Farm but which does not form part of this application site. A separate application for the change of use of the Menage was submitted and has since been refused.

A second letter was received which did not object to the proposed development but did raise concerns relating to; the increase in HGV movements which causes congestion and damage to the road network; unrestricted hours of operation; and the increase in the number of pedestrians on New Years Green Lane with regard to their safety.

As above, some of the points raised related to the Cemgate site.

This letter was duplicated by West London Composting.

Third letter:

Strongly objected to the proposals on the grounds that the proposed development detracts from the openness of the Green Belt with particular regard to dust and HGV movements.

As above, some of the points raised related to the Cemgate site.

## 7.20 Planning obligations

It is considered that no Planning Obligations are required as a result of this development. Therefore none have been sought from the Applicant in this case.

## 7.21 Expediency of enforcement action

Not Applicable

#### 7.22 Other Issues

Policy OE11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.21 of the London Plan (2016) seek to protect public safety in regards to contaminated land.

The application seeks permission for an existing use on the site retrospectively and does not propose any new buildings, albeit a new parking layout is proposed. None of the land uses are considered to pose a risk to ground contamination. Formal consultee comments from the Land Contamination Officer are still outstanding, and will be reported to planning committee in the Committee Addendum report.

#### 8. Observations of the Borough Solicitor

General

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

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

application concerned.

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

#### Planning Conditions

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

## Planning Obligations

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

## **Equalities and Human Rights**

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

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

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

## 9. Observations of the Director of Finance

None

#### 10. CONCLUSION

The proposed development is considered to fall within category (d) the re-use of buildings) of paragraph 146 of the NPPF which allows for certain forms of development within the Green Belt, provided they preserve its openness and do not conflict with the purposes of including land within it.

As the change of use is limited to the existing buildings, the proposed development is considered to preserve the openness of the Green Belt and is therefore in line with paragraph 146 of the NPPF. Furthermore, the proposed development includes the removal of some of the external storage areas and the formalisation of the on site car parking which is currently giving the appearance of an untidy and sprawling site. Soft landscaping is also proposed along the southern and western boundaries to protect long distance views from the Green Belt.

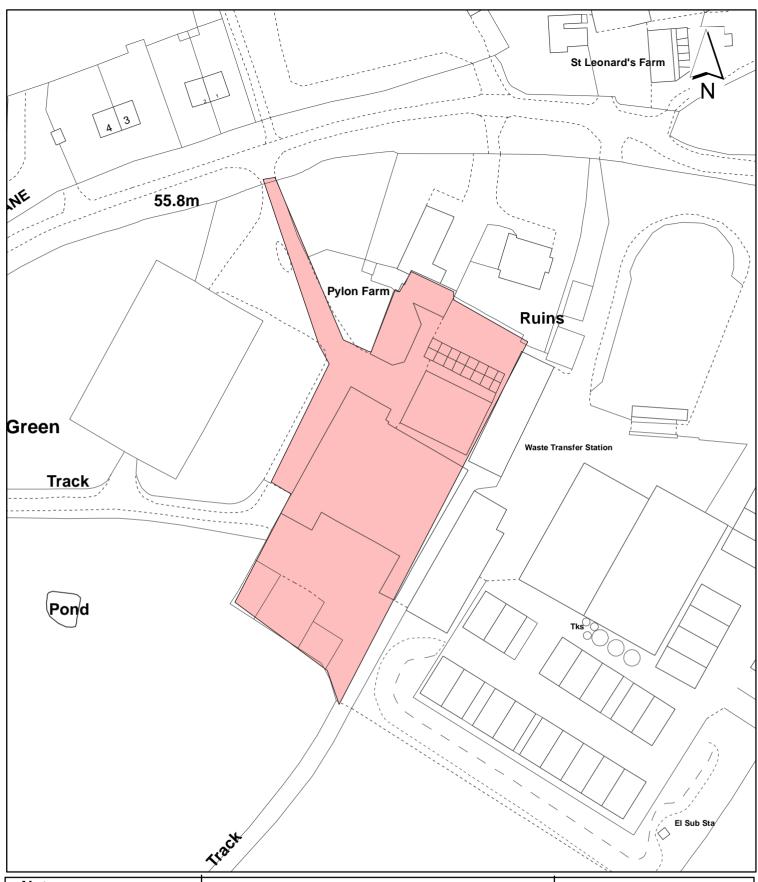
In summary, it is considered that the proposed development would improve what is existing on site in terms of visual impact and would provide screening for long distance views which is not currently there. Furthermore, the formalised car parking area and a condition restricting the hours of operation would ensure vehicular movements and disturbance is limited to reasonable numbers and hours of operation which would benefit to the wider area.

For the above reasons the proposed development is considered to be in accordance with the Development Plan and is therefore recommended for GRANT.

## 11. Reference Documents

Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)
Hillingdon Local Plan: Part One (2012)
Hillingdon Draft Local Plan (Part 2)
The London Plan (2016)
NPPF (2019)

Contact Officer: Faye Mesgian Telephone No: 01895 250230



# Notes:



# Site boundary

For identification purposes only.

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# Pylon Farm New Years Green Lane

Planning Application Ref: 12579/APP/2018/2062

Scale:

1:1,250

Planning Committee:

Major Page 245

Date: June 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 PHASE 3C, ST ANDREWS PARK HILLINGDON ROAD UXBRIDGE

**Development:** Modification of the s.106 obligation planning application reference

585/APP/2009/2752 Redevelopment of Former RAF Uxbridge to include the following amendments:(a) Definitions in Clause 1 (Interpretation) - Affordable Housing Provider and Registered Social Landlord (b) Effect of the Agreement - Clause 2.4.1; and (c)The mortgagee in possession clause -The Affordable Housing Schedule (Schedule 4 Paragraph 12.1 and 12.2) as previously

varied.

**LBH Ref Nos:** 585/APP/2018/4168

**Drawing Nos:** 1012A

Date Plans Received: 23/11/2018 Date(s) of Amendment(s):

Date Application Valid: 07/12/2018

### 1. SUMMARY

Planning permission reference 585/APP/2009/2752 was granted on 18-01-12 for the redevelopment of the former RAF Uxbridge site to provide 1,296 residential units.

An application to amend the approved parameter plans for the outline consent was approved under planning permission reference 585/APP/2015/848. This permission supersedes the original outline permission reference 585/APP/2009/2752.

Planning permission was granted subject to a S106 Legal Agreement which secured on site affordable housing. The current application seeks a Deed of Variation (DoV) to that legal agreement to include the following amendments:(a) Definitions in Clause 1 (Interpretation) - Affordable Housing Provider and Registered Social Landlord (b) Effect of the Agreement - Clause 2.4.1; and (c)The mortgagee in possession clause -The Affordable Housing Schedule (Schedule 4 Paragraph 12.1 and 12.2) as previously varied. The changes sought only relate to Phase 3C of the wider St Andrew's Park development site.

No change is proposed to the overall quantum or delivery of on-site affordable housing. In essence the alterations sought are primarily administrative changes which have arisen as a result of updates to statutory regulations.

No objections have been raised to the requested variations by the Council's S106/CIL Officer. The development would continue to appropriately comply with relevant Local Plan, London Plan and national planning policies and, accordingly, approval is recommended.

### 2. RECOMMENDATION

APPROVAL subject to the following:

### 1 NONSC RECOMMENDATION

1. That the Council enter into a deed of variation with the applicants under Section 106 of the Town and Country Planning Act 1990 (as amended) or other appropriate legislation to secure:

- (a) Definitions in Clause 1 (Interpretation) Affordable Housing Provider and Registered Social Landlord
- (b) Effect of the Agreement Clause 2.4.1; and
- (c) The mortgagee in possession clause The Affordable Housing Schedule (Schedule 4 Paragraph 12.1 and 12.2) as previously varied.
- 2. That the applicant meets the Council's reasonable costs in the preparation of the deed of variation and any abortive work as a result of the deed not being completed.
- 3. That Officers be authorised to negotiate and agree the amended terms in the Deed of Variation.

### 3. CONSIDERATIONS

### 3.1 Site and Locality

The application site (Phase 3C) forms part of St Andrews Park (the former RAF Uxbridge Site). Phase 3C is an area of land located in the western part of the site. The site is bounded by Hillingdon Road to the west, Phase 3B to the south, Phase 4 to the east and the future Town Centre Extension to the north. The Southern boundary of the site is occupied by a double line of mature horse chestnut trees which are to be retained, forming an important strategic landscape green link and frame to the future Parade Ground phase.

The development approved under reserved matters consent reference 585/APP/2016/3776 is substantially complete.

The site is situated within the 'developed area' as identified in the policies of the Hillingdon Local Plan (November 2012).

### 3.2 Proposed Scheme

Planning permission reference 585/APP/2009/2752 was granted subject to a S106 Legal Agreement which secured on site affordable housing. The current application seeks a Deed of Variation (DoV) to that legal agreement to include the following amendments:(a) Definitions in Clause 1 (Interpretation) - Affordable Housing Provider and Registered Social Landlord (b) Effect of the Agreement - Clause 2.4.1; and (c) The mortgagee in possession clause - The Affordable Housing Schedule (Schedule 4 Paragraph 12.1 and 12.2) as previously varied. The changes sought only relate to Phase 3C of the wider St Andrew's Park development site.

### 3.3 Relevant Planning History

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

Planning permission was approved on 18th January 2012 under application reference 585/APP/2009/2752 for the following:

- 1. Outline application (all matters reserved, except for access) including demolition of some existing buildings and:
- a. Creation of up to 1,296 residential dwellings (Class C3) of between 2 to 6 residential storeys;
- b. Creation of up to 77 one-bedroom assisted living retirement accommodation of between 3 to 4 storeys;
- c. Creation of a three-form entry primary school of 2 storeys;

- d. Creation of a hotel (Class C1) of 5 storeys of up to 90 beds;
- e. Creation of a 1,200 seat theatre with ancillary cafe (Sui Generis); office (Class B1a) of up to 13,860 sq m; in buildings of between 4 to 6 storeys as well as a tower element associated with the theatre of up to 30m;
- f. Creation of a local centre to provide up to 150 sq m of retail (Class A1 and A2) and 225 sq m GP surgery (Class D1); means of access and improvements to pedestrian linkages to the Uxbridge Town Centre; car parking; provision of public open space including a district park; landscaping; sustainable infrastructure and servicing.
- 2. In addition to the above, full planning permission for:
- a. Creation of 28 residential dwellings (Class C3) to the north of Hillingdon House of between 2 to 3 storeys as well as associated amenity space and car parking;
- b. Change of use of Lawrence House (Building no. 109) to provide 4 dwellings
- (Class C3), associated amenity space and car parking including a separate freestanding garage;
- c. Change of use and alterations to the Carpenters building to provide 1 residential dwelling (Class C3):
- d. Change of use and alterations to the Sick Quarters (Building No. 91) to provide 4 dwellings (Class C3) as well as associated amenity space and car parking;
- e. Change of use of Mons barrack block (Building No. 146A) to provide 7 dwellings (Class C3) as well as associated amenity space and car parking;
- f. Change of use of the Grade II listed former cinema building to provide 600sqm Class D1/2 use (no building works proposed);
- g. Change of use and alterations to the Grade II listed Hillingdon House to provide 600 sq m for a restaurant (Class A3) on the ground floor and 1,500 sq m of office (Class B1) on the ground, first and second floors.

An application for a non-material amendment to vary the Phasing Plan was approved in January 2015 (Application Ref. 585/APP/2014/4023). An application to amend the approved parameter plans for the outline consent was approved under planning permission reference 585/APP/2015/848. This permission supersedes the original outline permission reference 585/APP/2009/2752.

Various applications for Reserved Matters have been approved and development has commenced on site.

### 4. Planning Policies and Standards

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

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

London Plan (2016)

National Planning Policy Framework

Hillingdon Supplementary Planning Document - Planning Obligations

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

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

Part 1 Policies:

Part 2 Policies:

LPP 3.11 (2016) Affordable housing targets

LPP 3.12 (2016) Negotiating affordable housing on individual private residential and mixed-

use schemes

LPP 3.13 (2016) Affordable housing thresholds

LPP 8.2 (2016) Planning obligations

LPP 8.3 (2016) Community infrastructure levy NPPF National Planning Policy Framework

R17 Use of planning obligations to supplement the provision of recreation, leisure and

community facilities

### 5. Advertisement and Site Notice

**5.1** Advertisement Expiry Date:- Not applicable

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

### 6. Consultations

### **External Consultees**

Not applicable.

### **Internal Consultees**

S106/CIL OFFICER

The proposals include interpretation of various definitions changes, mortgagee provision changes, this is due to the update of regulations. Accordingly there are no objections to the DOV and proposed amendments.

### 7. MAIN PLANNING ISSUES

### 7.01 The principle of the development

Not applicable. The principle of development has been accepted through the granting of planning permission for the scheme.

### 7.02 Density of the proposed development

Not applicable. No changes are proposed which would impact on the density of the approved development.

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

Not applicable. No changes are proposed which would impact on heritage assets.

### 7.04 Airport safeguarding

Not applicable. No alterations are proposed which would impact on safeguarding criteria.

### 7.05 Impact on the green belt

Not applicable. No changes are proposed which would impact on the green belt.

### 7.06 Environmental Impact

Not applicable. There are no direct significant environmental impacts as a result of the changes proposed.

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

Not applicable. No changes are proposed which would impact on the character or appearance of the area.

### 7.08 Impact on neighbours

Not applicable. No changes are proposed which would impact on residential amenity.

### 7.09 Living conditions for future occupiers

Not applicable. No changes are proposed which would impact on residential amenity.

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

Not applicable. No changes are proposed which would impact on traffic, parking or pedestrian safety.

### 7.11 Urban design, access and security

Not applicable. No changes are proposed which would impact on urban design, access and security.

### 7.12 Disabled access

Not applicable. No changes are proposed which would impact on accessibility.

### 7.13 Provision of affordable & special needs housing

Planning Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states:

'Housing provision is expected to include a range of housing to meet the needs of all types of households and the Council will seek to maximise the delivery of affordable housing from all sites over the period of the Hillingdon Local Plan: Part 1- Strategic Policies. For sites with a capacity of 10 or more units the Council will seek to ensure that the affordable housing mix reflects housing needs in the borough, particularly the need for larger family units.'

The supporting text to Policy H2 states:

Subject to viability and if appropriate in all the circumstances, the Economic Viability Assessment indicates that 35% of all new units in the borough should be delivered as affordable housing, with an indicative tenure mix of 70% housing for social rent and 30% intermediate housing. Housing market conditions in Hillingdon are complex and a one size fits all approach to tenure provision will not be suitable for all areas in the borough. Subject to the provision of robust evidence, the Council will adopt a degree of flexibility in its application of Policy H2 to take account of tenure needs in different parts of the borough.

London Plan (March 2016) policies 3.10, 3.11, 3.12 and 3.13 relate to affordable housing provision. In particular Policy 3.12 states that the maximum reasonable amount of affordable housing should be sought, having regard to (amongst others) current and future requirements for affordable housing at local and regional levels, the size and type of affordable housing needed in particular locations and the specific circumstances of individual sites.

Planning permission reference 585/APP/2009/2752 was granted subject to a S106 Legal Agreement which secured on site affordable housing which remains unchanged as a result of this application. The current application seeks a Deed of Variation (DoV) to that legal agreement to include the following amendments:(a) Definitions in Clause 1 (Interpretation) - Affordable Housing Provider and Registered Social Landlord (b) Effect of the Agreement - Clause 2.4.1; and (c) The mortgagee in possession clause -The Affordable Housing Schedule (Schedule 4 Paragraph 12.1 and 12.2) as previously varied.

No objections have been raised to the requested variations by the Council's S106/CIL Officer. The development would continue to appropriately comply with relevant Local Plan, London Plan and national planning policies in relation to the approved affordable housing offer.

### 7.14 Trees, landscaping and Ecology

Not applicable. No changes are proposed which would impact on trees, landscaping and ecology.

### 7.15 Sustainable waste management

Not applicable. No changes are proposed which would impact on refuse provision.

### 7.16 Renewable energy / Sustainability

Not applicable. No changes are proposed which would impact on renewable energy / sustainability.

### 7.17 Flooding or Drainage Issues

Not applicable. No changes are proposed which would impact on flooding or drainage issues.

### 7.18 Noise or Air Quality Issues

Not applicable. No changes are proposed which would impact on noise or air quality.

### 7.19 Comments on Public Consultations

Not applicable

### 7.20 Planning obligations

The alterations proposed to the agreed planning obligations have been discussed throughout this report and are considered to be acceptable for the reasons discussed in parts 7.10 and 7.14.

### 7.21 Expediency of enforcement action

Not applicable

### 7.22 Other Issues

None

### 8. Observations of the Borough Solicitor

### General

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

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

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

### **Planning Conditions**

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

### Planning Obligations

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

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

### **Equalities and Human Rights**

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

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

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

### 9. Observations of the Director of Finance

None

### 10. CONCLUSION

It is considered that the requested Deed of Variation to the S106 agreement would not have any significant detrimental impact on the approved scheme. Notably, no objections have been raised by the Council's S106/CIL Officer.

The development would continue to appropriately comply with relevant Local Plan, London Plan and national planning policies and, accordingly, approval is recommended.

### 11. Reference Documents

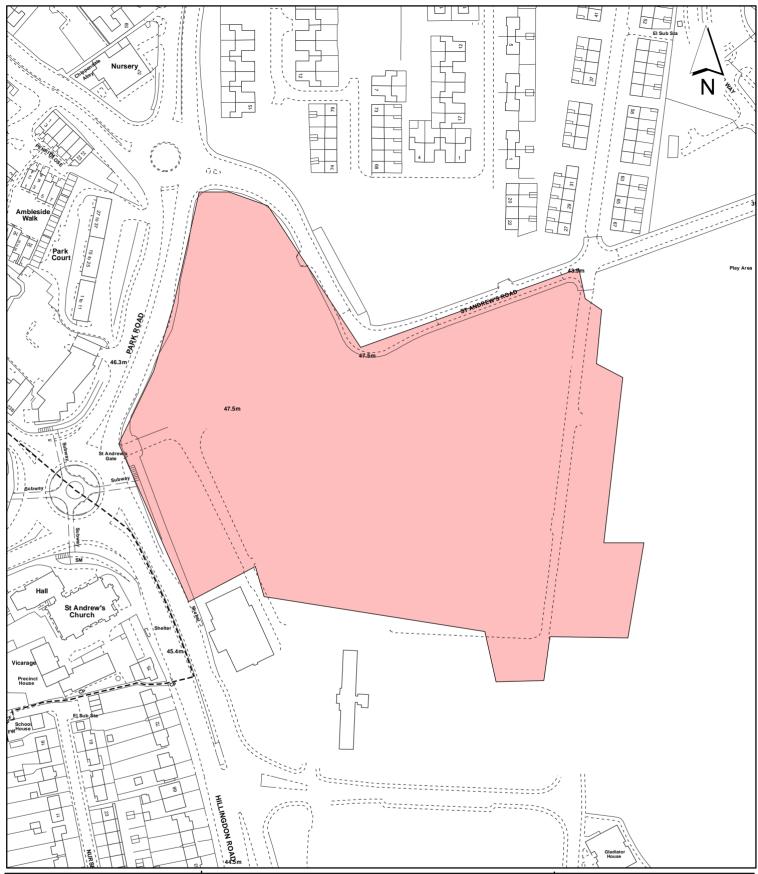
Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

London Plan (2016)

National Planning Policy Framework

Hillingdon Supplementary Planning Document - Planning Obligations

Contact Officer: Ed Laughton Telephone No: 01895 250230







### Site boundary

For identification purposes only.

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### **Phase 3C St Andrews**

Planning Application Ref: 585/APP/2018/4168

Scale:

1:2,000

Planning Committee:

Major Page 254

Date:

**June 2019** 

### LONDON BOROUGH OF HILLINGDON Pasidents Services

Residents Services Planning Section

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



## Plans for Major Applications Planning Committee

Wednesday 19th June 2019





### Report of the Head of Planning, Transportation and Regeneration

Address MANOR COURT HIGH STREET HARMONDSWORTH

**Development:** Alterations and conversion of the Manor Lodge into 2 No. 4-bedroom houses;

conversion of the Stable Building into 6 No. 1-bedroom and 2 No. 2-bedroom

cottages; conversion of the Office Barn into 1 No. studio flat, 1 No. 1-

bedroom flat, 2 No. 2-bedroom houses and 1 No. 3-bedroom house; retention of the Granary Building and conversion to garden store; upgrade of boundary treatments; reinstatement of yard pond, together with associated parking and

landscaping.

**LBH Ref Nos**: 27256/APP/2017/3721

### Report of the Head of Planning, Transportation and Regeneration

Address MANOR COURT HIGH STREET HARMONDSWORTH

**Development:** Alterations and conversion of the Manor Lodge into 2 No. 4-bedroom houses;

conversion of the Stable Building into 6 No. 1-bedroom and 2 No. 2-bedroom

cottages; conversion of the Office Barn into 1 No. studio flat, 1 No. 1-

bedroom flat, 2 No. 2-bedroom houses and 1 No. 3-bedroom house; retention of the Granary Building and conversion to garden store; upgrade of boundary treatments; reinstatement of yard pond, together with associated parking and

landscaping. (Application for Listed Building Consent).

**LBH Ref Nos**: 27256/APP/2017/3723

PHILIPHINI 10m SITE AREA 7819m²

 $\mathbf{B}$ 

BELT BOUNDARY

1 x STUDIO, 1 X 1 BED FLAT, 2 X 2BED HOUSE, 1 X 3 BED HOUSE

OFFICE

1 X STUDIO, 5 X 1 BED FLAT, 2 X 2 BED FLAT, 4 X 2 BED HOUSE, 1 X 3 BED HOUSE, 2 X 4 BED HOUSE.

15

TOTAL

PARKING - 28 SPACES (1 space per 1 bed, 2 space per 2 bed, 3 spaces per 3 bed & 4 bed +1 visitors space)

For Highways details refer to Transport Statement prepared by Milestone Transport Planning

4 X 1 BED FLAT, 2 X 2 BED FLAT, 2 X 2BED HOUSE,

2 X 4 BED HOUSE

PROPOSED SCHEDULE

UNITS

BLOCK

MANOR STABLES EXTENT OF CONSERVATION

1.6m High Brick Wall Extended

FLAT 34.61 EAVES 34.67 RIDGE 34.73 EAVES 34.67

HARMONDSWORTH BARN

STABLES RICE 2006

MANOR

BOUNDARY TREATMENT
North & West boundary - Existing 1.2 · 1.3m post and rail ferce
relatined with existing landscaping retained and reinforced where
required. East Boundary - 1.9m high Grade II Listed Wall to boundary with St Mary's Church Boundaries between units - 1.2m timber post and rail fence with native hedging on one side

HARDSTANDING

Accel Loads and Patring areas - Permea Good Smoothed natural aggregate)

Policy - Permeable Paving Paving around Manor Court (Grade II Liste Namy Mix Cyr) Grass and Grasscrete in Farmy Office ment Listed Barn Office ment Listed Barn

For full details of landson prepared by DCCLA

LANDSCAPING

Listed Wall protection zone 1.5m offset from site boundary - Ground to be banked up to

GRADE I

FARMYARD

1.2m Timber Post And-Rail Fenc Between Rear Garden Areas

Remove Existing Parking And Hardstanding And Replace With Soft Landscaping

OFFICE BARN

LISTED WALL PROTECTION ZONE

LISTED WALL

Outline of legal right of way access road as per Land Registry Title AGL92536

2 species Station STATION

BLONDELL

GRANATA

GREEN BELT BOUNDARY

St Mary's Church

The Five

Bells

School House

SITE WITHIN ARCHAROLOG CAL AREA

B

TCB

Moor House

EXTENT OF CONSERVATION AREA

Architects

The Old School House Bridge Road Hunton Bridge Kings Langley Hertfordshire WD4 8RQ

Vicarage

Sun

House

LB

The Gables

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Kings Langley

+ 24.7r

Minste

Depot

Scale: Rev: 1:500@A2 -Drawn By: Date: TH APR15

D SE

North:

0

Site Plan Content:

0

12-12-18 Existing roofscape reinstated 6-12-18 Amendments following conse IIS-12-17 Amendments/foldow/rigg.com/a

Rev. Date Details

Harmondsworth Manor Court High Street

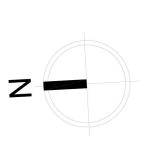
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Drawn By: Date: TH APR15

Rev: Scale: Rev: 1:100@A3 -

The Old School House Bridge Road Hunton Bridge Kings Langley Hertfordshire WD4 8RQ 0 1 9 2 3 2 6 7 4 8 8

288.8m<sup>2</sup> 88.6m<sup>2</sup> 98.2m<sup>2</sup> 84.3m<sup>2</sup> 84.1m<sup>2</sup> 102m<sup>2</sup> AREA SCHEDULE ВĮ PROPOSED BASEMENT UNIT FLOOR GROUND GROUND FIRST TOTAL 7



MANOR LODGE

5m

2

0

Ceiling Height Room Area

W\*\*\* \*m²

က

WATERPROOFING OF BASEMENT TO BE AS RECOMMENDED BY SPECIALIST IN LINE WITH ENGLISH HERITAGE RECOMMENDATIONS

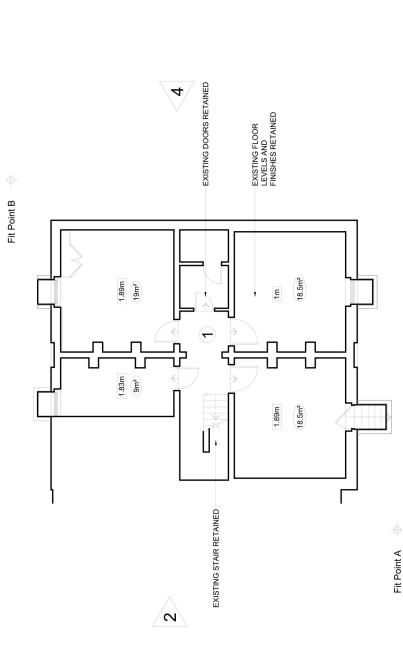
ALL EXISTING LEVELS AND FINISHES TO BE RETAINED

ALL EXISTING HISTORIC FABRIC TO BE RETAINED

NOTE:

ALL EXISTING DOORS TO BE RETAINED

Key:



## Floor Plan Basement

198.6m<sup>2</sup>

TOTAL

 $30.2m^{2}$ 

SECOND

FIRST

GIA 88.6m<sup>2</sup> Unit 1

Rev. Date Details Manor Court High Street

PROPOSE Basement Floor Plan Manor Lodge Harmondsworth

Ω

Page 260

198.6m<sup>2</sup>

TOTAL

**GIA 102m<sup>2</sup>** 

UNIT 1

LIVING RM

17.7m²

STUDY

LIVING RM 17.4m²

DINING RM 17.8m³

TWO STOREY EXTENSION

OUTLINE OF EXISTING SINGLE STOREY EXTENSION FOOTPRINT

 $30.2m^{2}$ 

SECOND

84.1m<sup>2</sup>

FIRST

wakelin-admin@wakelin.co.uk w w w . w a k e l i n . c o . u k 0 1 9 2 3 2 6 7 4 8 8

The Old School House Bridge Road Hunton Bridge Kings Langley Hertfordshire WD4 8RQ

dimensions to be used in preference to scaled.

tractor is to check all site dimensions and setting-out and obtain the
it's instructions in respect of any discrepancy revealed before work is put ir

Date: APR15

Drawn By: TH

S

PROPO

Manor Court High Street Rev:

Scale: Rev: 1:100@A3 -

Ground Floor Plan

Harmondsworth

Manor Lodge

Floor Plan

Ground

B 6-12-18 Amendment following consultee comment
A 18-10-18 Amendment to stair following consultee comment
Rev. Date Details

Fit Point A

FOUR PANEL DOOR WITH GLAZED PANES ABOVE

NEW RADIATOR

NEW SASH WINDOW TO MATCH EXISTING

Wakelin Associates 2017

Wakelin Associates Architects

98.2m<sup>2</sup> 288.8m<sup>2</sup> 88.6m<sup>2</sup> 84.3m<sup>2</sup> 102m² AREA SCHEDULE В PROPOSED BASEMENT FLOOR GROUND GROUND FIRST TOTAL LINO 7 EXISTING RADIATORS - SEE NOTE

## 2

MANOR LODGE

+

Fit Point B

**NEW RADIATOR LOCATION** 

EXISTING RADIATOR RELOCATED

NEW SASH WINDOW TO MATCH EXISTING (OBSCURED GLAZING)

>

OPENING INFILLED WITH RECESSED PANELS

DINING RM 17.8m²

KITCHEN

18.6m²

KITCHEN 18.4m²

NEW SASH WINDOW TO MATCH EXISTING

GIA 84.3m<sup>2</sup>

UNIT 2

**NEW MODERN STAIR** 

S

Page 261

NEW OPENING

(7)

NEW PORCH CANOPY

NEW SASH WINDOW TO MATCH EXISTING NEW RADIATOR

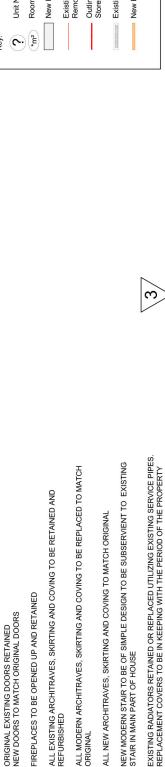
5m



0			\\		+		//
Key:	Unit No.  Room Area  New Fabric	Existing Structure To Be Removed	Outline Of Existing Single Storey Modern Extension	Existing Radiator - see note	New Radiator		
						23	>







5m 2 0

> Room Area New Fabric

Unit No.

(C-)

Removed

Existing Radiator - see note Outline Of Existing Single Storey Modern Extension Existing Structure To Be

AREA SCHEDULE MANOR LODGE **PROPOSED** 

New Radiator 3

+

EXISTING RADIATORS RETAINED OR REPLACED UTILIZING EXISTING SERVICE PIPES. REPLACEMENT COVERS TO BE IN KEEPING WITH THE PERIOD OF THE PROPERTY

GIA 84.1m<sup>2</sup>

UNIT 2

ALL MODERN ARCHITRAVES, SKIRTING AND COVING TO BE REPLACED TO MATCH ORIGINAL

ALL NEW ARCHITRAVES, SKIRTING AND COVING TO MATCH ORIGINAL

ALL EXISTING ARCHITRAVES, SKIRTING AND COVING TO BE RETAINED AND REFURBISHED

FIREPLACES TO BE OPENED UP AND RETAINED

ORIGINAL EXISTING DOORS RETAINED NEW DOORS TO MATCH ORIGINAL DOORS

NOTE:

Fit Point B EXISTING RADIATORS - SEE NOTE 17.7m³ BED 2 17.7m<sup>2</sup> OPENING INFILLED WITH RECESSED PANELS 8ED 3 BED 1 17.7m² 1 + BED 3 Fit Point A BED 2 15.5m² ST NEW SASH WINDOW TO MATCH EXISTING NEW SASH WINDOW TO MATCH EXISTING NEW MODERN STAIR TO BE OF SIMPLE DESIGN TO BE SUBSERVIENT TO EXISTING STAIR IN MAIN PART OF HOUSE ST 2 NEW SASH WINDOW TO MATCH EXISTING BED 4 10.5m² **NEW MODERN STAIR** NEW PORCH CANOPY

Ś

Page 262

TWO STOREY EXTENSION

**NEW RADIATOR** 

98.2m<sup>2</sup>

FIRST

88.6m<sup>2</sup>

BASEMENT

В

FLOOR

LINO

102m²

GROUND

288.8m<sup>2</sup>

TOTAL

4

84.3m<sup>2</sup>

GROUND

7

198.6m<sup>2</sup>

TOTAL

GIA 98.2m<sup>2</sup>

UNIT 1

30.2m<sup>2</sup>

SECOND

84.1m<sup>2</sup>

FIRST

# Floor Plan

B 6-12-18 Additional notes added A 18-10-18 Amendment to stair follo Rev. Date Details

Drawn By: Date TH APR15 Scale: Rev: 1:100@A3 -PROPOSED First Floor Plan Manor Lodge Manor Court High Street

Harmondsworth

0 1 9 2 3 2 6 7 4 8 8 The Old School House Bridge Road Hunton Bridge Kings Langley Hertfordshire WD4 8RQ dimensions to be used in preference to scaled,
intractor is to check all site dimensions and setting-out and obtain the
ect's instructions in respect of any discrepancy revealed before work is put it

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Wakelin Associates

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Architects

wakelin-admin@wakelin.co.uk w w w . w a k e l i n . c o . u k 0 1 9 2 3 2 6 7 4 8 8

The Old School House Bridge Road Hunton Bridge Kings Langley Hertfordshire WD4 8RQ

5m 2 Z

1	

				ıre To Be	ting Single Extension	or - see note		
	Unit No.	Room Area	New Fabric	Existing Structure To Be Removed	Outline Of Existing Single Storey Modern Extension	Existing Radiator - see note	New Radiator	
Key:	<u>ر</u> -	*) (*)						-
	_							

Fit Point B

# NEW MODERN STAIR TO BE OF SIMPLE DESIGN TO BE SUBSERVIENT TO EXISTING STAIR IN MAIN PART OF HOUSE ALL MODERN ARCHITRAVES, SKIRTING AND COVING TO BE REPLACED TO MATCH ORIGINAL

EXISTING RADIATORS RETAINED OR REPLACED UTILIZING EXISTING SERVICE PIPES. REPLACEMENT COVERS TO BE IN KEEPING WITH THE PERIOD OF THE PROPERTY

ALL EXISTING ARCHITRAVES, SKIRTING AND COVING TO BE RETAINED AND REFURBISHED

FIREPLACES TO BE OPENED UP AND RETAINED

ORIGINAL EXISTING DOORS RETAINED NEW DOORS TO MATCH ORIGINAL DOORS

NOTE:

ALL NEW ARCHITRAVES, SKIRTING AND COVING TO MATCH ORIGINAL

### 0 0 (7) BED 1 16.7m² GIA 30.2m<sup>2</sup> TWO STOREY EXTENSION UNIT 2

98.2m<sup>2</sup>

FIRST

88.6m<sup>2</sup>

BASEMENT

ď

UNIT FLOOR

AREA SCHEDULE

**PROPOSED** 

MANOR LODGE

102m²

GROUND

288.8m<sup>2</sup>

TOTAL

 $30.2m^{2}$ 

SECOND

84.1m<sup>2</sup>

FIRST

84.3m<sup>2</sup>

GROUND

7

198.6m<sup>2</sup>

TOTAL

### Fit Point A

# Second Floor Plan

6-12-18 Additional notes added
18-10-18 Amendment to stair following consultee comment

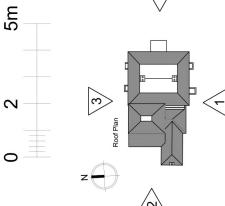
Drawn By: Date: TH APR15 PROPOSED Manor Lodge

Scale: Rev: 1:100@A3 -

Second Floor Plan Harmondsworth Manor Court High Street

Page 263

N



Brick

Brick

Elevation 1

EXISTING

Datum Line 23.00m



ROOF TILES TO MATCH EXISTING

OUTLINE OF EXISTING MODERN SINGLE STOREY EXTENSION TO BE DEMOLISHED

TWO STOREY—EXTENSION
NEW SASH WINDOWS—TO MATCH EXISTING

OBSCURED GLAZING TO BE TRADITIONAL ETCHED GLASS

SNORKEL BOILER FLUES TO BE REPLACED WITH DISCREET FLUES

EXISTING WINDOWS TO BE RETAINED AND
REFURBISHED WHERE NECESSARY

WARDPOSED SASH WINDOWS TO MATCH EXISTING

CONSTING CAMERAS, SERVICES AND CABLING

REMOVED

OPAGATIC PIPEWORK TO BE REPLACED WITH CAST

WIETAL

ORIGINAL EXISTING DOORS RETAINED NEW DOORS TO MATCH ORIGINAL DOORS

NEW SASH WINDOWS TO MATCH EXISTING

NEW FOUR PANEL DOOR-WITH GLAZED PANES ABOVE

Elevation

Datum Line 23.00m

## PROPOSED

-12-18 Additional notes added, amendments to roof	
	_
٧	

North:	O S E D_	Drawn By: Date:	TH APR15	Scale: Rev:	1.100@A3 -
Content:	PROP		Manor Lodge	Elevations 1	
Project:	Manor Court		High Street	Harmondsworth	

	Architect's instructions in respect of any discrepancy revealed before v	iption or illustration of prope e in respect of patents or cop	All rights in drawing and design are reserved to the Architect.  Convright: not to be reproduced without the Architect's permission.	Subject to survey
	Date:	R15	Rev:	ŀ
	Drawn By:	TH APR15	Scale:	1:100@A3
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Ь		e		

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5m 2 0

NOTE:

ORIGINAL EXISTING DOORS RETAINED NEW DOORS TO MATCH ORIGINAL DOORS

EXISTING WINDOWS TO BE RETAINED AND REFURBISHED WHERE NECESSARY

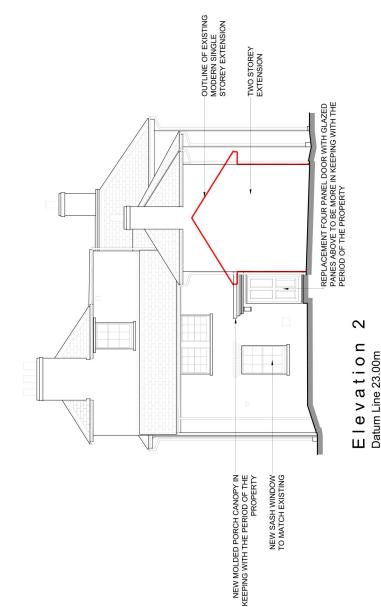
PROPOSED SASH WINDOWS TO MATCH EXISTING

EXISTING CAMERAS, SERVICES AND CABLING REMOVED

PLASTIC PIPEWORK TO BE REPLACED WITH CAST METAL

SNORKEL BOILER FLUES TO BE REPLACED WITH DISCREET FLUES

OBSCURED GLAZING TO BE TRADITIONAL ETCHED GLASS



## PROPOSED

B 12-12-18 Existing roofscape reinstated
A 6-12-18 Additional notes added, amendments to roof
Rev. | Date | Details

Manor Court High Street

Harmondsworth

Content:

P R O P O S E D Drawn By: Date: TH APRIS. Scale: Rev: 1:100@A3 -Elevations 2

Page 265

Elevation 2

Brick

EXISTING

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Content:

P R O P O S E D Denom By: Date: TH APRIS

B 12-12-18 Existing roofscape reinstated
A 6-12-18 Additional notes added, amendments to roof
Rev. | Date | Details

Scale: Rev: 1:100@A3 -

Harmondsworth

Manor Court High Street

PROPOSED

Elevation Datum Line 23.00m

OBSCURED GLAZING TO BE TRADITIONAL ETCHED GLASS

SNORKEL BOILER FLUES TO BE REPLACED WITH DISCREET FLUES

PLASTIC PIPEWORK TO BE REPLACED WITH CAST METAL

PROPOSED SASH WINDOWS TO MATCH EXISTING

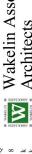
EXISTING WINDOWS TO BE RETAINED AND REFURBISHED WHERE NECESSARY

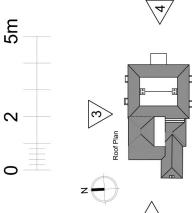
ORIGINAL EXISTING DOORS RETAINED NEW DOORS TO MATCH ORIGINAL DOORS

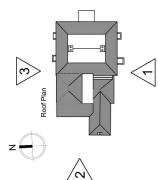
NOTE:

EXISTING CAMERAS, SERVICES AND CABLING REMOVED

Page 266











Elevation 3

Datum Line 23.00m

Brick

Brick wall aground RWP C dd

EXISTING

Brick

Brick

NEW SASH WINDOWS TO MATCH EXISTING

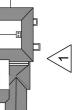
OUTLINE OF EXISTING MODERN SINGLE STOREY EXTENSION

NEW SASH WINDOWS TO MATCH EXISTING

OBSCURED GLAZING

TWO STOREY EXTENSION





5m 2 0

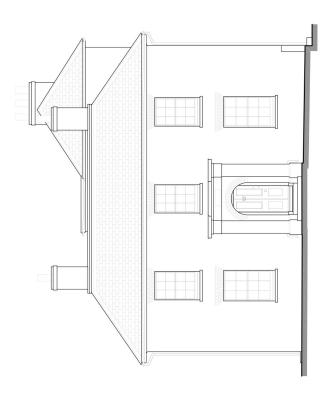
Brick

Elevation 4

EXISTING

Brick

Brick



### 4 Elevation Datum Line 23.00m

## PROPOSED

Elevations 4

Harmondsworth

PROPOSED SASH WINDOWS TO MATCH EXISTING

EXISTING WINDOWS TO BE RETAINED AND REFURBISHED WHERE NECESSARY

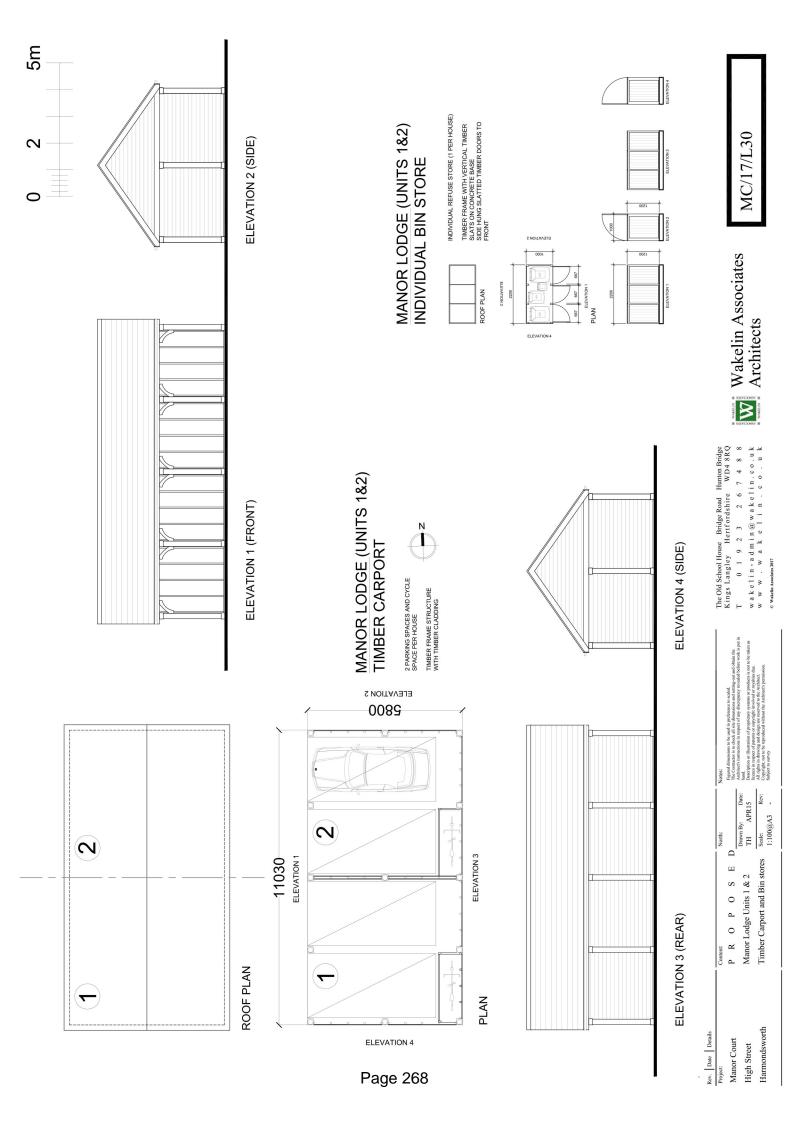
ORIGINAL EXISTING DOORS RETAINED NEW DOORS TO MATCH ORIGINAL DOORS

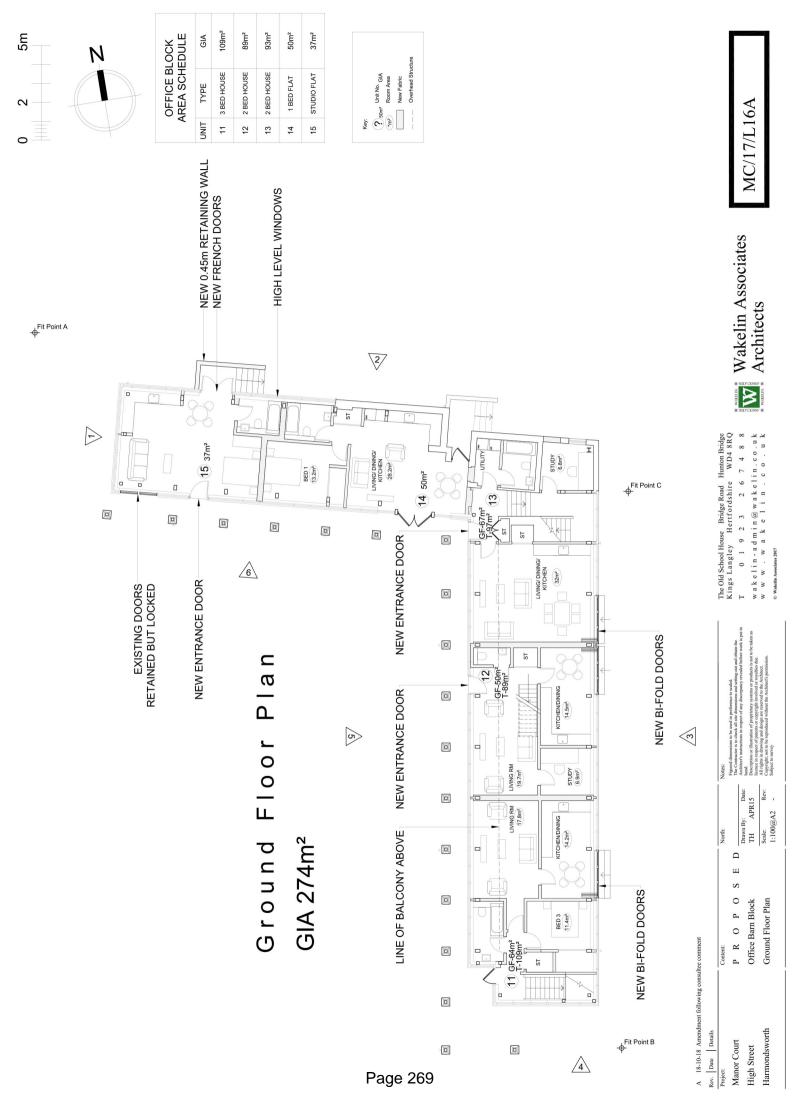
NOTE:

EXISTING CAMERAS, SERVICES AND CABLING REMOVED

OBSCURED GLAZING TO BE TRADITIONAL ETCHED GLASS

SNORKEL BOILER FLUES TO BE REPLACED WITH DISCREET FLUES





Scale: Rev: 1:100@A2 -By: Date: APR15

First Floor Plan

Harmondsworth

3>

Fit Point B

4

Rev. | Date | Details Manor Court High Street

5m

0

Fit Point A

N

109m²

11 3 BED HOUSE 12 2 BED HOUSE 2 BED HOUSE

6

First Floor Plan

GIA 148m<sup>2</sup> (excl. voids)

GIA

UNIT TYPE

89m² 93m<sup>2</sup>50m<sup>2</sup>

13

OFFICE BLOCK AREA SCHEDULE

37m<sup>2</sup>

15 STUDIO FLAT 14 1 BED FLAT

Overhead Structure

ROOF INFILL

13 30m²

BED 2

12.4m²

BED 1

8ED 2

14.3m²

Void

Void 12 39m²

Void

11 45m²

Key:

(2) 50m² Unit No. GIA

(m²) Room Area

2/

5

PROPOS Office Barn Block First Floor Plan

Rev. Date Details
Project:

Manor Court High Street Harmondsworth

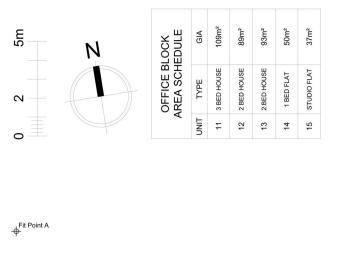
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TH APR15

Scale: Rev: 1:100@A2 -

3>

Fit Point B

The Old School House Bridge Road Hunton Bridge Kings Langley Hertfordshire WD4 8RQ 0 1 9 2 3 2 6 7 4 8 8





Overhead Structure

ROOF INFILL

13 30m²

9.7m²

BED 1

12.4m²

BED 2 10.6m²

14.3m²

8ED 2

4

Void

Void 12 39m²

Void

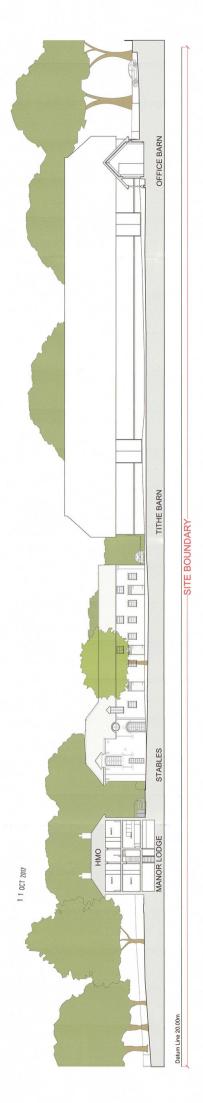
11 45m²

Key:

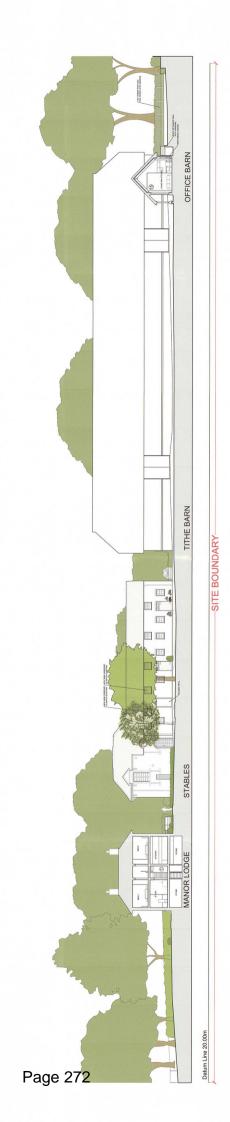
(2) Som² Unit No. GIA

(\*m²) Room Area

New Fabric



# **EXISTING SITE SECTION A-A**



# PROPOSED SITE SECTION A-A

Rev. Date Details			
Project:	Content:	North:	Notes:
Manor Court	Existing and Proposed		Figured dimensions to be used in preference to The Contractor is to check all site dimensions
	0	Drawn By: Date:	Architect's instructions in respect of any discre- hand.
High Street	Site Section A-A	TH APR15	Description or illustration of proprietary system
Harmondemonth		Scale: Rev:	All rights in drawing and design are reserved to
Hairingingworth			Copyright, not to be reproduced without the A

The Old School House Bridge Road Hunton Bridge Kings Langley Hertfordshire WD4 8RQ T 0 1 9 2 3 2 6 7 4 8 8

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Wakelin Associates
Architects

MC/17/S01

PROPOSED SITE SECTION B-B

-SITE BOUNDARY

Datum Line 20.00m

THE FIVE BELLS

Page 273

MANOR LODGE

Content:
Existing an Proposed

Site Sections B-B

Manor Court

Scale: Rev. 1:200@A2 -

Rev. Date Details

1 1 OCT 2017

Datum Line 20.00m

**EXISTING SITE SECTION B-B** 

SITE BOUNDARY

MANOR LODGE

THE FIVE BELLS

No. 1 Blondell Close

5 10m

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Harmondsworth

High Street

MC/17/S03

The Old School House Bridge Road Hunton Bridge Kings Langley Hertfordshire WD4 8RQ 0 1 9 2 3 2 6 7 4 8 8 wakelin-adnin@wakelin.co.uk w w w . w a k e l i n . c o . u k

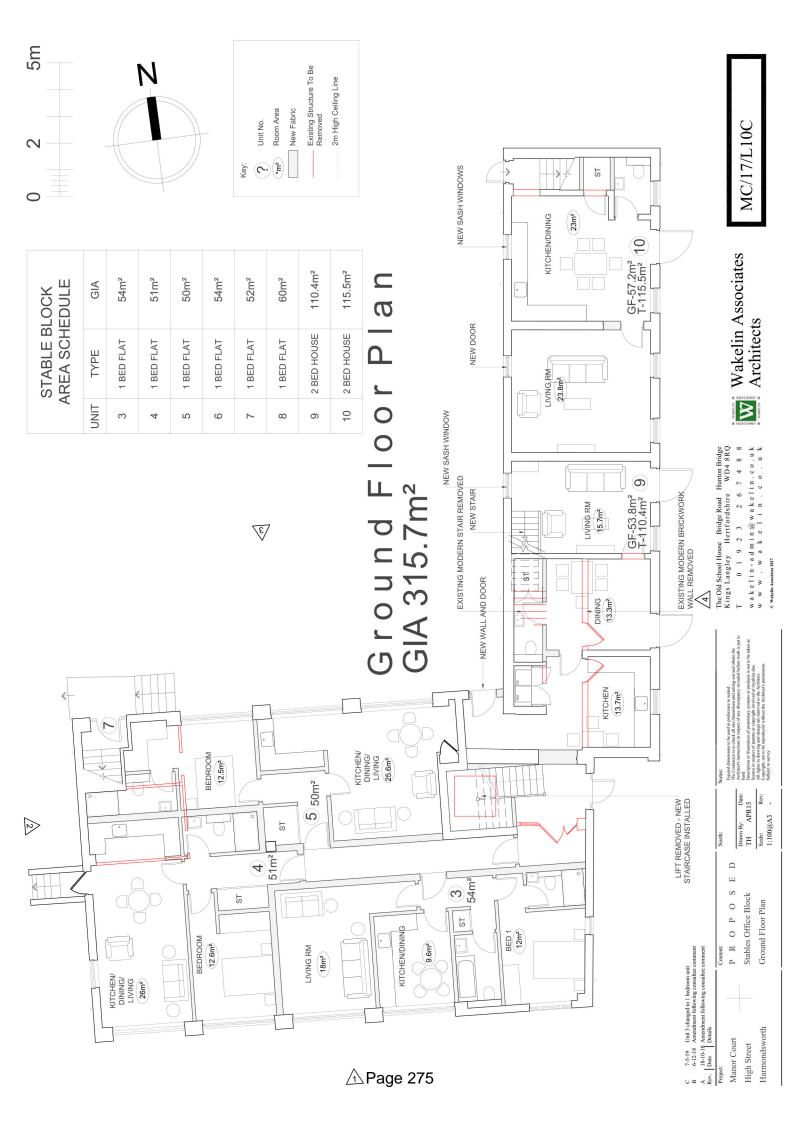
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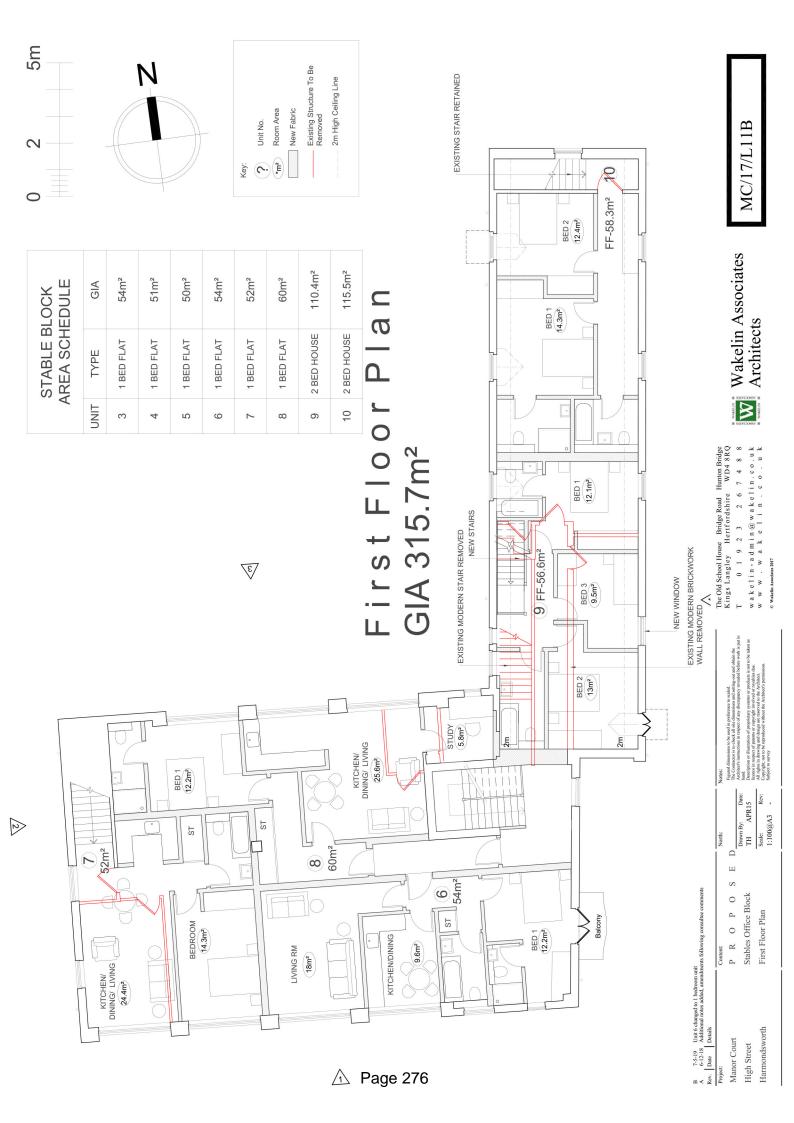
Content:
Existing an Proposed

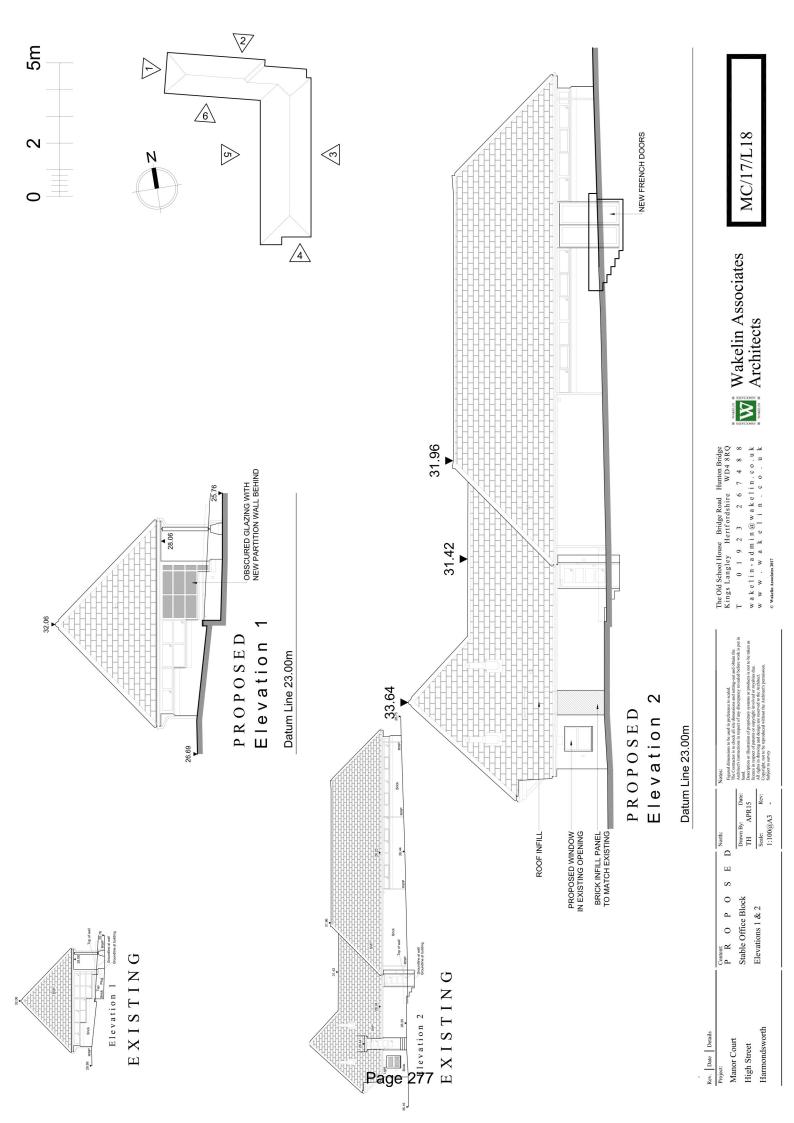
Site Sections C-C

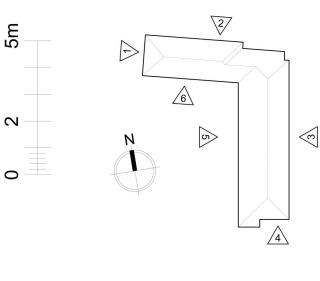
Rev. | Date | Details Harmondsworth Manor Court High Street

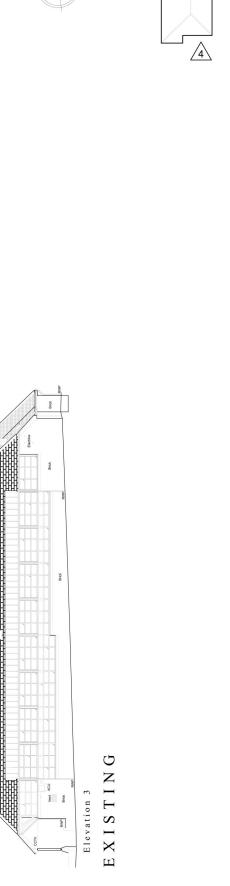












3

Page 278

GROUND LEVEL REGRADED

EXISTING GROUND LEVEL

NEW BI-FOLD DOORS

NEW BI-FOLD DOORS

NEW BI-FOLD DOORS

က

Elevation Datum Line 23.00m

PROPOSED

| Content | Cont

Harmondsworth Manor Court High Street

Harmondsworth Manor Court High Street

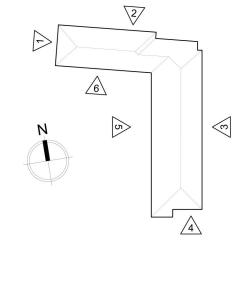
Rev. Date Details

Elevation 4

Drawn By: Date: TH APR15 Scale: Rev: 1:100@A3 -

PROPOSED

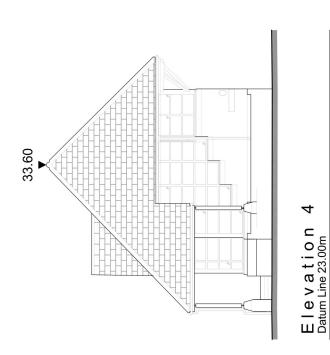
The Old School House Bridge Road Hunton Bridge Kings Langley Hertfordshire WD4 8RQ 0 1 9 2 3 2 6 7 4 8 8



5m

2

0





The Old School House Bridge Road Hunton Bridge Kings Langley Hertfordshire WD4 8RQ 0 1 9 2 3 2 6 7 4 8 8

NEW OPENING/DOOR

NEW OPENING/DOOR

2

Elevation Datum Line 23.00m

PROPOSED

OBSCURED GLAZING WITH NEW PARTITION WALL BEHIND

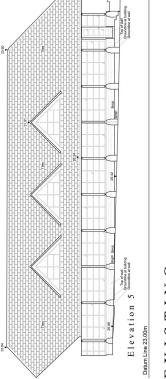
| Content | Cont

Harmondsworth

Rev. Date Details Manor Court High Street

wakelin-admin@wakelin.co.uk w w w . w a k e l i n . c o . u k

5 3> 33.60



## EXISTING

2/

<u>6</u>

5m

2

0

33.64

EXISTING DOOR NEW OPENING/DOOR LOCKED

EXISTING TOILET RETAINED

9

Elevation Datum Line 23.00m

PROPOSED

Content:

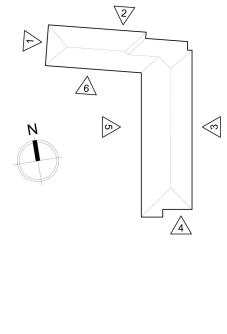
P R O P O S E D

Rev. Date Details Manor Court High Street

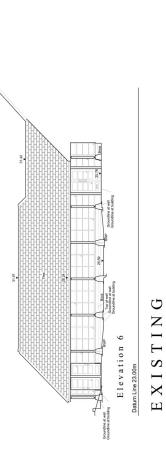
Stable Office Block

Harmondsworth

5m <u>6</u> 2 5 0







31.42

31.97

Content:

P R O P O S E D

Drawn By: Date:

Stables Office Block

TH APR15

Scale:

Scale:

No. 2

No. 2

No. 2

No. 3

North Facing

1:100@A3

A 6-12-18 Note added about brick boundary wall Rev. | Date | Details | Project:

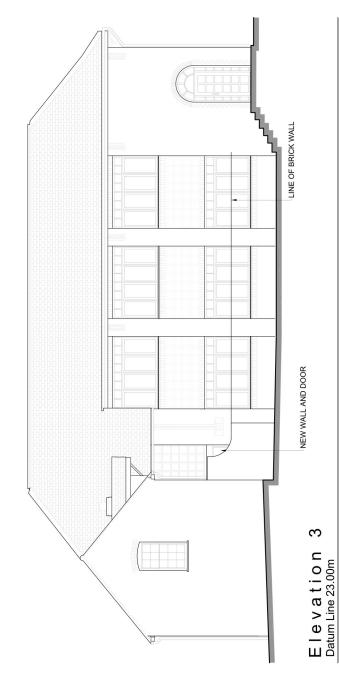
Harmondsworth

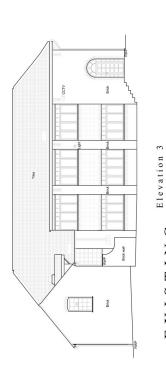
Manor Court High Street

PROPOSED

N 5m 2 2 1

3





EXISTING

| Content: | Content: | P R O P O S E D | Dispusible: | Di

B 6-12-18 Amendment following consultee comment A - 18-10-18 Amendment following consultee comment Rev. | Date | Details

Harmondsworth

Manor Court High Street



Elevation 4

EXISTING







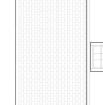














GLAZING INFILL

Elevation 4

Page 283

Datum Line 23.00m
PROPOSED

NEW SASH WINDOWS TO MATCH EXISTING

Harmondsworth Manor Court High Street

Rev. Date Details

3 N  $\overline{4}$ 1

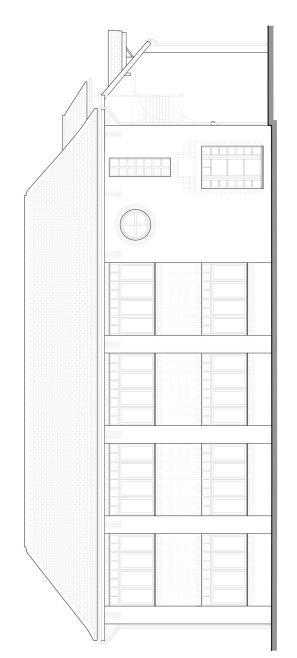
Brick

Elevation 1

EXISTING

5m

2



Elevation 1 Datum Line 23.00m

# PROPOSED

NEW SASH WINDOWS TO MATCH EXISTING

NEW SASH WINDOWS TO MATCH EXISTING

NEW SASH WINDOWS TO MATCH EXISTING

2

Elevation Datum Line 23.00m PROPOSED

-

-

EXISTING FLOOR LEVEL

EXISTING GROUND LEVEL

Drawn By: Date: TH APR15 Scale: Rev: 1:100@A3 -PROPOSED

Elevations 2 West Facing

Harmonsworth

Stables Office Block

A . 18-10-18 Amendment following consultee comment

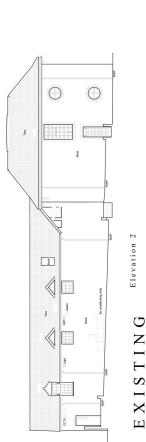
Rev. Date Details

Manor Court High Street

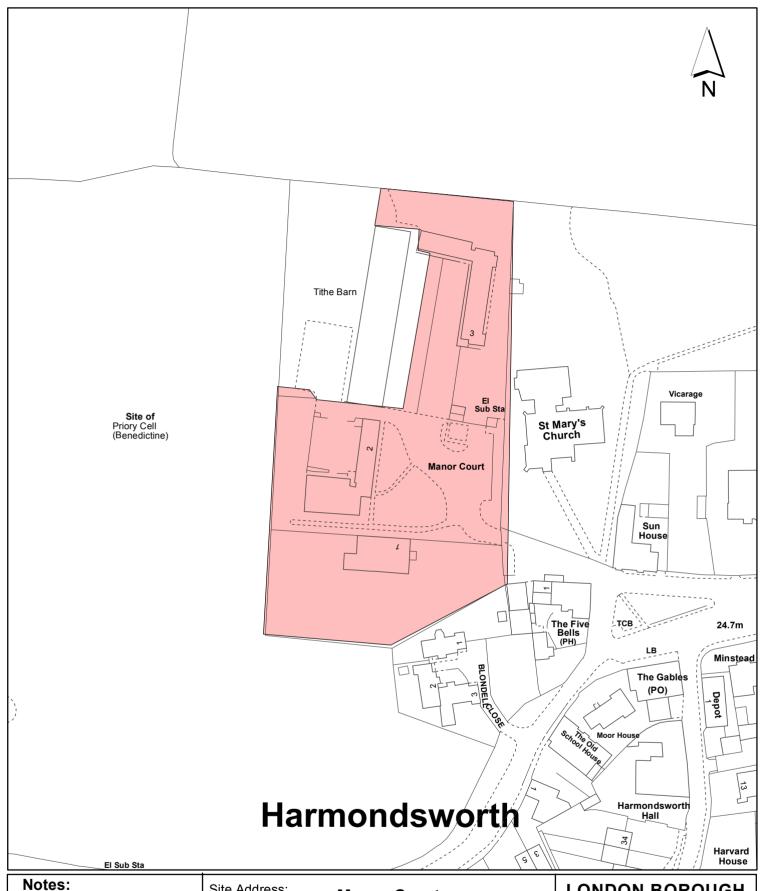
N 5m  $\overline{4}$ 2

3





Page 285





### Site boundary

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Site Address:

## **Manor Court High Street** Harmondsworth

Planning Application Ref: 27256/APP/2017/3723

Scale:

1:1,250

Planning Committee:

Major Page 286

Date:

**June 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

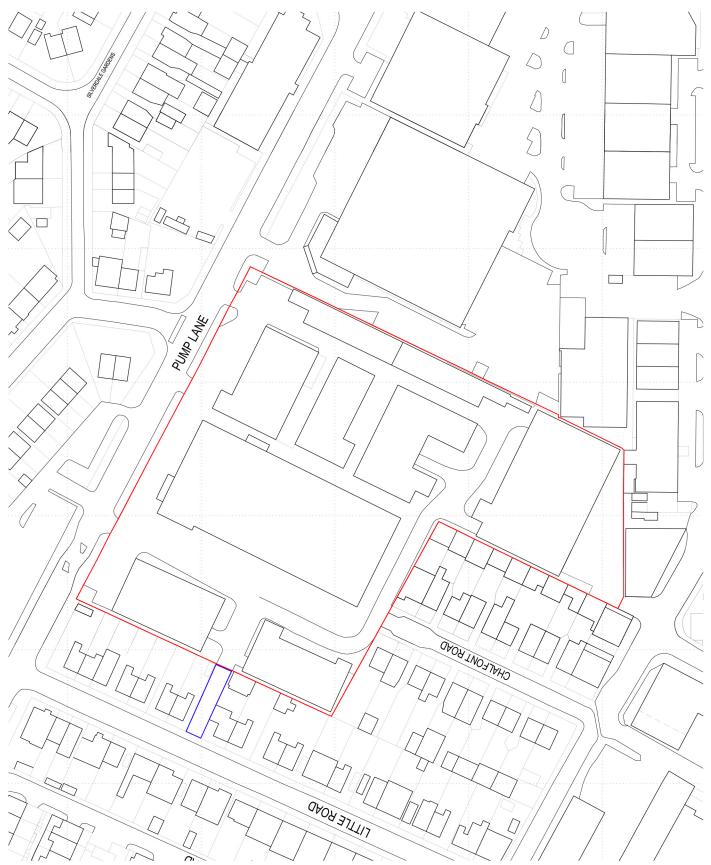
Address CHAILEY INDUSTRIAL ESTATE PUMP LANE HAYES

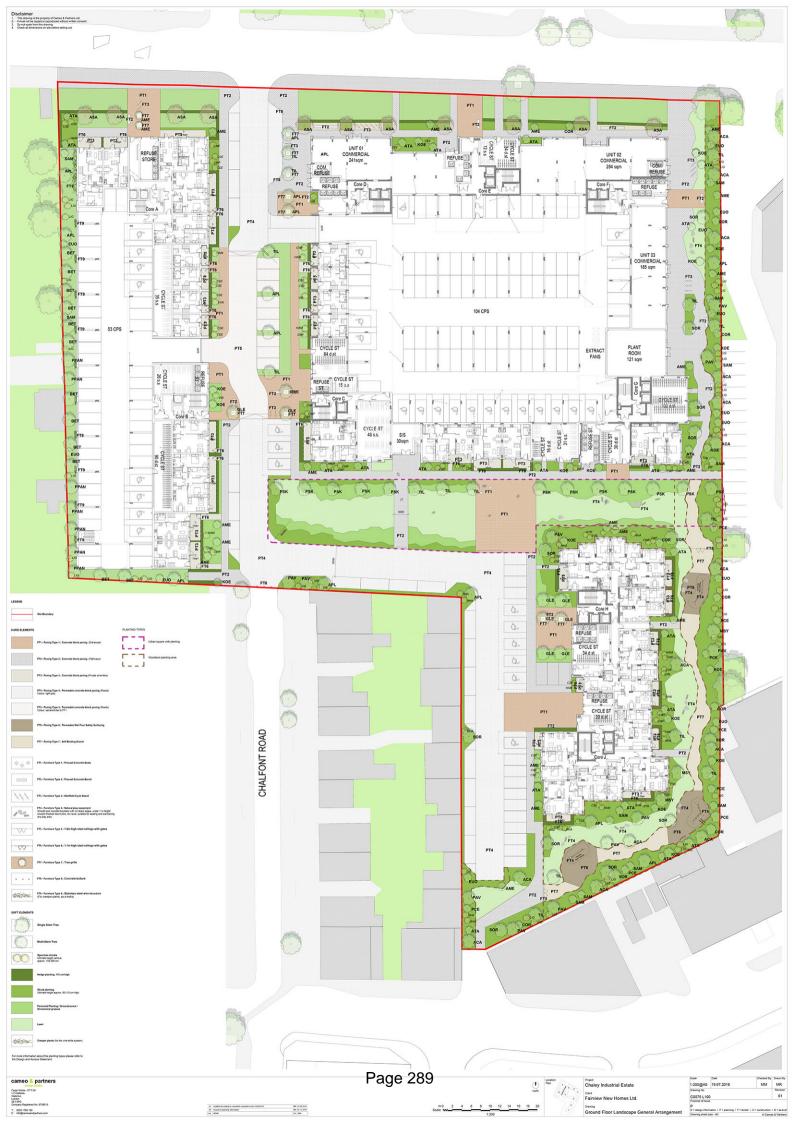
**Development:** Redevelopment of the site to provide three buildings ranging from 2 to 11

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.

**LBH Ref Nos**: 2102/APP/2018/4231





29/11/18 Date Rolfe Judd
Architecture Planning Interiors
Old Church Court, Claylands, Time Ored, London SW8 TNZ Client Fairview New Homes Ltd. Project Chailey Industrial Estate Drawing Existing Site Floor Plan Page 290



Page 291



Scale | State | State





Rolfe Jude

client Fairview New Homes Ltt

Project Chailey Industrial Estate

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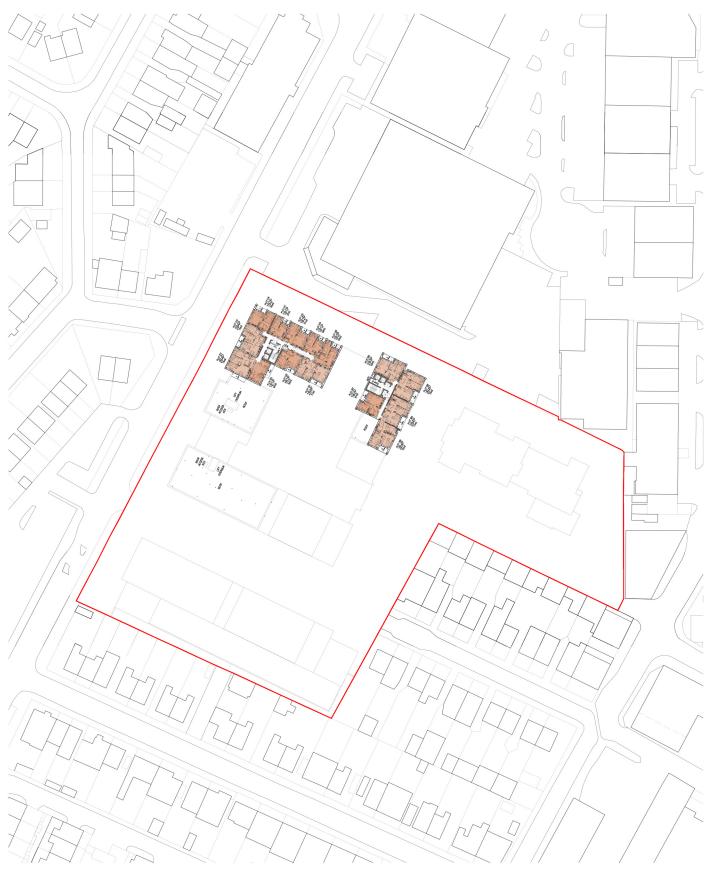
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Drawing Sixth Floor Plan

Scale (1500 (43) 1100 (43) Nov 18 Planning (1500 (43) 1100 (43) Nov 18 Planning (1500 (43) 1720 Plan (1500 (43) 17



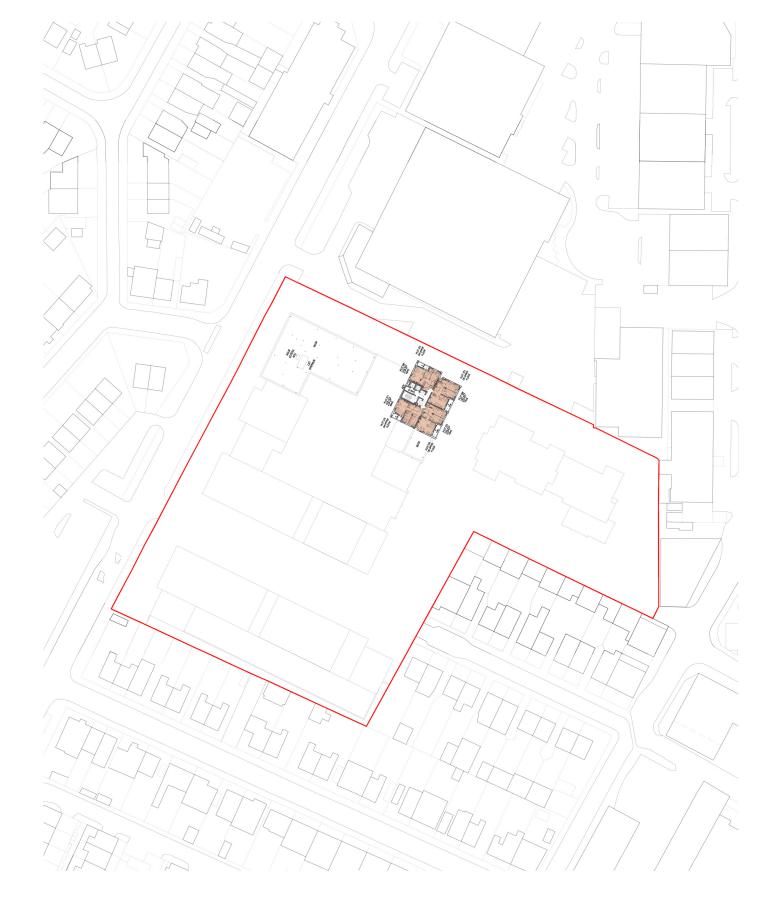


29/11/18 Date

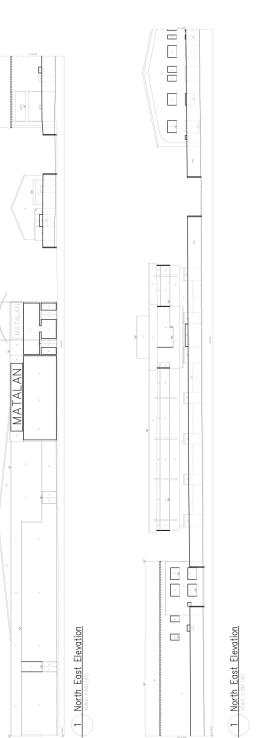
Client Fairview New Homes Ltd.

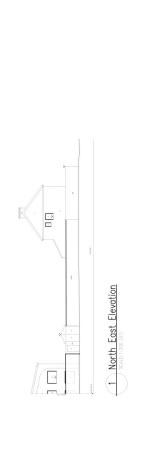
Drawing Eighth and Ninth Floor Plans Project Chailey Industrial Estate

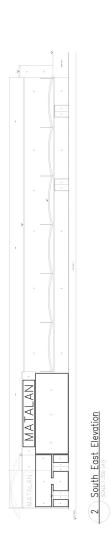
Scale | Date | Status | Status











Rolfe Judd

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Too 7505 599

www.methy-side court

Client Fairview New Homes Ltd.

Project Chailey Industrial Estate

29/11/18 Date

1A Planning Issue Rev Drawing Existing Elevation Sheet 1 WOTES

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(1)

1B Updated to FNH comments 1A Planning Issue Rev 6th Floor FFL 49.875 FFL 46.875 FFL 46.875 TFL 46.875 TFL 40.875 T 8 \*\*

23/04/19 29/11/18 Date

(96) UPVC Windows/Doors (98) GRP Coping (97) Metal Railings

Textured brick

Metal Clad Canopy

Metal Louvres
 Metal Doors
 Metal Clad Conc

Page 300

Rolfe Judd
Archhelme Plenning Interiors
Court, Claylents Road, The Oral, Lordon SNR NZ
TUDPSS 1500
www.rolfe-jadd co.ak

Clent Fairview New Homes Ltd.

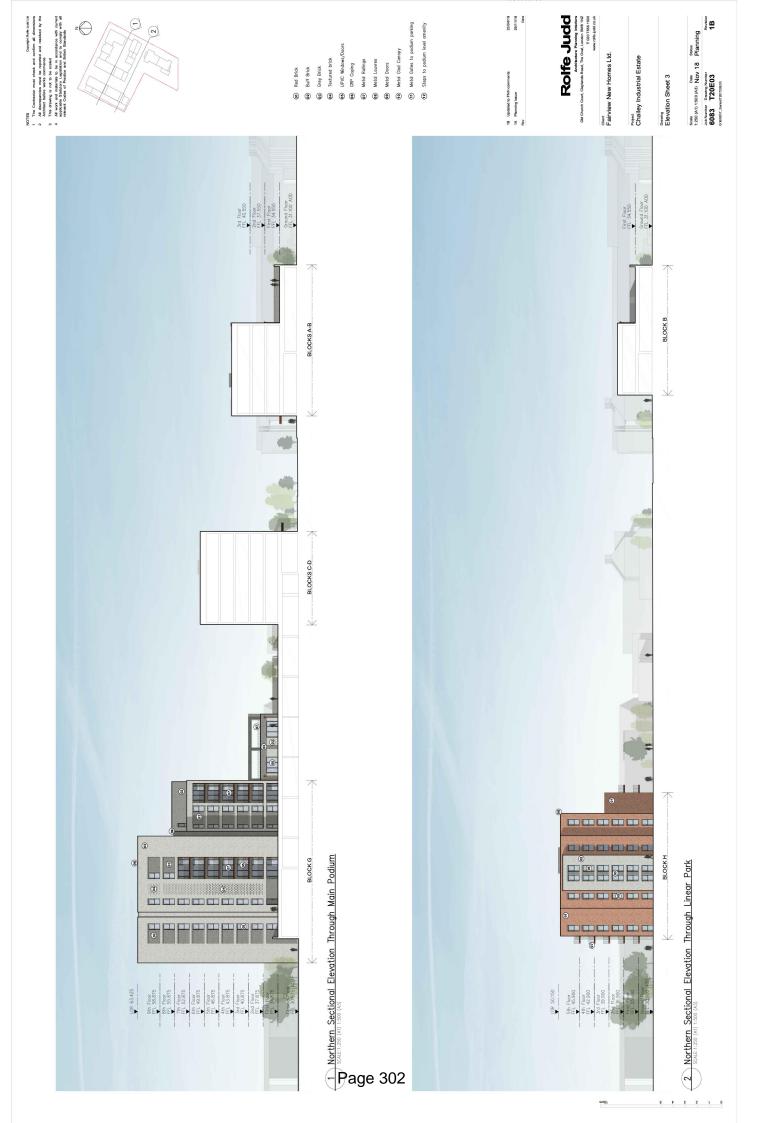
Project Chailey Industrial Estate

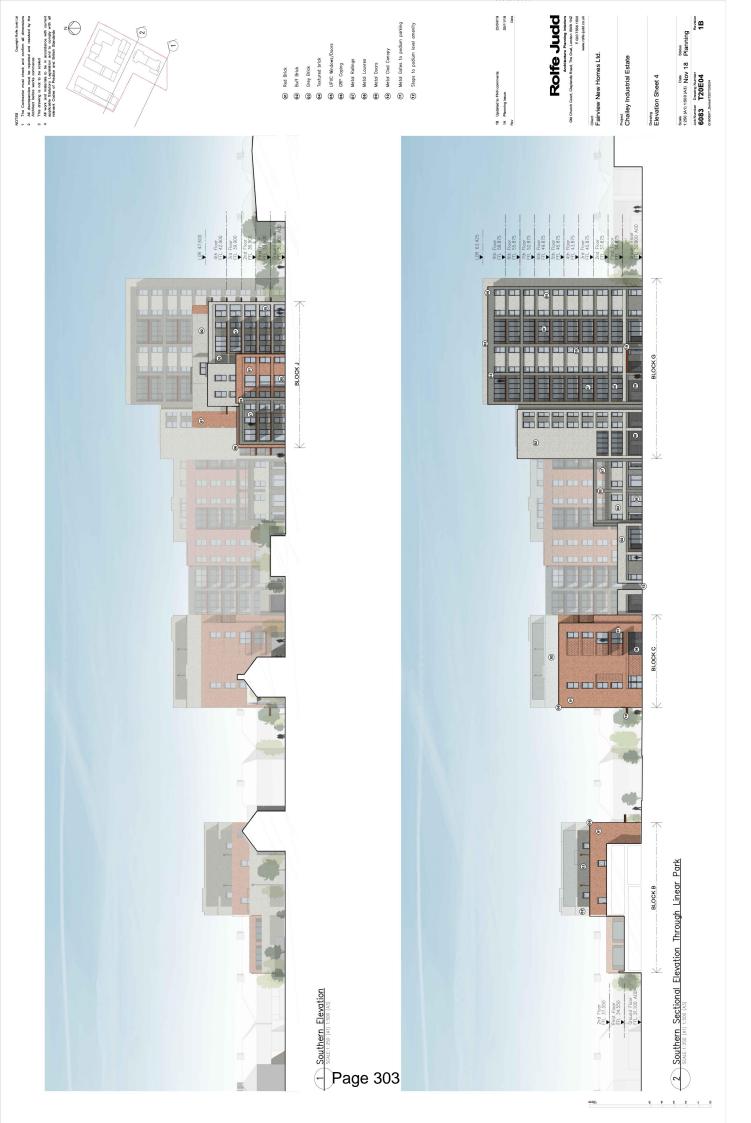
Drawing Elevation Sheet 1

BLOCK C

(2) Eastern Sectional Elevation Through Main Podium









NOTES
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23/04/19 29/11/18 Date



23/04/19 29/11/18 Date

 $z \bigcirc$ **BLOCK KEY** 

Rolfe Judd
Archiscure Planning Interiors
Court, Claylancia Road, The Oug. London Style 142
T (20.7556; 1500
www.rofe-plack courk

23/04/19 29/11/18 Date

1B Updated to FNH of 1A Planning leave

Drawing Proposed Ground Floor Plan Block B

| State | Stat







Page 307

BLOCK KEY

Rolfe Judd Architecture Planning Interiors Dourt, Claylands Read, The Oval, London SW8 1NZ

29/11/18 Date

Project Chailey Industrial Estate

Scale
1:100 (A1) 1:200(A2) Nov 18 Planning
1:00 (A1) Planning
1:00 (A1

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Rolfe Judd
Architecture Planning Interiors
Dout, Claylands Road, The Oral, London SWB 1NZ

29/11/18 Date

Drawing Proposed First Floor Plan Block A Project Chailey Industrial Estate

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Chailey Industrial Estate

Landscape Sections J and K

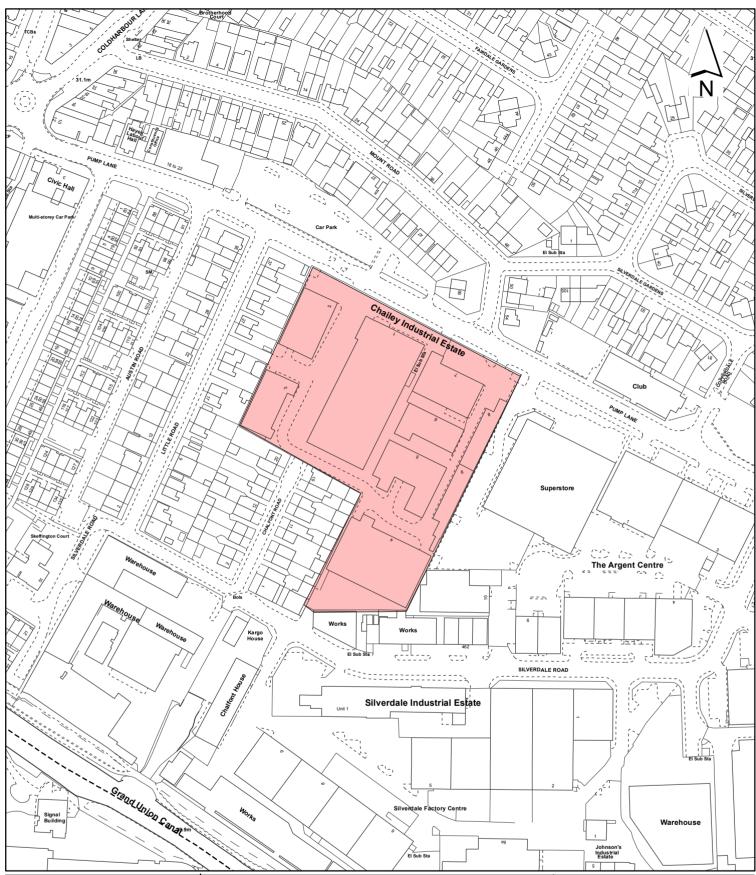
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1:100@A2 03.07.1
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C0075 L501
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D = dealign information / P =
D rawing sheet size - A2

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urpose of Issue.			
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rawing sheet size - A2	e - A2	© Came	Cameo & Partners

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cameo & partners	design studio	Cargo Works - ET 5.04 1-2 Haffelds	Waterloo	London SE1 9PG	Company Registered No: 8756613.	T: 0203 1760 130 E: info@cameoandpartners.com

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MR 23.04.2019 MR 29.11.2018 by date



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# Site Address: Chailey Industrial Estate **Pump Lane Hayes**

Planning Application Ref: 2102/APP/2018/4231 Scale:

1:2,250

Planning Committee:

Major Page 312

Date:

**April 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 RECREATION GROUND CHESTNUT AVENUE

**NORTHWOOD** 

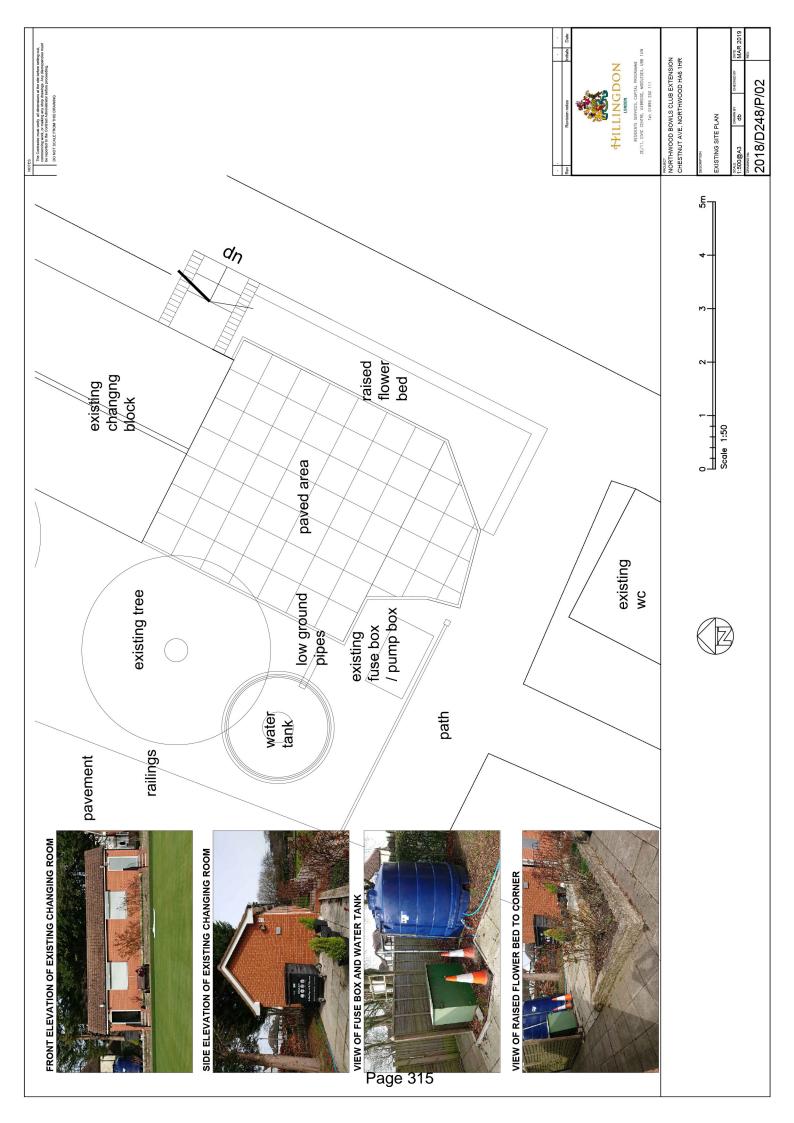
**Development:** Proposed side extension and installation of ramp

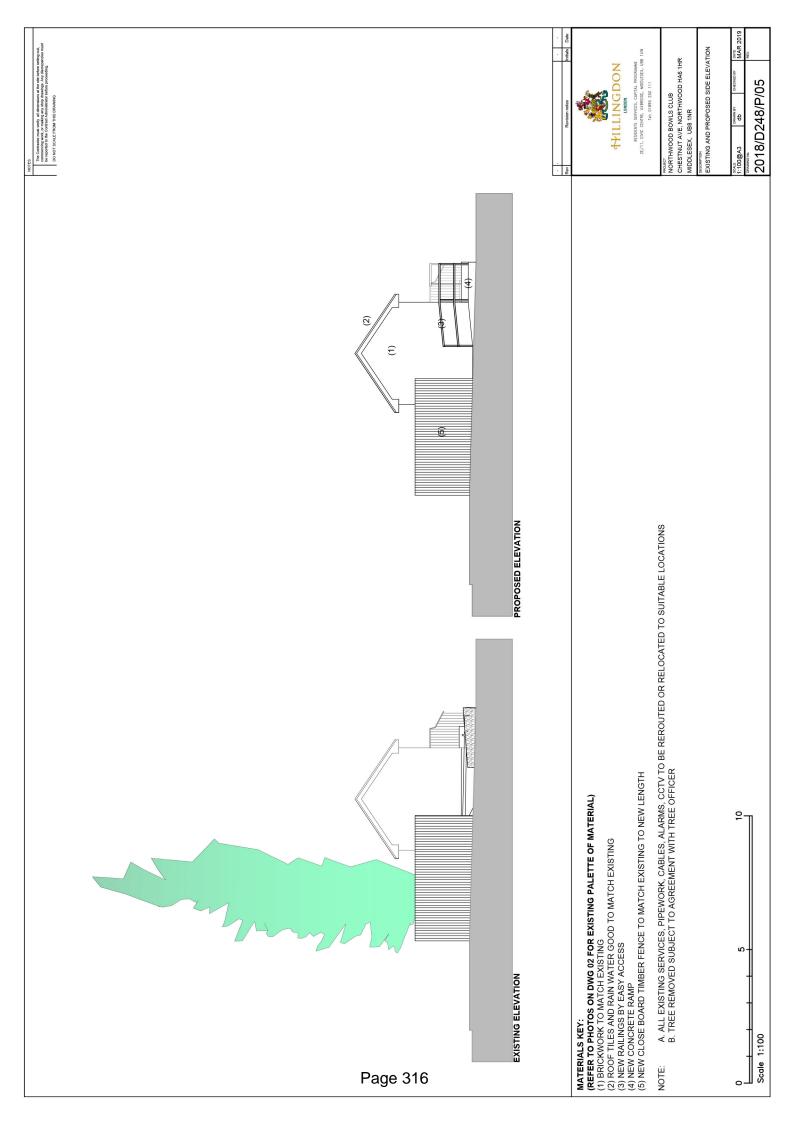
**LBH Ref Nos**: 23172/APP/2019/922

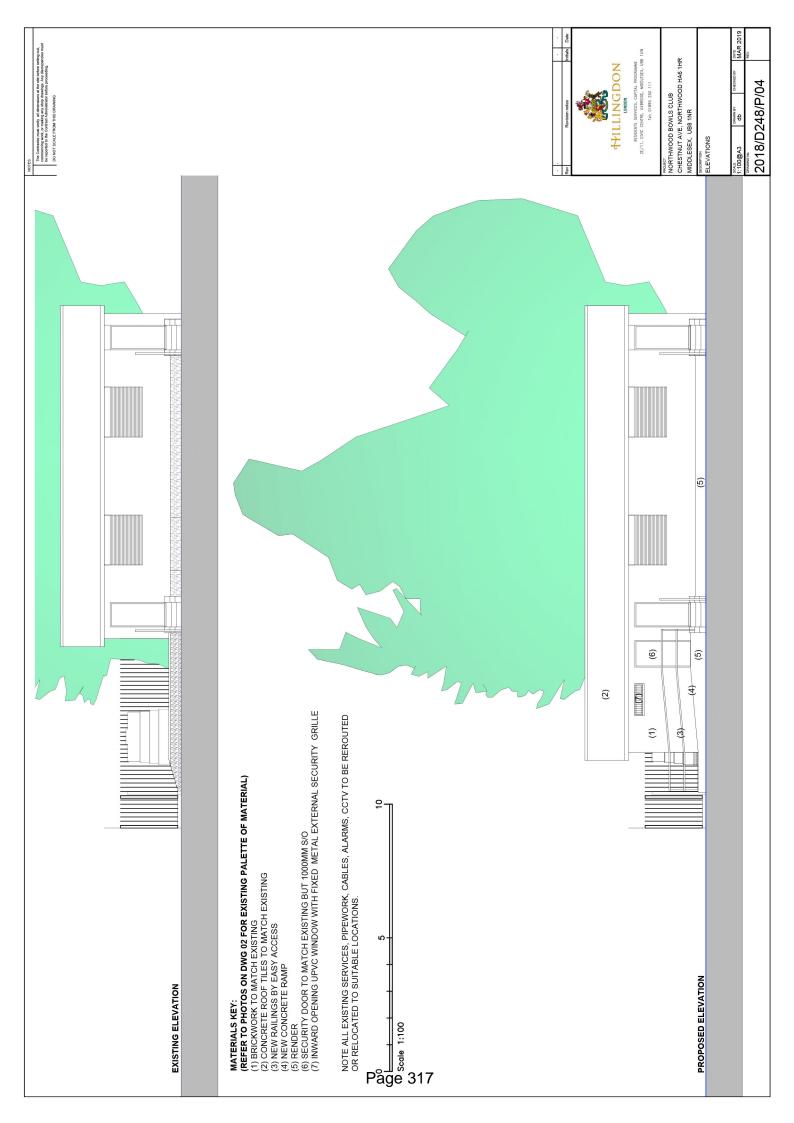
Date Plans Received: 15/03/2019 Date(s) of Amendment(s):

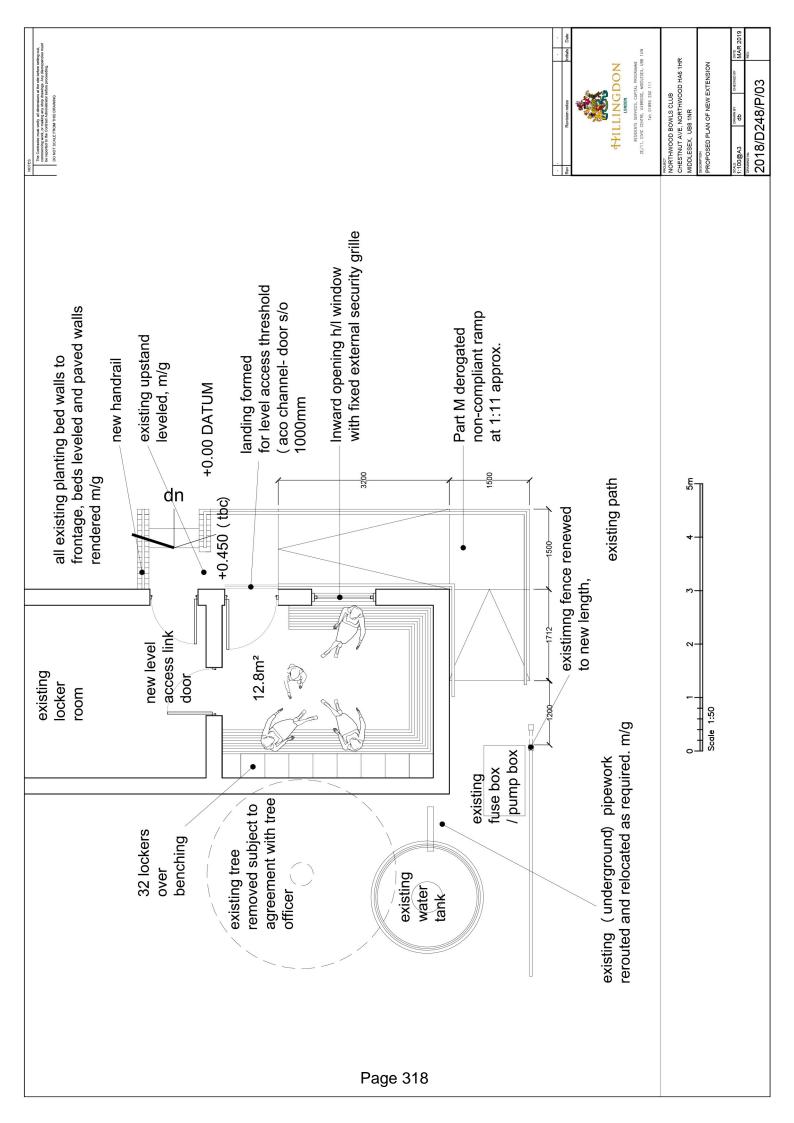
**Date Application Valid:** 22/03/2019

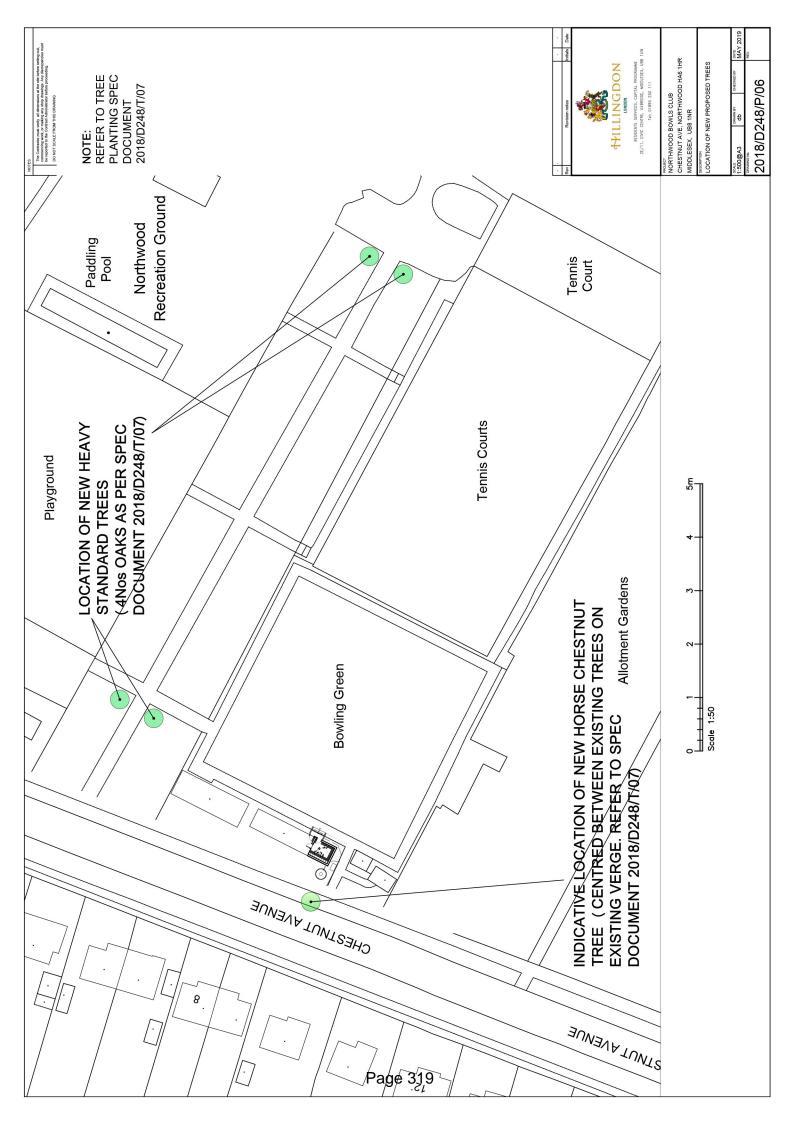


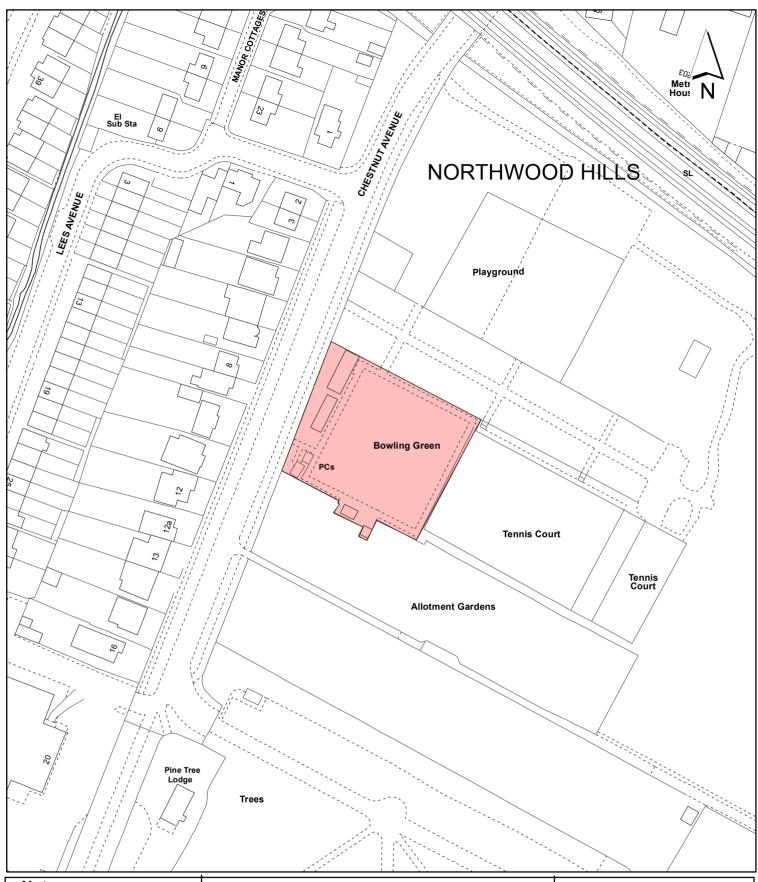












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#### Site Address:

# Northwood Recreation Ground Chestnut Avenue

Planning Application Ref: 23172/APP/2019/922

Scale:

Date:

1:1,250

Planning Committee:

Major Page 320

June 2019

# LONDON BOROUGH OF HILLINGDON Residents Services

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: Date(s) of Amendment(s): 29/10/2018 02/11/2018

09/04/2019 **Date Application Valid:** 29/10/2018 14/02/2019

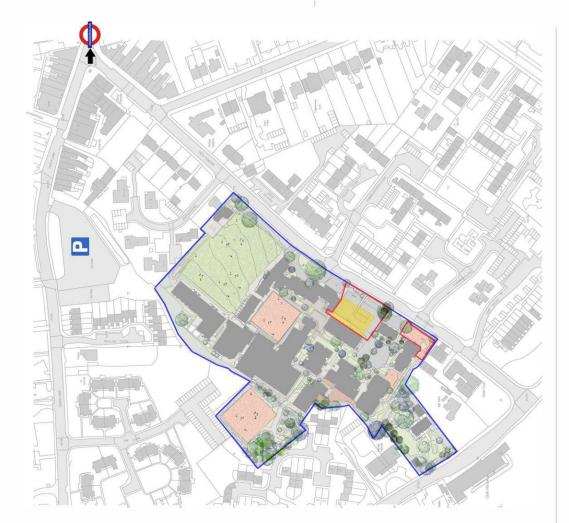
20/10/2018



On 4m 8m 12m 16m 20m

5 5

NOTES



SCALE | 1:2500 @ A4 DATE | 06/10/18

STATUS | Planning DRAWN BY | EWA

Northwood College - Science Building + Sixth Form Site Location Plan 2207\_AE(0-)01

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						ВУ
					Planning issue	REV DATE REVISION NOTE
					18-10-05	DATE
					7	REV

250m

200m

150m

100m

50m

VISUAL SCALE 1:2500 @ A4

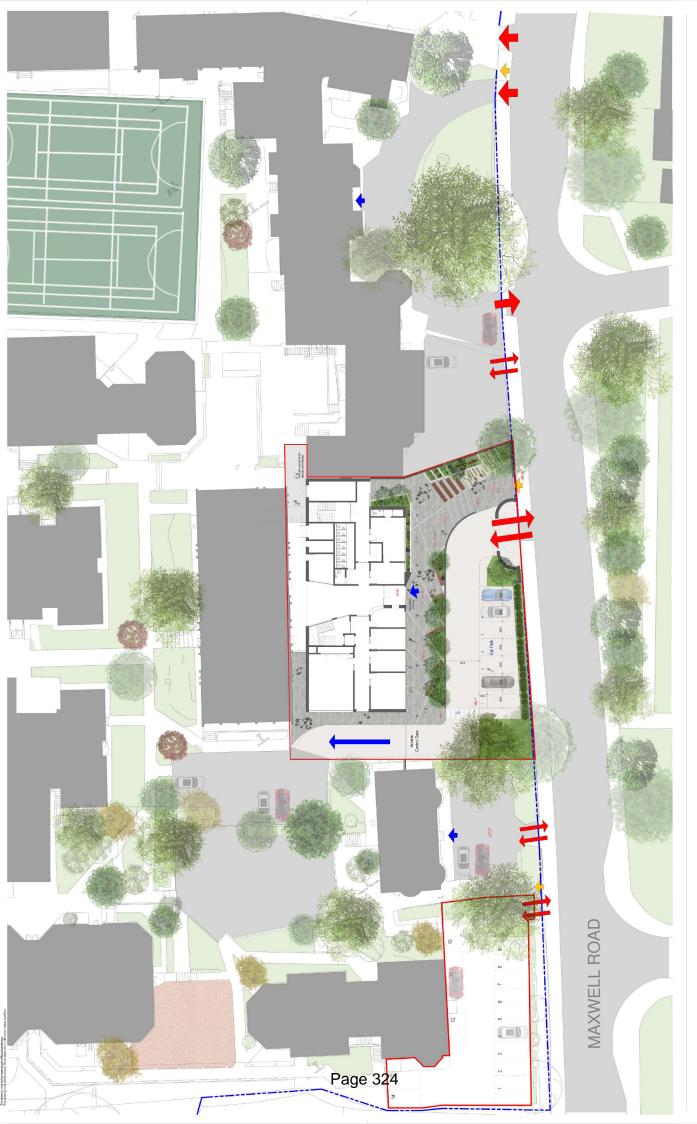
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— Application site

Key:

Page 323

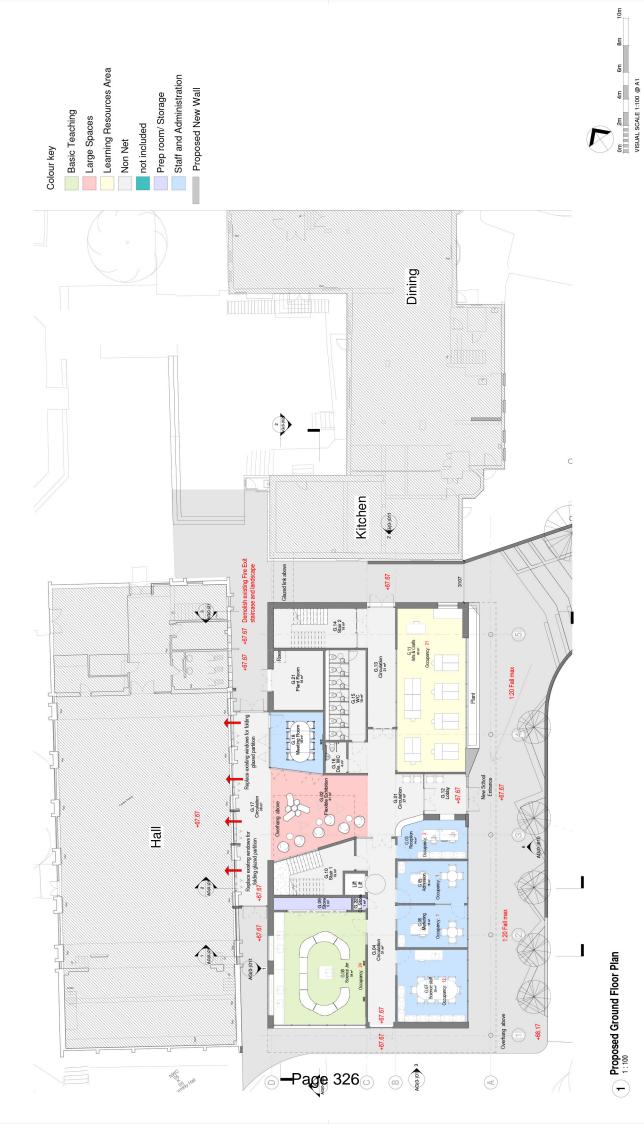
— Land owned by the applicant



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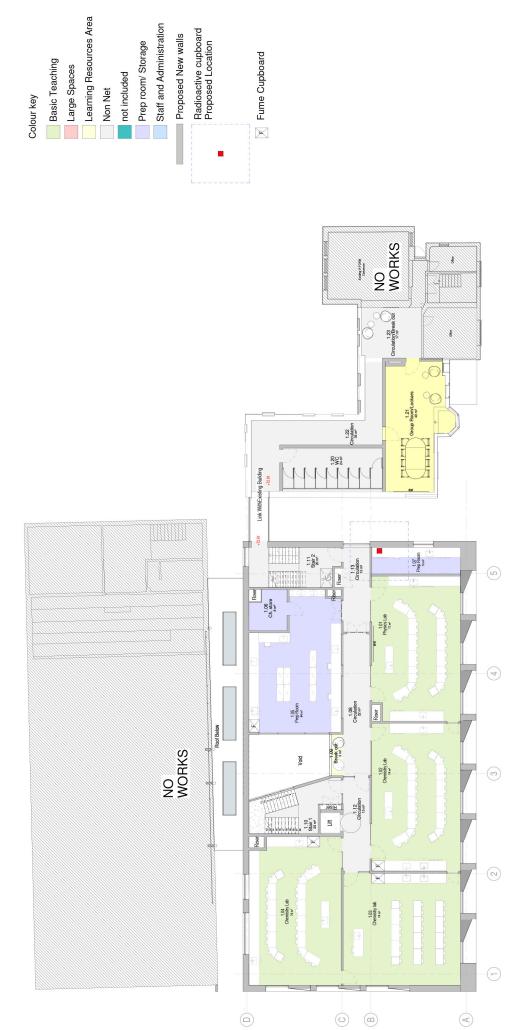
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Northwood College - Science - Skith Form
Proposed Ground Floor Plan
2207\_AG(0-)002
school | Shipper | Ship 131 Shoredisch High Street London E1 6JE F: +44 (0)20 7841 7200 E: info@ewa.co.uk

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Page 327

NOTES
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Proposed First Floor

Roof Below Roser Risser 2.07 Circulation (10) Riser Physics Lab Physics Lab 4 Hall Roof Below NO WORKS Riser 2.11 Circulation 20 m² Roof Below 2.06 Break-out 2.02 Biology Lab Void Signary Start Co. (m) 2.10 Girculation (2) 2.04 Biology Lab Prep Room

Page 328

A

Colour key

Basic Teaching

Large Spaces

Learning Resources Area

Non Net

not included

Prep room/ Storage

Staff and Administration

Proposed New walls

Fume Cupboard



10m

Proposed Second Floor Plan - Option 2

A R C H I T E C T 5

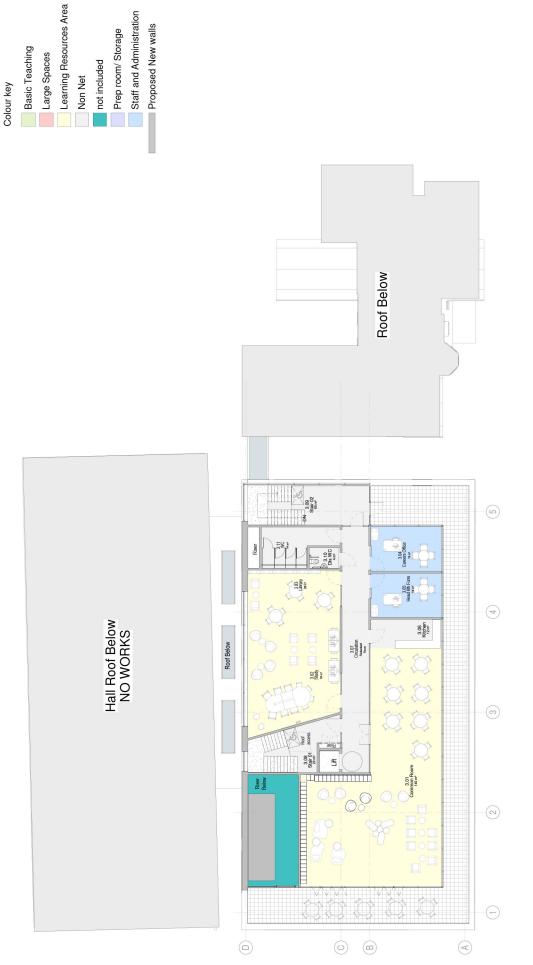
2207 AG(0-)004

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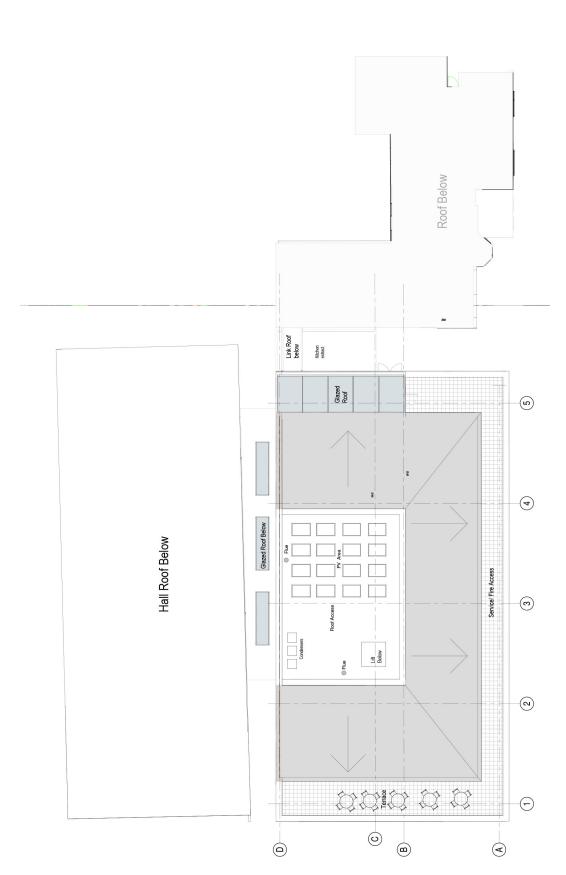
1 Proposed Second Floor





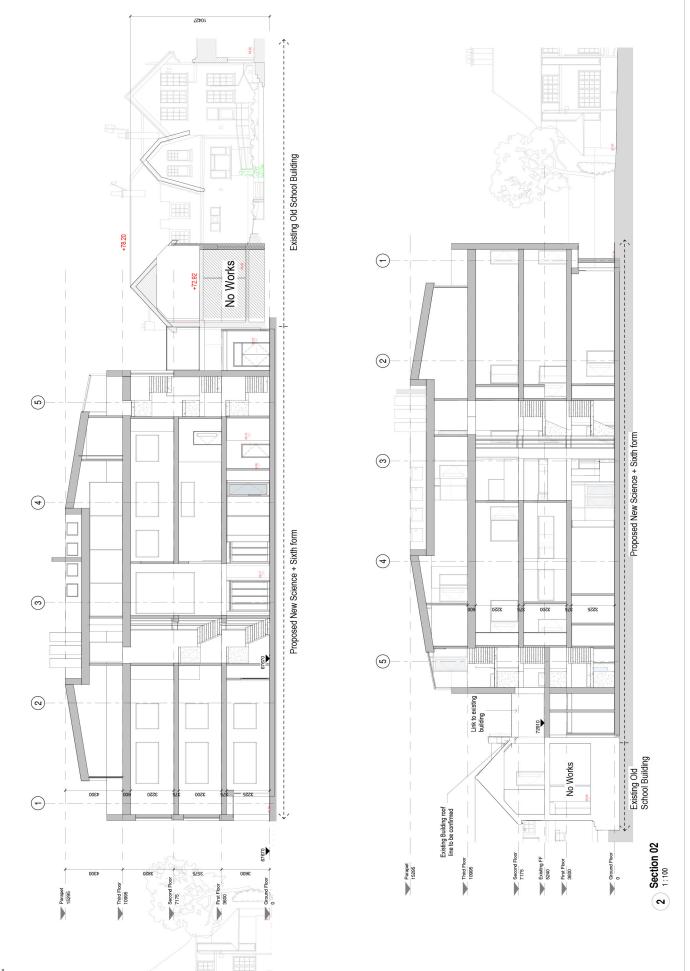
Proposed Third Floor

(100 manual) (100



Proposed Roof

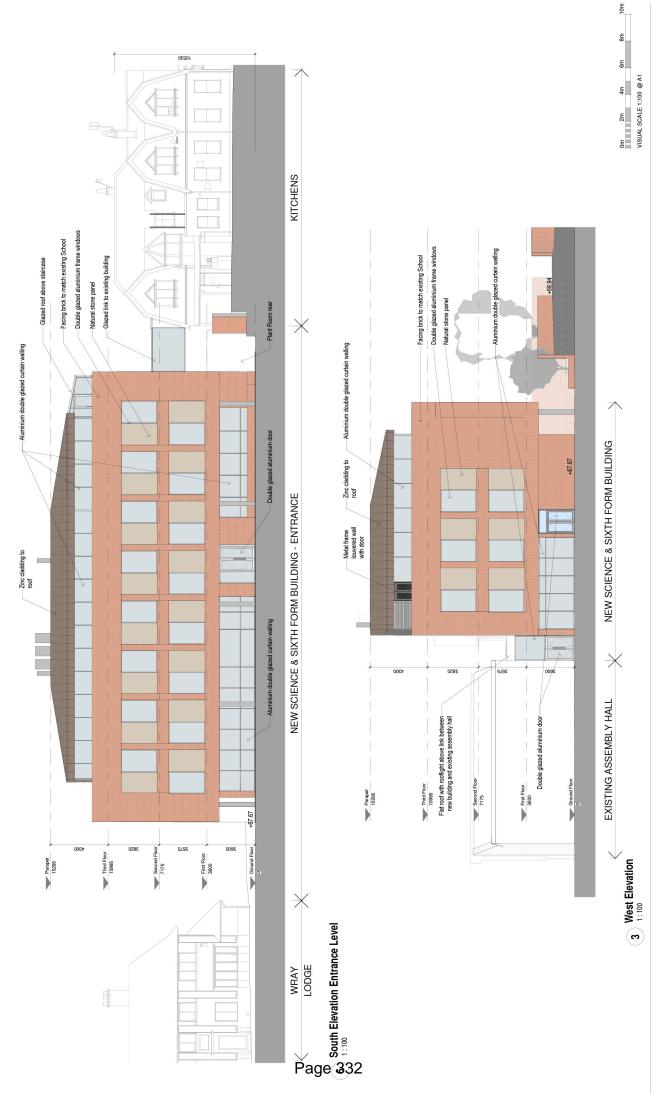






Page 331

Section 01



elliswilligms

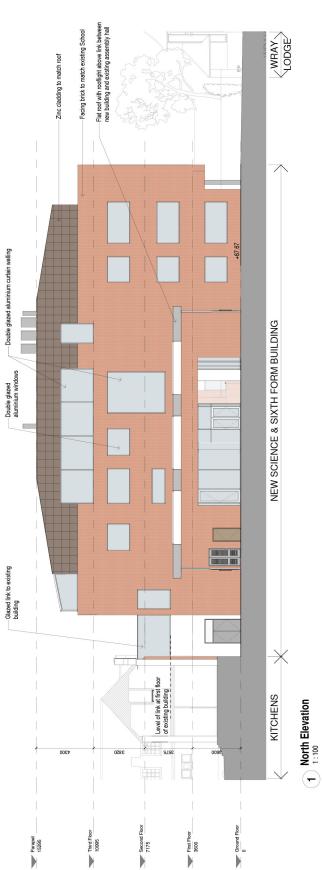
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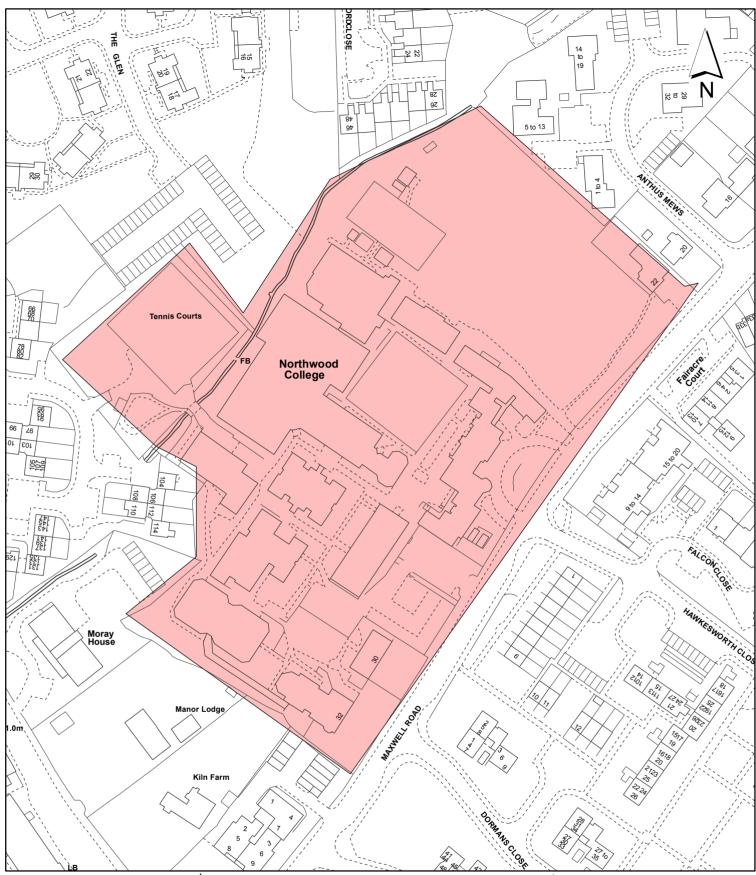
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Proposed Elevations
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3m 4











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### **Northwood College**

Planning Application Ref: 2082/APP/2018/3819

Scale:

1:1,500

Planning Committee:

Major Page 334

Date:

**June 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 PYLON FARM NEWYEARS GREEN LANE HAREFIELD

**Development:** Change of use of redundant equestrian (former agricultural) buildings to B1

(light industrial) and B8 (storage) use with parking for up to 32 vehicles and

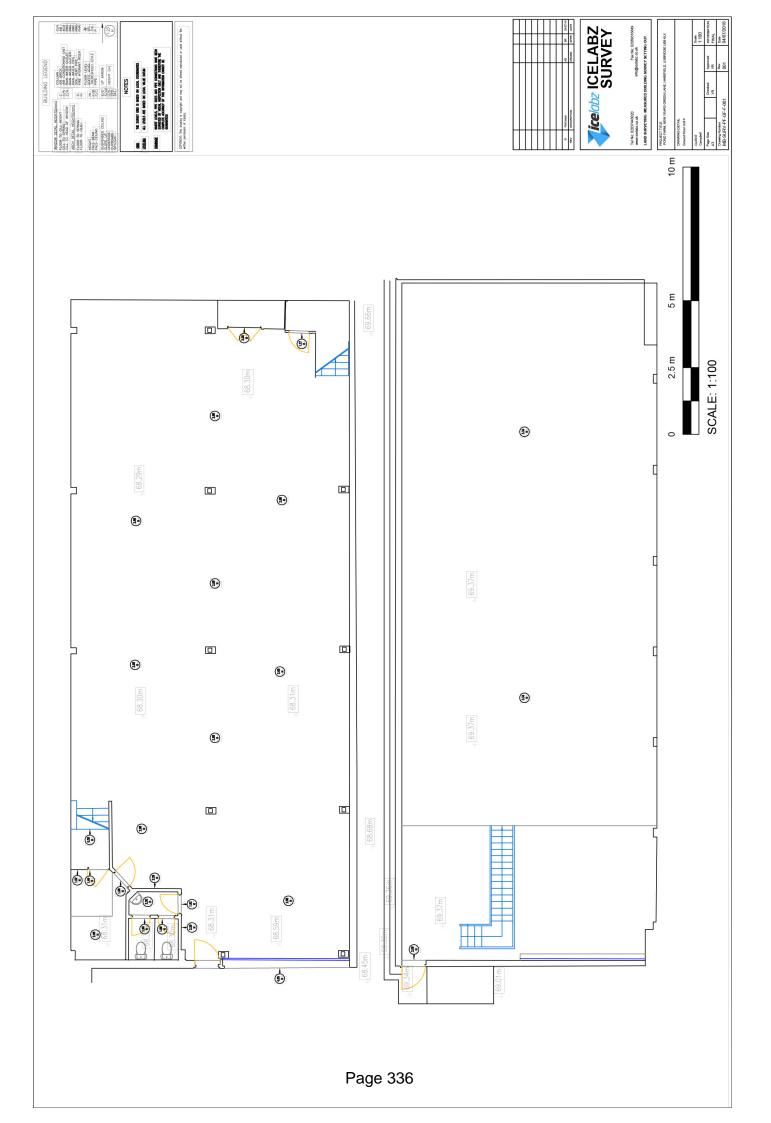
associated landscaping (Retrospective application).

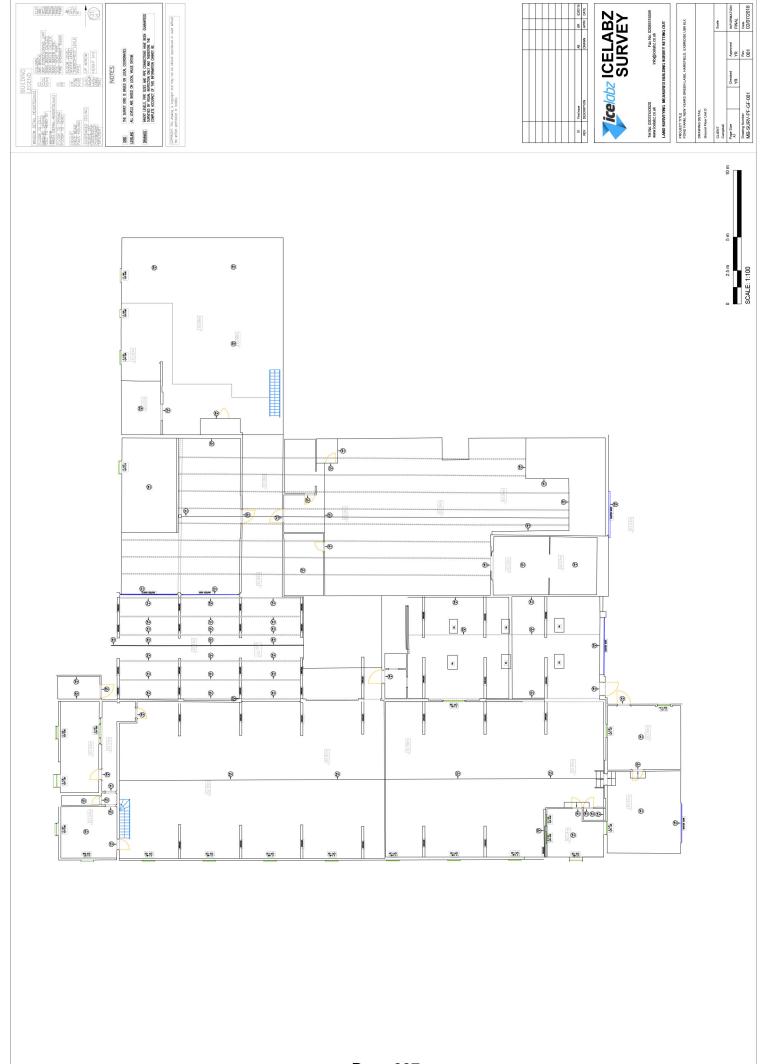
**LBH Ref Nos**: 12579/APP/2018/2062

 Date Plans Received:
 31/05/2018
 Date(s) of Amendment(s):
 31/05/2018

 Date Application Valid:
 11/06/2018
 03/06/2019

29/05/2019

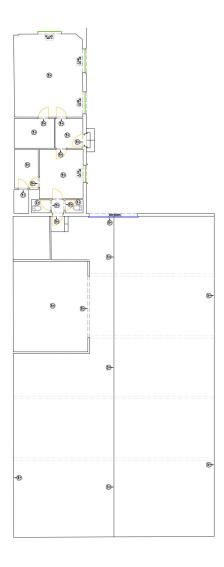


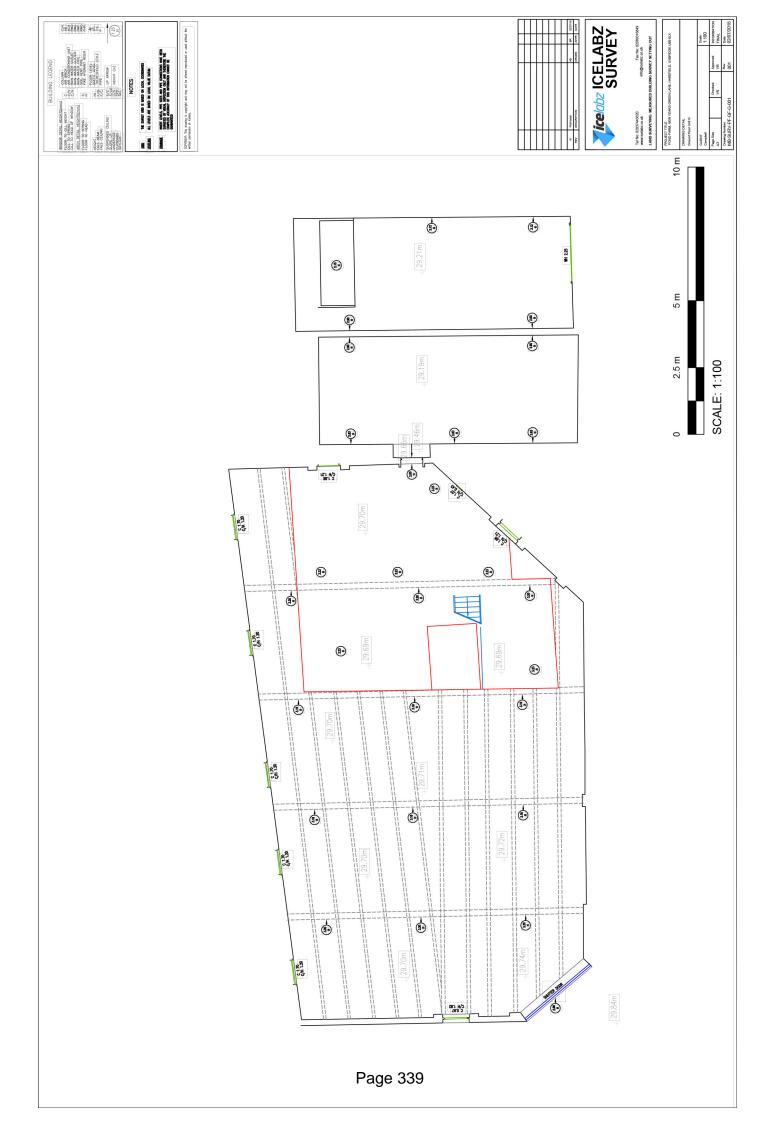


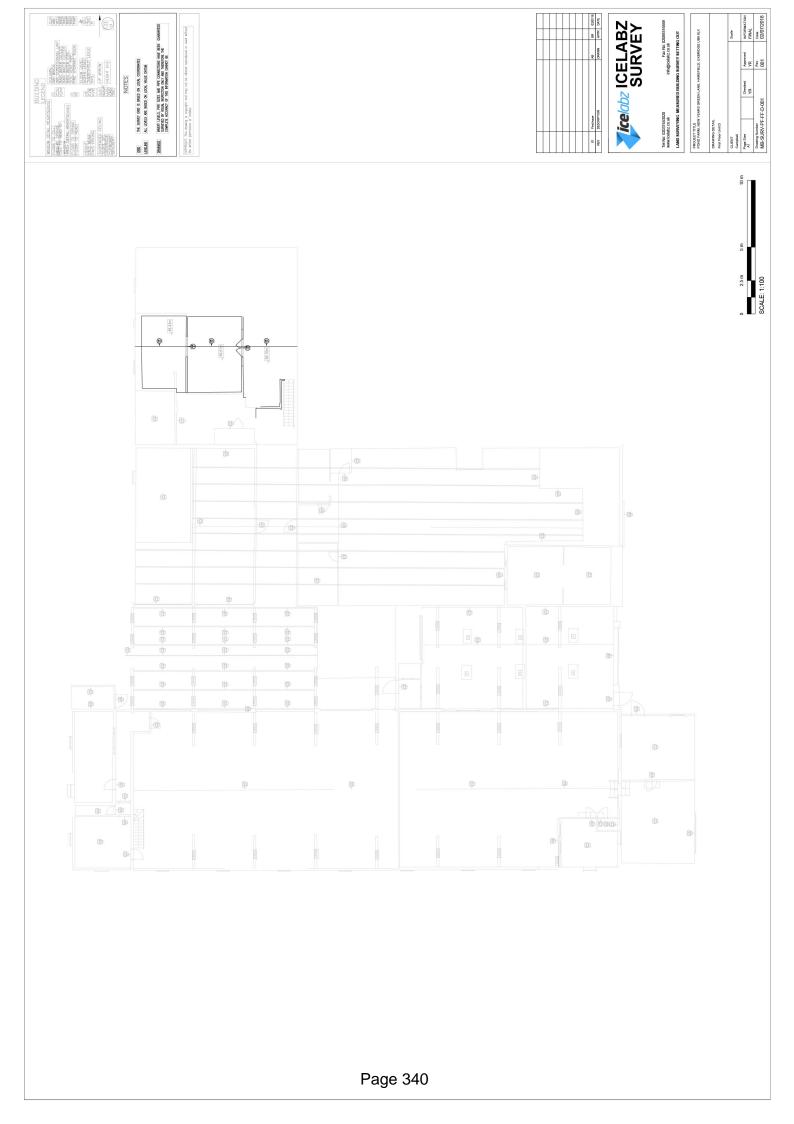


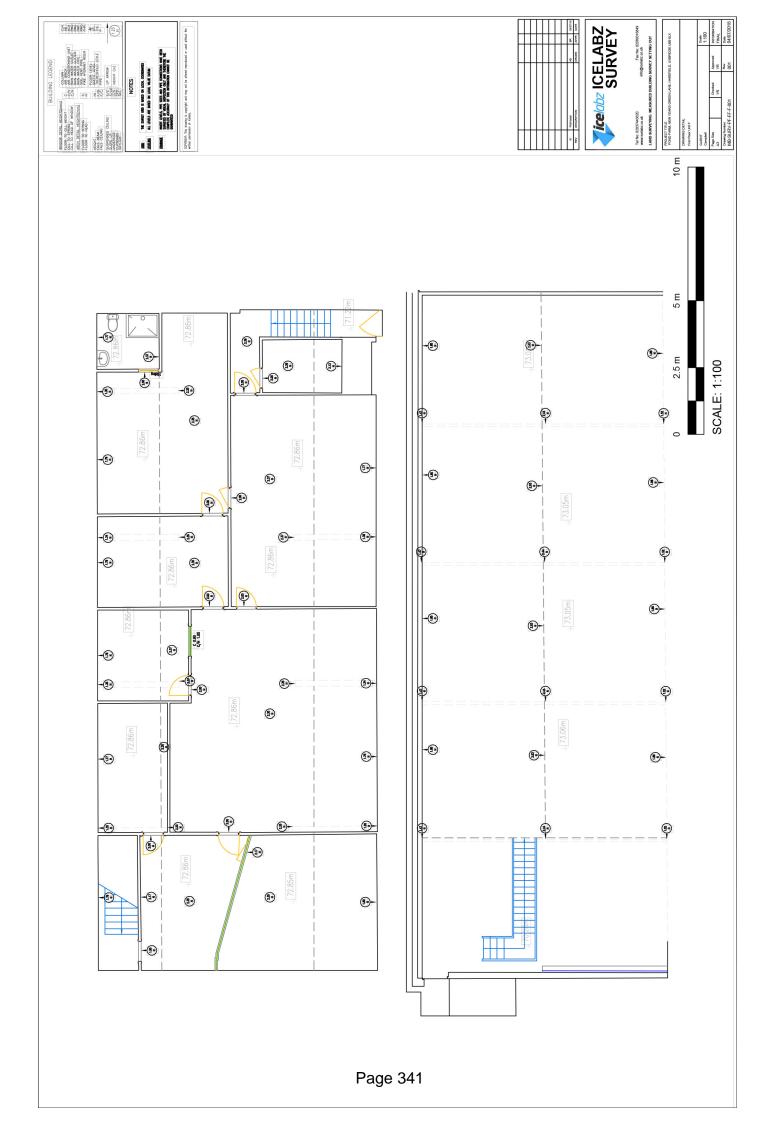


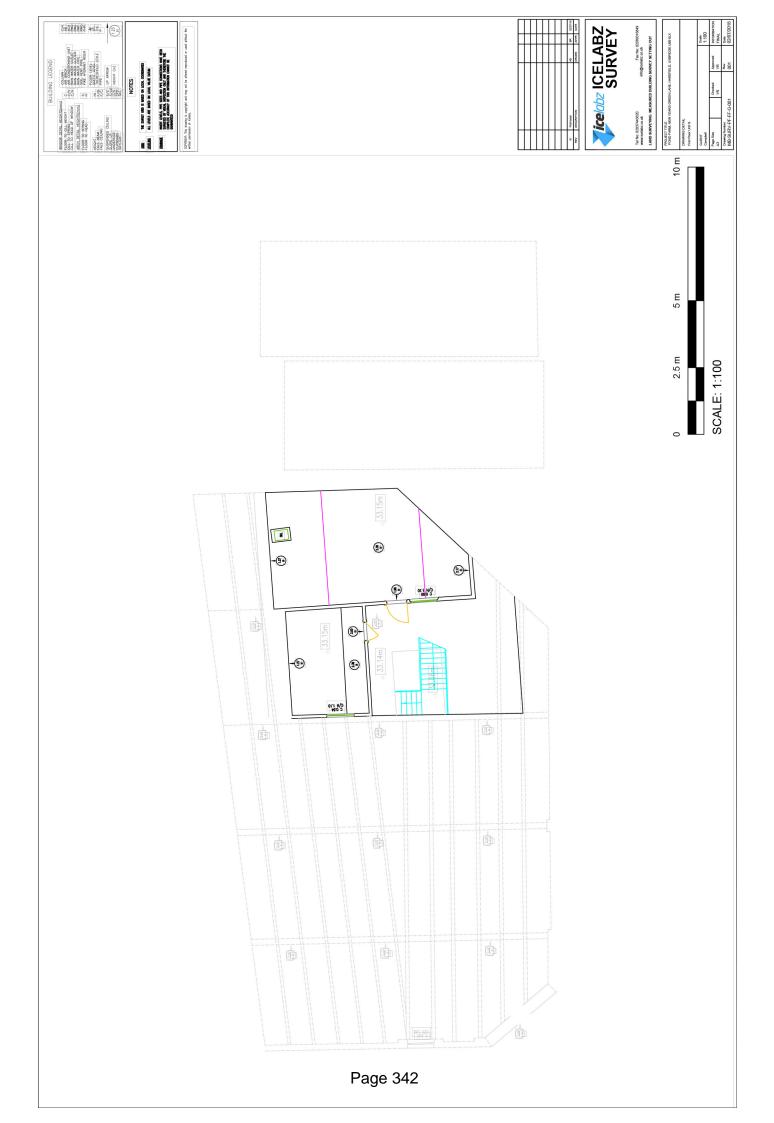


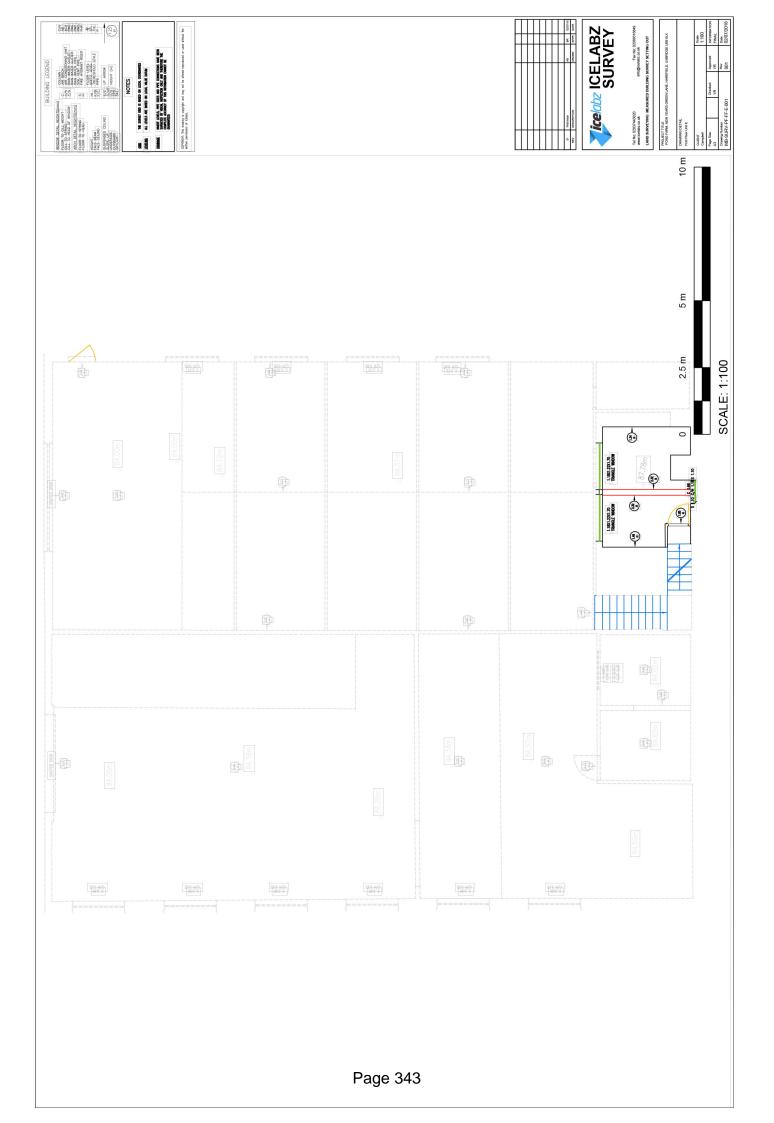






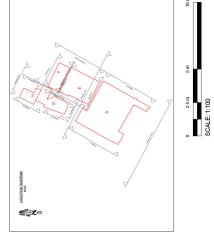






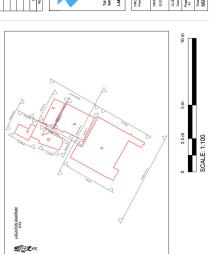








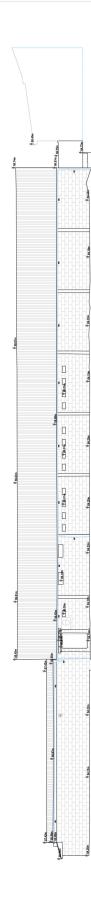


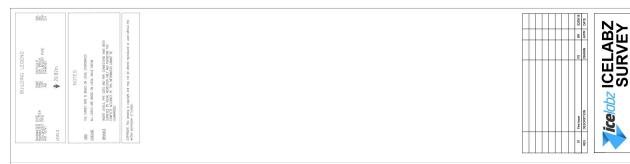


Scale 1:100 INFORMATION FINAL Date 02/05/2018

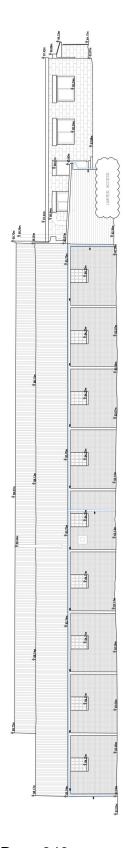
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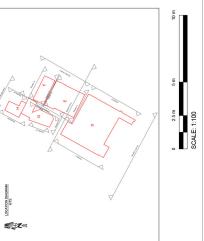
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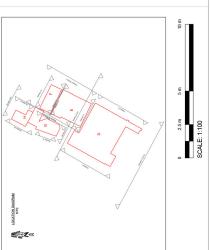


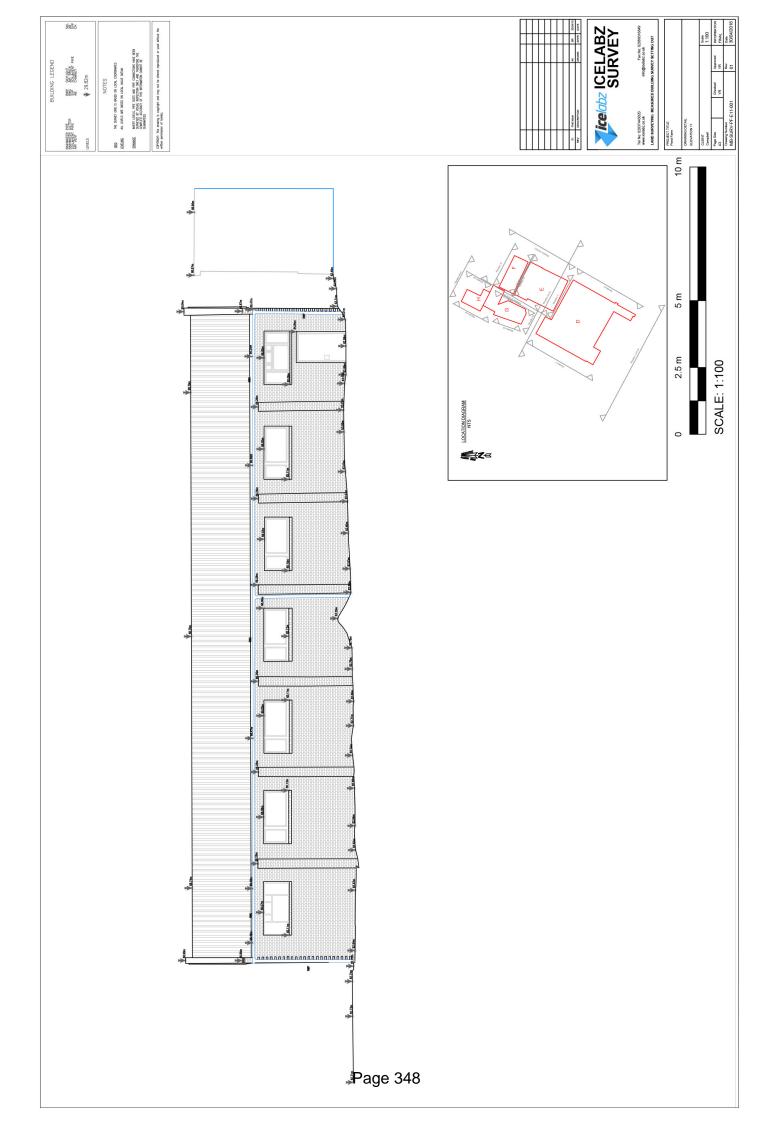
Page 346

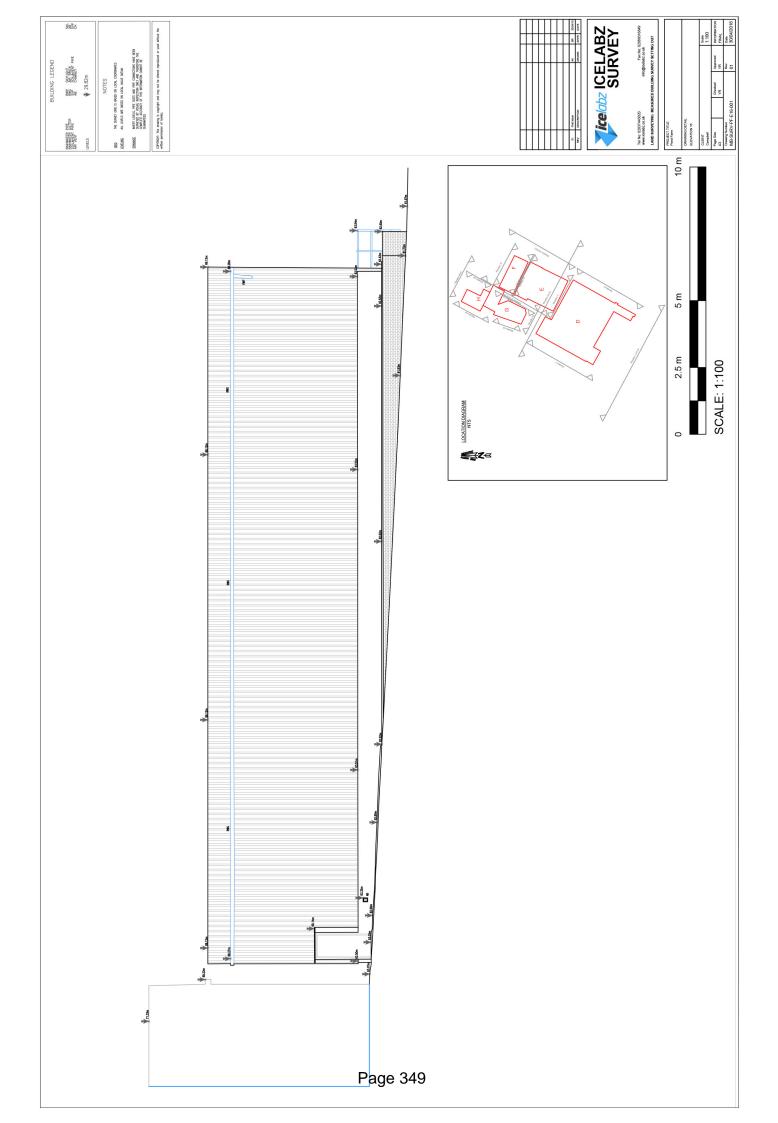


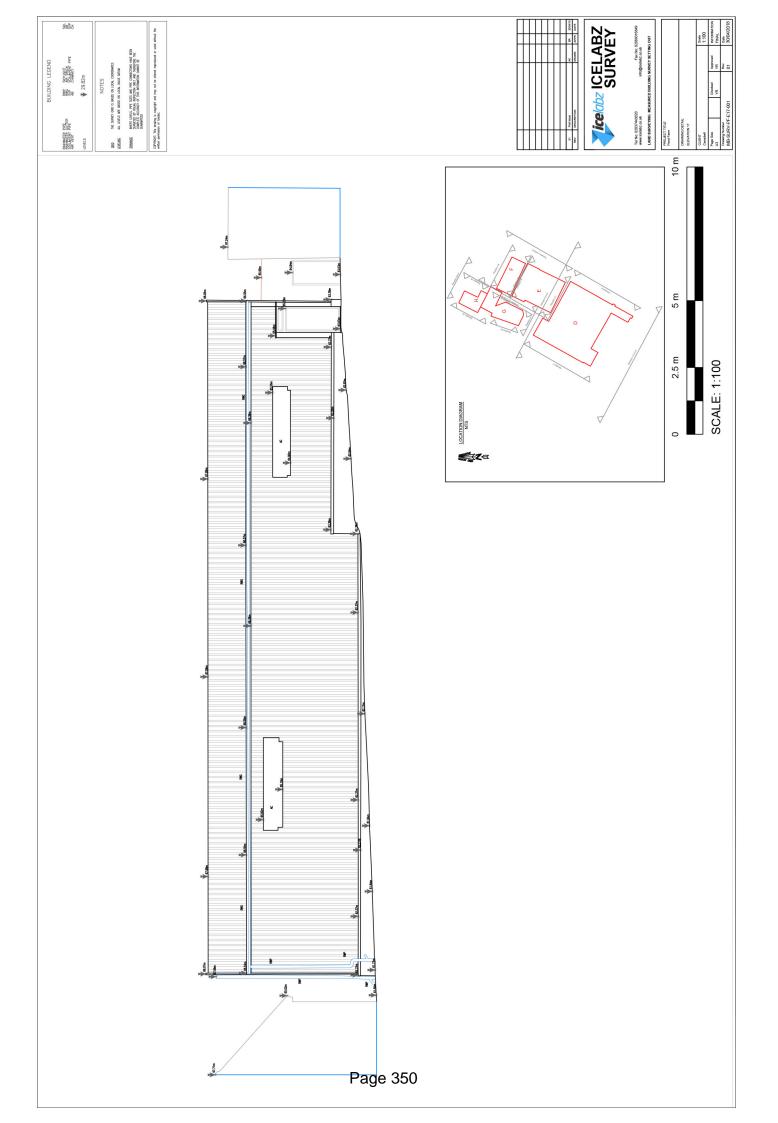


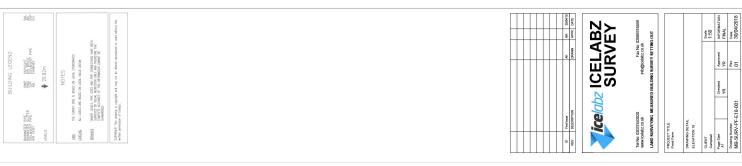










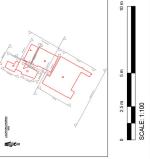




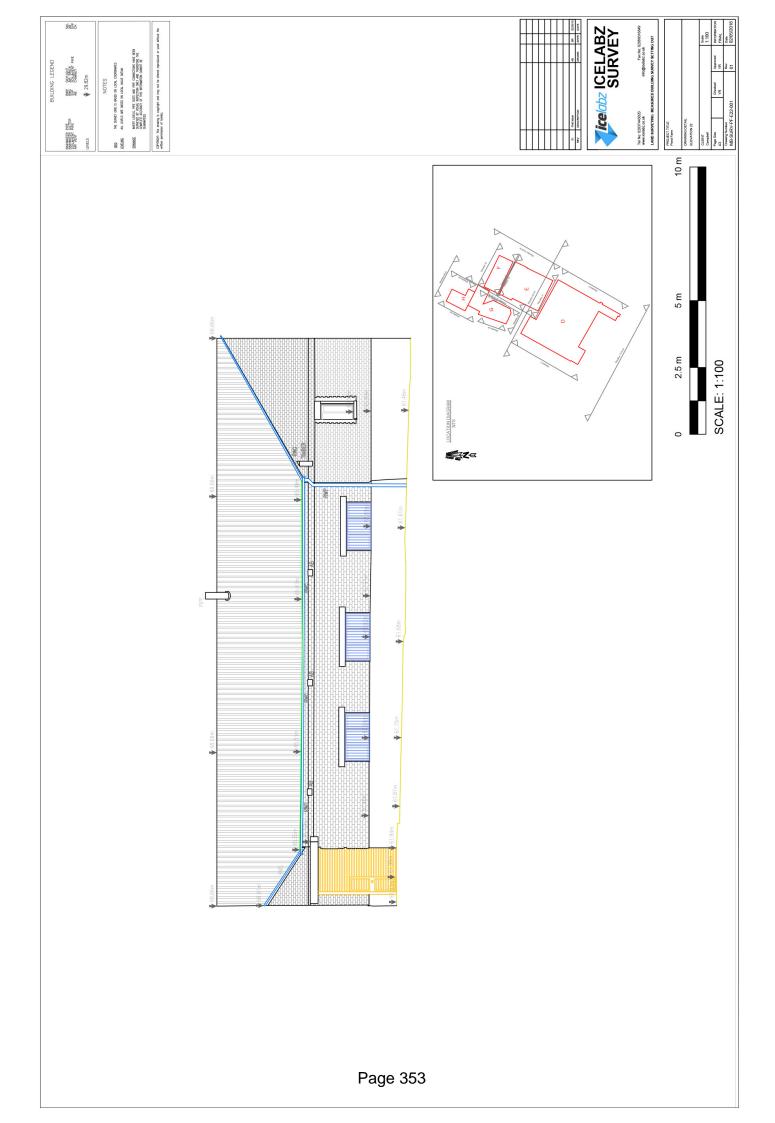


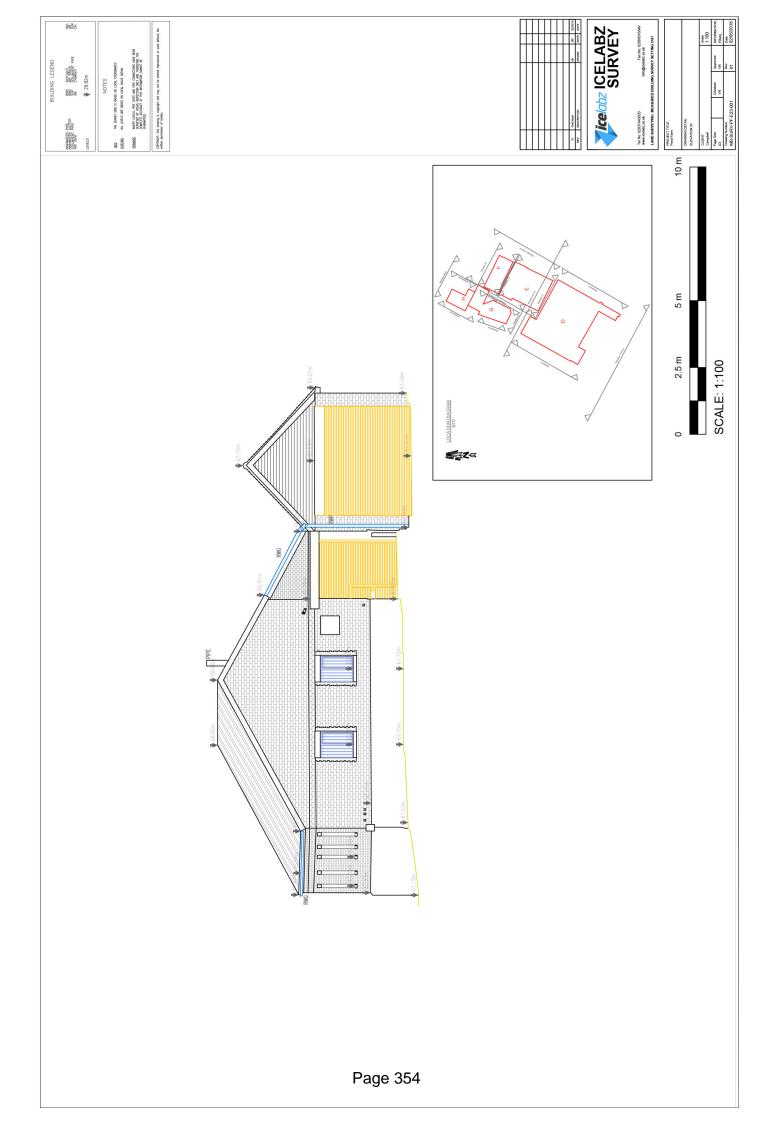


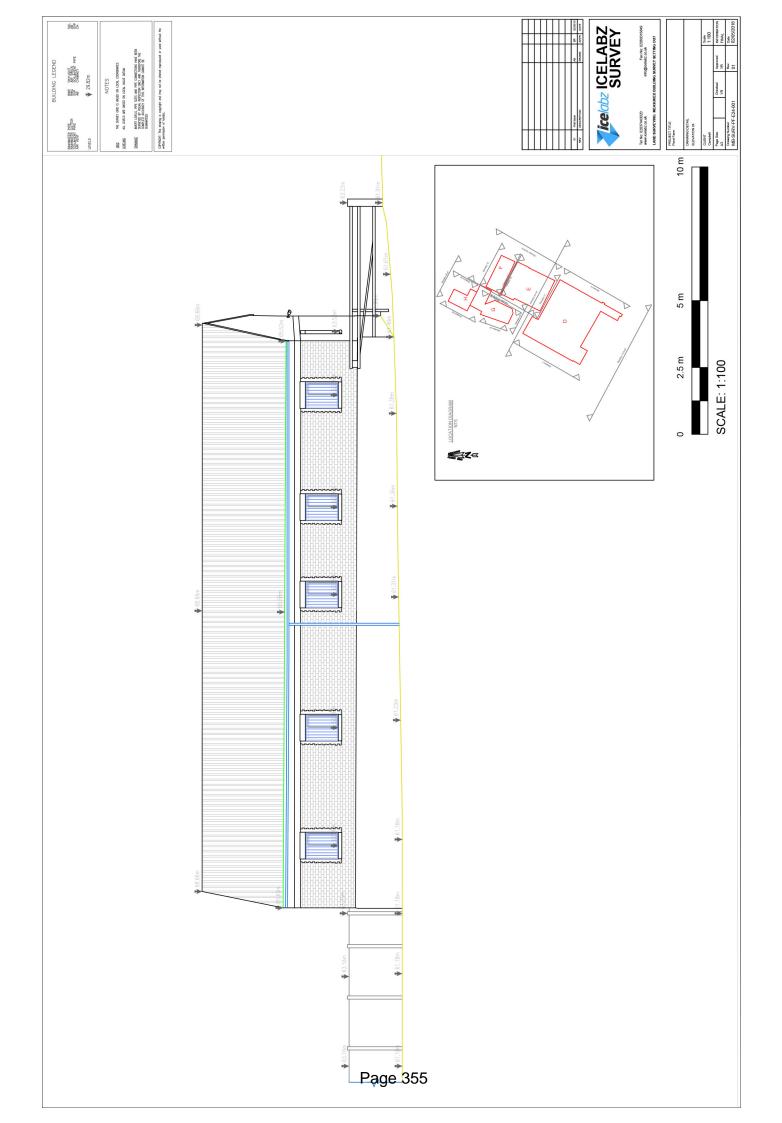


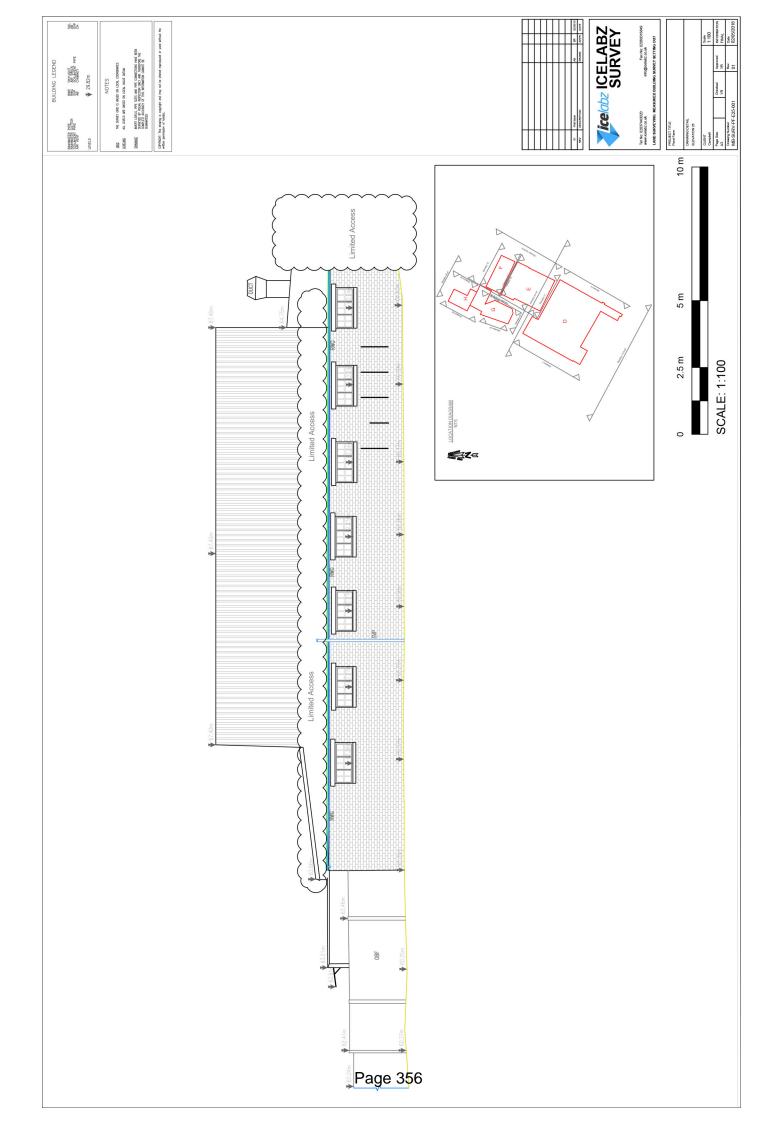


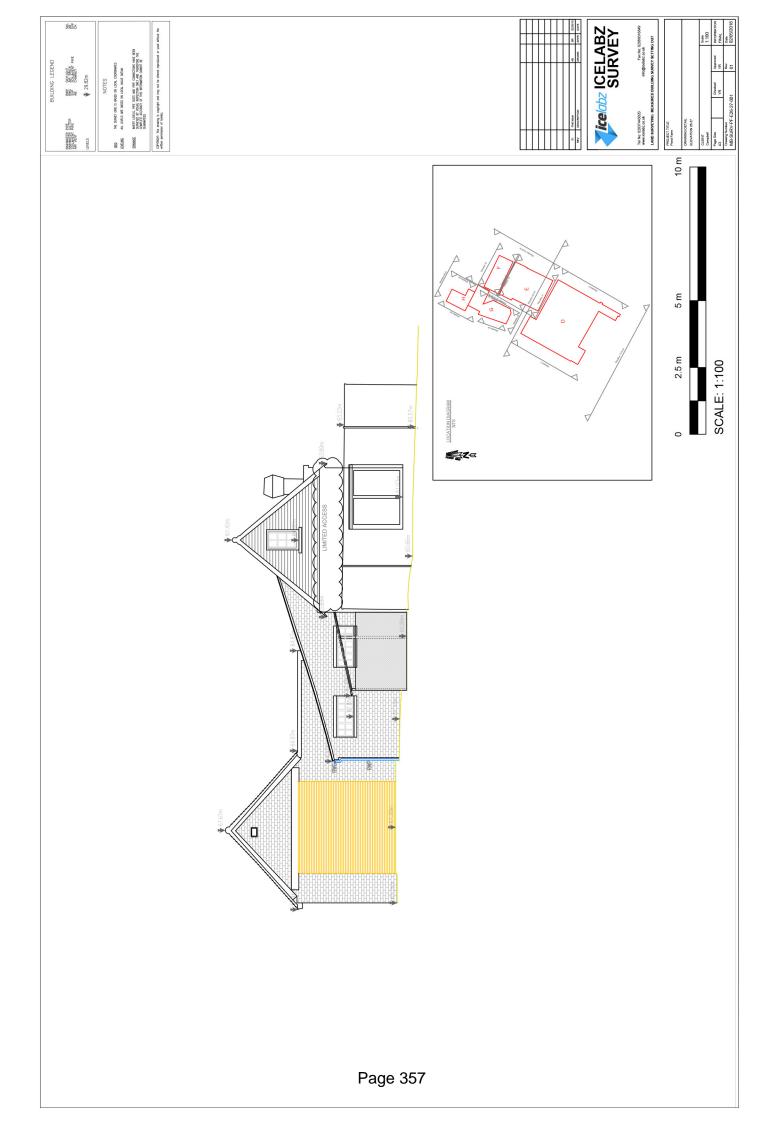


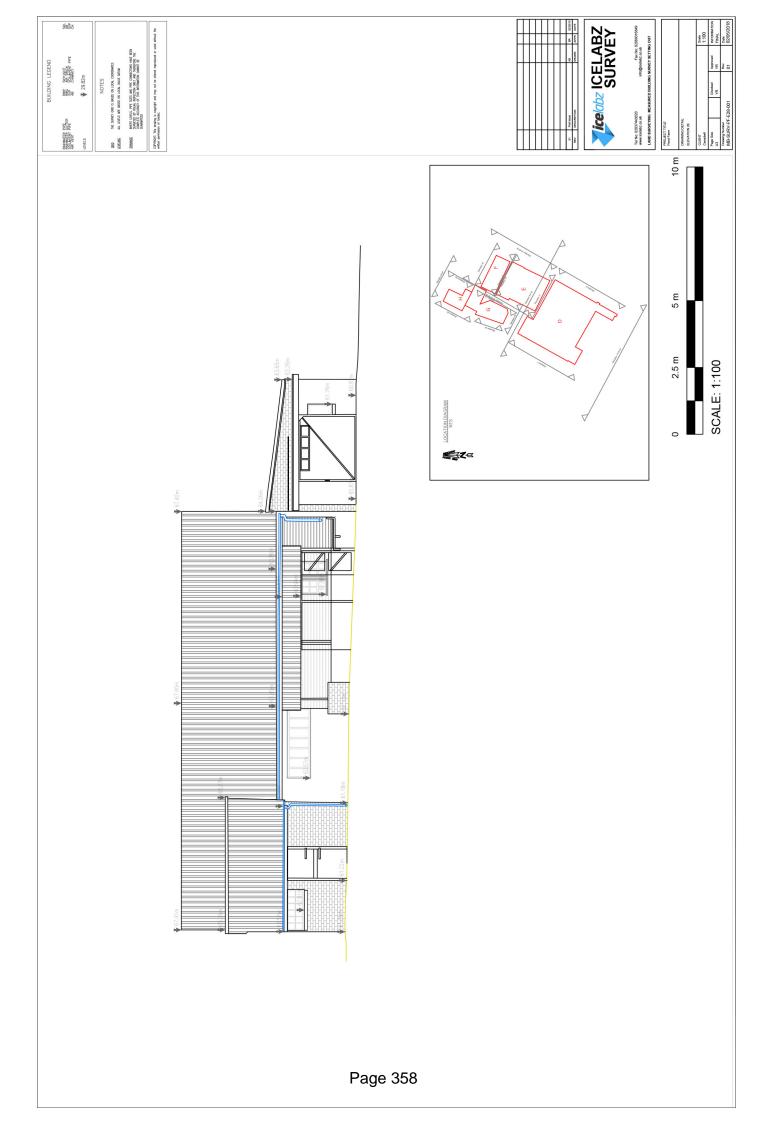














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Amended plan showing suggested car and cycle parking and indicative landscaping Ref MB-SURV-PF-E22-002



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	Page 359			
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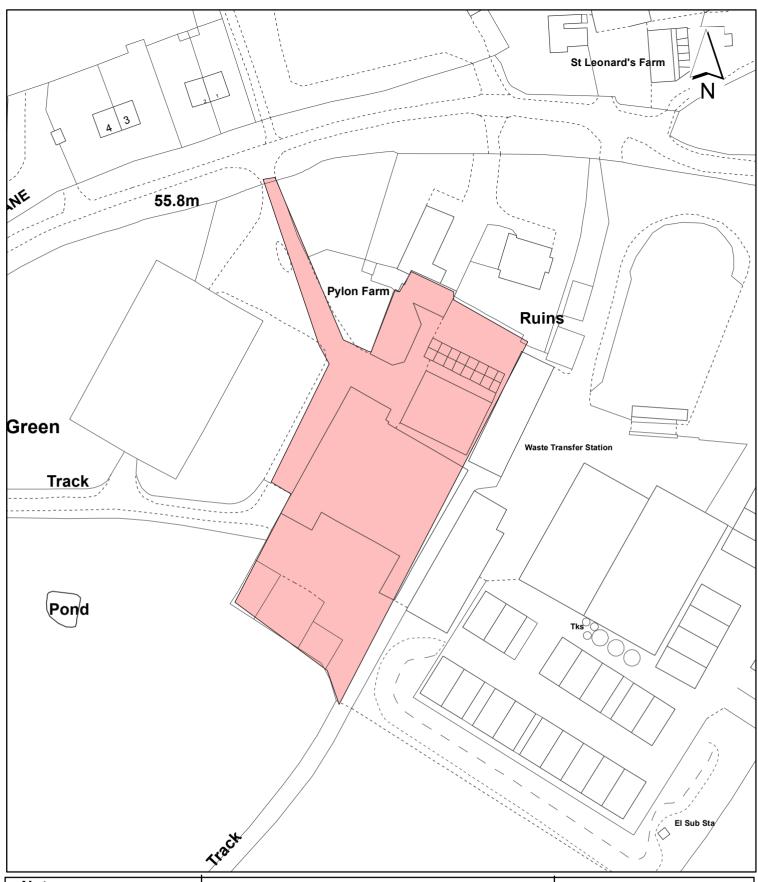
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Page 360

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## Notes:



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# Pylon Farm New Years Green Lane

Planning Application Ref: 12579/APP/2018/2062

Scale:

1:1,250

Planning Committee:

Major Page 361

Date: June 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 PHASE 3C, ST ANDREWS PARK HILLINGDON ROAD UXBRIDGE

**Development:** Modification of the s.106 obligation planning application reference

585/APP/2009/2752 Redevelopment of Former RAF Uxbridge to include the following amendments:(a) Definitions in Clause 1 (Interpretation) - Affordable Housing Provider and Registered Social Landlord (b) Effect of the Agreement - Clause 2.4.1; and (c)The mortgagee in possession clause -The Affordable Housing Schedule (Schedule 4 Paragraph 12.1 and 12.2) as previously

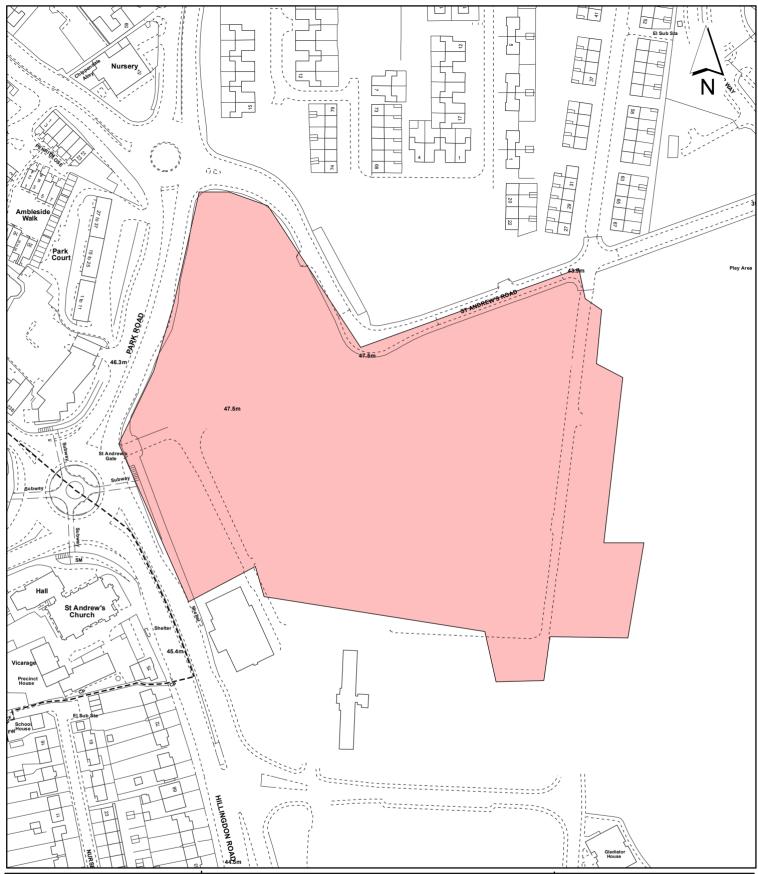
varied.

**LBH Ref Nos**: 585/APP/2018/4168

Date Plans Received: 23/11/2018 Date(s) of Amendment(s):

**Date Application Valid:** 07/12/2018









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### **Phase 3C St Andrews**

Planning Application Ref: 585/APP/2018/4168

Scale:

1:2,000

Planning Committee:

Major Page 364

Date:

June 2019

#### LONDON BOROUGH OF HILLINGDON Residents Services

Residents Services Planning Section

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

