



HILLINGDON  
LONDON



# Major Applications Planning Committee

## 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)

**Date:** WEDNESDAY, 22  
JANUARY 2020

**Time:** 6.00 PM, OR UPON THE  
RISING OF THE NORTH  
PLANNING COMMITTEE,  
WHICHEVER IS LATEST

**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.

This Agenda is available online at:  
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camera and scan the code below:



**Published:** Tuesday, 14 January 2020

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Putting our residents first

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



# Useful information for residents and visitors

## *Watching & recording this meeting*

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

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

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



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

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

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If there is a FIRE, you will hear a continuous alarm. Please follow the signs to the nearest FIRE EXIT and assemble or the Civic Centre forecourt.

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# A useful guide for those attending Planning Committees

## Petitions, Speaking and Councillors

**Petitions** – Those who have organised a petition of 20 or more people who live in the Borough, can speak at a Planning Committee in support of or against an application. Petitions must be submitted in writing to the Council in advance of the meeting. Where there is a petition opposing a planning application there is also the right for the applicant or their agent to address the meeting for up to 5 minutes. The Chairman may vary speaking rights if there are multiple petitions

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

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

## How the meeting works

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

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

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

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

The procedure will be as follows:-

1. The Chairman will announce the report;
2. The Planning Officer will introduce it; with a presentation of plans and photographs;
3. If there is a petition(s), the petition organiser will speak, followed by the agent/applicant followed by any Ward Councillors;
4. The Committee may ask questions of the petition organiser or of the agent/applicant;
5. The Committee discuss the item and may seek clarification from officers;
6. The Committee will vote on the recommendation in the report, or on an alternative recommendation put forward by a Member of the Committee, which has been seconded.

## How the Committee makes decisions

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

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

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

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

# Agenda

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## CHAIRMAN'S ANNOUNCEMENTS

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

## PART I - Members, Public and Press

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

### Major Applications without a Petition

	Address	Ward	Description & Recommendation	Pages
6	Rural Activity Garden Centre, Yiewsley –  68554/APP/2019/3071	Yiewsley	Erection of two single storey buildings to provide café, sales area, agricultural barn, access, car parking and associated works  <b>Recommendation: Approval</b>	5 - 50  <b>152-167</b>
7	Gethceln House, Hayes –  71737/APP/2019/1979	Botwell	Proposed demolition of existing office and warehouse/workshops and erection of one flexible use class B1(c)/B2/B8 building comprising 3 units with associated access and parking.  <b>Recommendation: Approval + Sec 106</b>	51 – 86  168-176

8	Georges Yard, Harefield - 2078/APP/2019/150	Harefield	Retention of two agricultural barns and change of use of one to equestrian use and formation of a riding arena with associated internal and external alteration and hardstanding works.  <b>Recommendation: Approval</b>	87 – 112  177-183
9	20 Watford Road and 1 Brookdene Drive, Northwood - 71665/APP/2019/2293	Northwood Hills	Demolition of two detached dwellings and erection of 1 new building to provide 12 residential apartments with alterations to existing vehicular accesses, on site parking, bin and cycle storage and amenity space.  <b>Recommendation: Approval</b>	113-150  184-208

**PART I - Plans for Major Applications Planning Committee –  
pages 151-208**

## Minutes



**MAJOR Applications Planning Committee**

**18 December 2019**

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

	<p><b>Committee Members Present:</b> Councillors Ian Edwards (Chairman), John Morse, Steve Tuckwell, Henry Higgins, Carol Melvin, Jazz Dhillon, Alan Chapman and Becky Haggar</p> <p><b>LBH Officers Present:</b> Nicole Cameron (Legal Advisor), Mandip Malhotra (Strategic and Major Applications Manager), Anisha Teji (Democratic Services Officer), James Rodger (Head of Planning, Transportation and Regeneration) and Alan Tilly (Transport, Planning and Development Manager)</p>
86.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor Eddie Lavery with Councillor Becky Haggar substituting, Councillor Martin Goddard with Councillor Alan Chapman substituting and Councillor John Oswell with Councillor Jazz Dhillon substituting.</p>
87.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest.</p>
88.	<p><b>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING</b> (<i>Agenda Item 3</i>)</p> <p><b>RESOLVED:</b> That the minutes from the meeting held on 20 November 2019 be approved as a correct record</p>
89.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 4</i>)</p> <p>None.</p>
90.	<p><b>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</b> (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items were marked Part I and would be considered in public.</p>
91.	<p><b>PARK INN HEATHROW, BATH ROAD - 195/APP/2019/2658</b> (<i>Agenda Item 6</i>)</p> <p><b>Alterations to existing main entrance lobby and car park area, recladding, relocation of existing entrance to 'Orbiter' conference centre with new entrance canopy, formation of new roof-lights to existing 'Aviator' conference centre,</b></p>

	<p><b>relocation of existing internal stair and formation of new fire escape, external planting area, three new windows and beer store to new lounge area.</b></p> <p>Officers introduced the application, highlighted the addendum and made a recommendation for approval.</p> <p>Verbal update sought an option to change the new recommendation (contained within the committee addendum) following a discussion with the developers.</p> <p>It was noted that was a loss of four trees, rather than three as indicated in the report.</p> <p><b>RESOLVED: That the application be approved, subject to the changes in addendum.</b></p>
92.	<p><b>401 UXBRIDGE ROAD, HAYES - 23799/APP/2019/2850</b> <i>(Agenda Item 7)</i></p> <p><b>Section 73 application (Minor Material Amendment) to vary Condition 2 of Planning ref: 23799/APP/2017/4648 for the demolition of existing day care centre and erection of a new primary healthcare facility for two GP surgeries plus two storey residential scheme above comprising a total of 20 flats (4 x 1-bed, 14 x 2-bed and 2 x 4-bed), new car parking and all associated external works and landscaping namely for alterations to the building height, plans, elevations, layouts and to re-position canopy and hard and soft landscaping.</b></p> <p>Officers introduced the application, highlighted the addendum and made a recommendation for approval.</p> <p>It was noted that that the conditions formed part of the original consent.</p> <p>The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.</p> <p><b>RESOLVED: That the application be approved, subject to the changes in the addendum.</b></p>
93.	<p><b>LAND TO REAR OF 2-24 HORTON ROAD, WEST DRAYTON - 71582/APP/2019/2584</b> <i>(Agenda Item 8)</i></p> <p><b>Deed of Variation to Section 106 Schedule 1 (Affordable Housing) associated with planning permission ref: 71582/APP/2016/4582, dated 31-08-17 (Demolition of existing buildings and redevelopment to provide 86 residential units in three buildings of 4-6 storeys with private balconies together with one three-bed dwelling, Class A1/A2 or A3 unit, associated car parking at basement and surface level, cycle parking, communal amenity areas, landscaping, improved access and relocated sub-station) to change the tenure of the approved dwellings to a 100% affordable development.</b></p> <p>Officers introduced the application and made a recommendation for approval.</p> <p>The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.</p> <p><b>RESOLVED: That the application and s106 be approved.</b></p>



94.	<p><b>SITE ENCLOSED BY BENTINCK ROAD &amp; TAVISTOCK ROAD, TAVISTOCK ROAD, YIEWSLEY - 45200/APP/2018/4447</b> <i>(Agenda Item 9)</i></p> <p><b>Deed of Variation to amend Schedule 6 of the Section 106 Agreement dated 20 December 2015 relating to planning ref: 45200/APP/2017/327 at Former Padcroft Works.</b></p> <p>Officers introduced the application, highlighted the addendum and made a recommendation for approval.</p> <p>The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.</p> <p><b>RESOLVED: That the application and s106 be approved.</b></p>
	<p>The meeting, which commenced at 6.00 pm, closed at 6.14 pm.</p>

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

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

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

**Address** RURAL ACTIVITY GARDEN CENTRE WEST DRAYTON ROAD  
HILLINGDON

**Development:** Erection of two single storey buildings to provide cafe, sales area, agricultural barn, access, car parking and associated works

**LBH Ref Nos:** 68554/APP/2019/3071

**Drawing Nos:** 2019/D287/P/03 Rev. B  
2019/D287/P/11 Rev. B  
2019/D287/P/12 Rev. B  
2019/287/P Version 2 Design and Access Statement (November 2019)  
2019/D287/P/13  
1-38-4885/3 Tree Report (9th December 2019)  
7838.01.001 Version 2 Ecological Assessment  
2019/D287/P/14  
2019/D287/P/01 Rev. A  
2019/D287/P/04 Rev. A  
2019/287/P Version 3 - Final Planning Statement (December 2019)  
2019/D287/P/02 Rev. B  
2019/D287/P/05 Rev. A  
2019/D287/P/06 Rev. A  
2019/D287/P/07 Rev. A  
2019/D287/P/08 Rev. A  
2019/D287/P/09 Rev. A  
2019/D287/P/10 Rev. A

**Date Plans Received:** 18/09/2019      **Date(s) of Amendment(s):** 13/11/2019  
**Date Application Valid:** 09/10/2019      10/01/2020

### 1. SUMMARY

This application seeks permission for the erection of two single storey buildings to provide a cafe, sales area, agricultural barn, access, car parking and associated works. The proposal is considered to be inappropriate development within the Green Belt but is considered acceptable due to very special circumstances. The proposal is also considered acceptable with regard to design, impact on the street scene, amenity, highways, refuse, landscaping, ecology, flooding, energy, noise, air quality, contamination and security matters.

Subject to conditions, 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 enure only for the benefit of the land.

COM3

~~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 2019/D287/P/02 Rev. B, 2019/D287/P/03 Rev. B, 2019/D287/P/04 Rev. A, 2019/D287/P/05 Rev. A, 2019/D287/P/06 Rev. A, 2019/D287/P/07 Rev. A, 2019/D287/P/08 Rev. A, 2019/D287/P/09 Rev. A, 2019/D287/P/10 Rev. A, 2019/D287/P/11 Rev. B, 2019/D287/P/12 Rev. B, 2019/D287/P/13, 2019/D287/P/14 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 2 - Development Management Policies (January 2020) and the London Plan (March 2016)

**4 COM7 Materials (Submission)**

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

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

**REASON**

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

**5 COM10 Tree to be retained**

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

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

## REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with Policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

### **6 COM8 Tree Protection**

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

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.

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

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

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

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

2.b No materials or plant shall be stored;

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

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

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

3. Where the arboricultural method statement recommends that the tree protection measures for a site will be monitored and supervised by an arboricultural consultant at key stages of the development, records of the site inspections / meetings shall be submitted to the Local Planning Authority.

## REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with Policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

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

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

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

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

2. Details of Hard Landscaping
  - 2.a Refuse Storage (including bin store and bin collection point)
  - 2.b Cycle Storage (including 4 secure and covered cycle parking spaces)
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts for the new 24 car parking spaces (demonstrating provision of a pick-up and drop-off point, servicing and delivery area, 4 accessible car parking spaces, 5 active electric vehicle charging point parking spaces and 5 passive electric vehicle charging point parking spaces)
  - 2.e Hard Surfacing Materials
  - 2.f External Lighting
  - 2.g Other structures (such as furniture)

### 3. Details of Landscape Maintenance

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

### 4. Schedule for Implementation

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 DMHB 11, DMHB 14 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policies 5.10 and 5.17 of the London Plan (March 2016)

### **8 NONSC Contamination**

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

#### REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

### **9 NONSC Ecological Enhancement Scheme**

Prior to above ground works, an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall set out how the development contributes positively to the ecological value of the area through the incorporation of features that support flora and fauna; as a minimum bat and bird boxes should be located throughout the site (on trees and on/in the fabric of the new buildings) as well as the location of refugia for various fauna for example through the location of log

piles; in addition the proposals should be amended (if feasible) to include a natural link to the pond under the access road (between car parking bay 5 and 6 or 11 and 10 - shown on drawing 2019/D287/P/03 rev B) which connects to an increased and diverse range of planting around the parking bays. The development must proceed in accordance with the approved plans.

#### REASON

To deliver a net ecological gain in accordance with the Policy EM7 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

### **10 NONSC Sustainable Urban Drainage**

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 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 5.13 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).
- lii 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.

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 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012),
- Policy 5.12, 5.13 and 5.15 of the London Plan (March 2016) and
- National Planning Policy Framework (February 2019), and the
- Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

#### **11 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**

To safeguard the archaeological interest on this site in accordance with Policy DMHB 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

#### **12 NONSC Ancillary Use**

The ancillary cafe and retail buildings hereby approved shall be maintained as ancillary to the main use of the site and shall not be run as a separate operation.

#### **REASON**

To maintain the purpose of the ancillary cafe and retail buildings and safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

#### **13 COM31 Secured by Design**

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

#### **REASON**

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local



Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with Policies 7.1 and 7.3 of the London Plan (March 2016).

#### **14 NONSC Travel Plan**

Prior to the operation of the proposed use, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. This Travel Plan should follow the guidelines and good practice issued by Transport for London.

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

#### **REASON**

To ensure that the development does not have an unacceptable impact on local highways in accordance with Policies DMT 1, DMT 2, DMT 4 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

#### **15 NONSC Low Emission Strategy**

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall be linked to, and consistent with, the Travel Plan and include, but not be limited to;

- Use of Ultra Low NOx technology in relation to energy sources such as boilers or CHP;
- Provision of electric vehicle charging points as per the London Plan for both staff and users; and
- Incorporation of suitable green infrastructure such as trees and hedging to provide a barrier between users and the main road source.

#### **REASON**

To reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), London Borough of Hillingdon Air Quality Local Action Plan 2019-2024, Policy 7.14 of the London Plan (March 2016) and the Mayor of London "Sustainable Design and Construction" SPG.

#### **16 NONSC Pick-Up and Drop-Off Point**

Prior to completion of relevant works, details of a pick-up and drop-off point for mini-buses shall be submitted to and approved in writing by the Local Planning Authority.

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

#### **REASON**

To ensure that provision is made for students who arrive by mini-bus rather than the private car, in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

#### **17 NONSC Servicing and Delivery Area**

Prior to completion of relevant works, details of a servicing and delivery area shall be submitted to and approved in writing by the Local Planning Authority.

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

## REASON

To ensure that provision is made for servicing and delivery in order to avoid conflict with the function of the site, in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

### **18 NONSC Construction Environmental Management Plan**

No development shall commence until a CEMP has been submitted to, and approved in writing by, the LPA. The Plan must be drawn up in accordance with the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document) and include compliance with the NRMM requirements for all relevant non-road mobile machinery used during the course of the construction of the development.

## REASON

To reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), London Borough of Hillingdon Air Quality Local Action Plan 2019-2024, Policy 7.14 of the London Plan (March 2016) and the Mayor of London "Control of Dust and Emissions from Construction and Demolition" SPG.

## INFORMATIVES

### **1 I52 Compulsory Informative (1)**

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

### **2 I53 Compulsory Informative (2)**

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

DMCI 1	Retention of Existing Community Sport and Education Facilities
DMCI 1A	Development of New Education Floorspace
DMCI 2	New Community Infrastructure
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts

DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.16	(2016) Protection and enhancement of social infrastructure
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.17	(2016) Waste capacity
LPP 5.21	(2016) Contaminated land
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 7.14	(2016) Improving air quality
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment
NPPF- 2	NPPF-2 2018 - Achieving sustainable development

### **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@hillingsdon.gov.uk](mailto:planning@hillingsdon.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](http://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

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.

## 6

Written schemes of investigation (WSI) 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.

The WSI condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

GLAAS advise that the archaeological fieldwork would comprise the following:

- An archaeological field evaluation involving 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.

- Stage 1 of the WSI should comprise trial trenching over 4% of the site to inform detailed design of groundworks if significant remains are found.

## 7 I28 Food Hygiene

The Council's Commercial Premises Section should be consulted prior to the use of the premises so as to ensure compliance with the Food Safety Registration Regulations 1990, Hygiene (General) Regulations 1970, The Food Act 1984, The Health and Safety at Work Act 1974 and any other relevant legislation. Contact: - Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Telephone 01895 250190).

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The Rural Activities Garden Centre (RAGC) first opened in 1981 and the centre now consists of two 100ft glass houses, five polytunnels, one shade tunnel and a wildlife pond all of which facilitate the delivery of adult education courses and enable the public access

of this site by visiting members of the public.

The planning application site measures 0.9ha in size and is located on the north side of West Drayton Road. The site contains the existing RAGC facility which offers adult education courses on site, with an ancillary Cafe (Use Class A3) and Shop (Use Class A1). The adult education courses are focused on horticulture and therefore the horticultural activities on the site support the ancillary shop and cafe where products produced on site are sold.

The RAGC produces a large range of bedding plants, shrubs and herbaceous plants, plus seasonal fruit, vegetables and free-range eggs from chickens reared on site. The RAGC also has a small wooded area and other features to encourage wildlife including nest boxes and bird feeders.

The Use Class A1 and A3 ancillary function to financially support the wider delivery of adult education courses at the site.

The existing site has many trees and landscaping features both within and on the perimeter of the application site.

The site has a generally poor Public Transport Accessibility Level (PTAL). Based on TfL's WebCAT planning tool, the north-east side of the site has a PTAL of 2 and the south-west side of the site has a PTAL of 1b.

All of the application site is located within the designated metropolitan Green Belt and is also within an Air Quality Management Area.

### **3.2 Proposed Scheme**

This application seeks permission for the following:

- Change of use of the existing Cafe (ancillary Use Class A3) to provide education and training accommodation (Use Class D1)
- Change of use of the existing shop (ancillary Use Class A1) to provide education, training and staff room accommodation (Use Class D1)
- Erection of a single storey building to relocate the Cafe and Shop (ancillary Use Class A1 and A3)
- Erection of a single storey barn building to provide education, training and storage facilities (ancillary Use Class D1)
- Provision of new 24 car parking spaces, including four accessible car parking spaces, five active electric car charging points and five passive electric car charging points.

The cafe building is proposed as a single storey black timber cladded structure with a shop area, seating area with a capacity for 60 seats, retractable awning, kitchen facilities and toilets. This would measure approximately 21.5 metres in width, 11 metres in depth and 4.9 metres at its highest point.

The agricultural barn is proposed as a single storey black timber effect cladded structure with a shallow dual pitched roof at 10 degrees. This would measure measure 18 metres in width, 12 metres in depth and 4.5 metres at its highest point.

### **3.3 Relevant Planning History**

68554/APP/2012/1185      Rural Activity Garden Centre West Drayton Road Hillingdon

Alterations and additions to existing Rural Activities Garden Centre, including changes to parking and traffic arrangements, replacement of an existing modular building, relocation of existing modular storage building and addition of a new new modular office building (net gain in floor space 39sqm), as well as alterations to landscaping.

**Decision:** 03-07-2012    Approved

68554/APP/2012/1786    Rural Activity Garden Centre West Drayton Road Hillingdon

Details in compliance with conditions 3 (Materials), 4 (Levels), and 6 (Landscaping) of planning permission 68554/APP/2012/1185

**Decision:** 22-05-2013    Approved

68554/APP/2014/897    Rural Activity Garden Centre West Drayton Road Hillingdon

Amendment to the GA Plan for proposal to install office and storage

**Decision:** 14-06-2019    NFA

#### **Comment on Relevant Planning History**

None.

#### **4. Planning Policies and Standards**

1.1    Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

1.2    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 - Development Management Policies (2020)

The Local Plan: Part 2 - Site Allocations and Designations (2020)

West London Waste Plan (2015)

The London Plan - Consolidated With Alterations (2016)

1.3    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 Planning Policies**

1.4    Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states 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).

Draft London Plan (Intend to Publish Version, December 2019)

1.5 The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October.

1.6 The Mayor has considered the Inspectors' recommendations and, on the 19th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for any of the Inspectors' recommendations that the Mayor does not wish to accept.

1.7 Limited weight should be attached to draft London Plan policies that have not been accepted by the Mayor or that have only been accepted in part/with significant amendments. Greater weight may be attached to policies that were subject to the Inspector's recommendations and have since been accepted by the Mayor through the 'Intend to Publish' version of the Plan. The weight will then increase as unresolved issues are overcome through the completion of the outstanding statutory process. Greater weight may also be attached to policies, which have been found acceptable by the Panel (either expressly or by no comment being made).

#### **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.EM11	(2012) Sustainable Waste Management
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.HE1	(2012) Heritage

Part 2 Policies:

DMCI 1	Retention of Existing Community Sport and Education Facilities
DMCI 1A	Development of New Education Floorspace

DMCI 2	New Community Infrastructure
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.16	(2016) Protection and enhancement of social infrastructure
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.17	(2016) Waste capacity
LPP 5.21	(2016) Contaminated land
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 7.14	(2016) Improving air quality
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment



NPPF- 16      NPPF-16 2018 - Conserving & enhancing the historic environment

NPPF- 2      NPPF-2 2018 - Achieving sustainable development

## **5.      Advertisement and Site Notice**

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

**5.2      Site Notice Expiry Date:- 11th November 2019**

## **6.      Consultations**

### **External Consultees**

#### **PUBLIC CONSULTATION**

Letters were sent to neighbouring properties, a site notice was erected and an advert was posted in the local paper. All consultations expired on the 11/11/2019. One objection has been received from a member of the public. This is summarised as follows:

- Concern that the centre will become commercialised with modern out-of-place design.
- The centre is just fine as it is.

A second round of consultation was carried out as plans and documentation for a revised scheme was received. All forms of consultation expired on the 01/01/2020 and no comments were received from members of the public.

#### **STATUTORY CONSULTATION**

#### **GREATER LONDON ARCHAEOLOGICAL SERVICE (GLAAS):**

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

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.

Although this application does not lie within an Archaeological Priority Area it is a moderately-sized (0.9 hectare) development on a greenfield site. The land has remained fields since the 19th century and forms part of a sizeable block of land around Moorcroft Farm which has not been built over. The farm lies on gravel geology which is generally known to be favoured for prehistoric settlement and agriculture but there have been very few archaeological investigations in the immediate vicinity. Late Bronze Age and Early Iron Age remains were found to the northeast at Barncroft Close in the 1990s indicating potential for new discoveries.

The proposed development is relatively low intensity and if significant buried archaeological remains are found it should be possible to minimise harm through sensitive design of groundworks.

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:

#### 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.

Stage 1 should comprise trial trenching over 4% of the site to inform detailed design of groundworks if significant remains are found.

#### TRANSPORT FOR LONDON:

No comment.

#### **Internal Consultees**

PLANNING POLICY OFFICER (OCTOBER 2019)

Please see the following as comments relating to planning application 68554/APP/2019/3071 on behalf of the Planning Policy Team.

Erection of a two single storey buildings to provide cafe, sales area, agricultural barn, access, car parking and associated works

#### Development Plan

1.1 Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

1.2 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)

1.3 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 Planning Policies

1.4 Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states 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).

Draft London Plan (Consolidated with Changes July 2019)

1.5 The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. This Consolidated version remains under examination with a report by the appointed panel of Inspectors due in Autumn 2019.

1.6 The Council's general approach at this stage is to give limited weight to the draft London Plan as a material consideration when deciding planning applications given at this stage of preparation it remains subject to a large number of objections, and could still be subject to significant further change prior to publication.

## Proposed Submission Local Plan Part 2 with Main Modifications (March 2019)

1.7 The Revised Proposed Submission Local Plan Part 2 (LPP2) documents (Development Management Policies, Site Allocations and Designations and Policies Map Atlas of Changes) were submitted to the Secretary of State for examination in May 2018.

1.8 The public examination hearing sessions took place over one week in August 2018. Following the public hearing sessions, the examining Inspector advised the Council in a Post Hearing Advice Note sent in November 2018 that he considers the LPP2 to be a plan that could be found sound subject to a number of main modifications.

1.9 The main modifications proposed by the Inspector were agreed by the Leader of the Council and the Cabinet Member for Planning, Transport and Recycling in March 2019 and were published for public consultation from 27 March to 8 May 2019.

1.10 Taking para 48 of the NPPF into account, the Council's general approach to the weight which should be afforded to the draft LPP2 will be as follows:

1.11 The preparation of the LPP2 is now at a very advanced stage. The public hearing element of the examination process has been concluded and the examining Inspector has indicated that there are no fundamental issues with the LPP2 that would make it incapable of being found sound subject to the main modifications referred to above.

1.12 Those policies which are not subject to any proposed main modifications are considered to have had any objections resolved and can be afforded considerable weight. Policies that are subject to main modifications proposed by the Inspector will be given less than considerable weight. The weight to be attributed to those individual policies shall be considered on a case by case basis considering the particular main modification required by the Inspector and the material considerations of the particular planning application, which shall be reflected in the report, as required.

1.13 Finally, it is noted that the Inspector has indicated that subject to main modifications the LPP2 is fundamentally sound and therefore consistent with the relevant policies in the NPPF.

1.14 Notwithstanding the above, the starting point for determining planning applications remains the adopted policies in the Local Plan: Part 1 Strategic Policies and the Local Plan:

### Part 2 Saved UDP Policies 2012.

#### Designations

##### Green Belt

##### Principle of Development

All of the proposed development site is designated as Green Belt. The proposed development must therefore be assessed in accordance with the NPPF, London Plan policy 7.16, Saved UDP policy OL1 and emerging policy DME1 4 'Development on the Green Belt or Metropolitan Open Land'.

The Planning Statement identifies that the Rural Activities Gardens Centre was established as a Day Centre for adults with learning disabilities which provides educational, supported employment and volunteering for residents with additional needs. Consequently in terms of use class it is considered to be a D1 community use with ancillary A1 and A3 uses. Although the site has elements of outdoor recreation such as formal gardens these are also considered ancillary to its primary use as a day

centre and training facility. Based on this assessment of its current use and on the scale of the proposed development, the application to expand the facilities on the site is not considered to meet any of the exceptions set out in paragraph 145 of the NPPF. Consequently the proposals would be inappropriate development in the Green Belt which by definition is harmful. Any such proposal will need to demonstrate 'very special circumstances' to show that the potential harm by reason of inappropriateness, and any other harm, is clearly outweighed by other planning considerations.

The applicant's Planning Statement does not currently set out in detail any very special circumstances as it has identified the proposed development as outdoor recreation which it states would fall under one of the exceptions in the NPPF. For the reasons set out above the LPA does not agree with this assessment of the existing use, and therefore requires further information to determine if very special circumstances can be demonstrated. Information that has been shared does identify the educational role played by the RAGC in providing training and employment opportunities for adults with additional needs, and states that the size of the existing facilities is constraining the number courses which can be delivered resulting in a waiting list. The proposed development seeks to allow for the creation of enhanced classrooms facilities by repurposing the existing cafe in to an additional classroom and building a new cafe building which would help the RAGC become more 'sustainable' and provide visitors with fit for purpose facilities.

Once additional evidence has been provided it will be possible to assess whether very special circumstances can be demonstrated which would outweigh the harm to the Green Belt.

#### FURTHER PLANNING POLICY OFFICER COMMENTS (DECEMBER 2019):

##### Designations

##### Green Belt

##### Principle of Development

All of the proposed development site is designated as Green Belt. The proposed development must therefore be assessed in accordance with the NPPF, London Plan policy 7.16, Saved UDP policy OL1 and emerging policy DME1 4 'Development on the Green Belt or Metropolitan Open Land'.

The Planning Statement identifies that the Rural Activities Garden Centre was established as a Day Centre for adults with learning disabilities which provides educational, supported employment and volunteering for residents with additional needs. Consequently in terms of use class it is considered to be a D1 community use with ancillary A1 and A3 uses. Although the site has elements of outdoor recreation such as formal gardens these are also considered ancillary to its primary use as a day centre and training facility.

Based on this assessment of its current use and on the scale of the proposed development, the application to expand the facilities on the site is not considered to meet any of the exceptions set out in paragraph 145 of the NPPF. Consequently the proposals would be inappropriate development in the Green Belt which by definition is harmful. Any such proposal will need to demonstrate 'very special circumstances' to show that the potential harm by reason of inappropriateness, and any other harm, is clearly outweighed by other planning considerations.

The applicant's Planning Statement has been revised since original comments were made in October 2019 to provide more evidence both in terms of the need for new facilities to be provided on this site given its location in the Green Belt and to provide information which could justify very special circumstances to outweigh the harm identified in national, regional and local planning policies.

## Sequential Site Assessment

Given the inappropriate nature of the proposed development on the Green Belt, it is first necessary to consider if reasonable alternative site options have been considered before bringing development proposals on a Green Belt. The Planning Statement outlines how the courses provided at the RAGC form part of the overall package of Adult Learning courses provided by the London Borough of Hillingdon. Consequently it has been considered appropriate to assess if the additional courses proposed could be provided at any of the other Adult Learning Centres within the borough. The criteria used to inform this assessment includes the requirement for outdoor horticultural/ gardening plots to be available to all students to enable them to undertake the growing activities associated with these courses. There are currently eight Adult Learning Centres within the London Borough of Hillingdon including the RAGC. All of the seven alternative sites have been assessed for their ability to accommodate the additional horticultural courses. However, due to the requirement for outdoor space, the constrained urban nature of the sites or the shared provision within mainstream schools, has led to the alternative sites being assessed as unsuitable within the applicant's planning statement. Having reviewed the applicant's assessment, I agree both with the approach taken by the applicant in identifying alternative adult education centres as a reasonable alternative location and that the requirement to provide outdoor space does limit the suitability of alternative sites. Furthermore, whilst some of the alternative site do have outdoor space, these are part of a wider education facilities which at present can only be used in the evening for adult education provision. I am therefore supportive of the conclusion that there are no alternative suitable sites within the Council's adult learning portfolio where the proposed facilities and courses could be accommodated.

## Very Special Circumstances

Given that the need for additional development of this site has been accepted in principle based on the sequential assessment, the next step is to consider whether very special circumstances exist that would outweigh the harm to the Green Belt. Factors consider under this section include:

- Potential to redevelop the existing site
- Proposed Layout
- Need for additional education provision

## Potential Redevelopment of the Existing Site

A further section of the applicant's planning statement considers whether there is scope to accommodate the additional facilities within the built footprint of the existing RAGC rather than expanding onto undeveloped areas of Green Belt. Such an approach would have the possible benefit of enabling the expansion to fall under the exceptions in para. 145 of the NPPF for infill development and redevelopment of an appropriate scale. However the applicant concludes through a review of the existing build development that the existing buildings are either required for the continuation of their current use or too small to provide the enhanced level of learning provision being sought through the proposed development. Having reviewed the information submitted by the applicant, I do believe that there is the potential for further consideration of how the existing site could be reconfigured to accommodate the additional built facilities within the existing built footprint of the site thus reducing the harm to the Green Belt. Whilst it is acknowledged that existing facilities will be repurposed and are therefore not technically redundant, it is considered that a masterplanning exercise of the whole site to demonstrate whether new, larger buildings could have been used to re-provide the current provision as well as allow for the enhanced teaching provision that would have been beneficial in supporting the applicant's case. If feasible, it is likely that such an approach would have reduced the impact of the proposed expansion on the openness of the Green Belt.

Whilst not set out in the planning statement, it is assumed that the need to ensure continuity of provision whilst the site is under redevelopment and the need to minimise the costs and therefore

fully utilise the existing facilities as much as possible, may have also influenced the preferred expansion option. Whilst these are not significant considerations in terms of the overall planning balance, they do perhaps provide an explanation as to why alternative masterplanning options have not been considered. It would however be useful for the applicant to provide further evidence as to why the redevelopment of the existing site has not been explored more fully to support their case for very special circumstances.

### Proposed Layout

It is recognised that the proposed layout of the expanded facilities has altered significantly from the plans originally submitted with the application with the intention of reducing the impact Green Belt both in terms of overall footprint and impact on openness. The reduction in car parking in particular is welcomed, as is the relocation of the new built form to the part of the site nearest the road which benefits for existing screening by trees. However, the proposed development does still represent a significant encroachment on to an area of previously undeveloped Green Belt and it is likely that there could be opportunities to further reduce the impact such as a reduction in the scale and layout of the access road or the reduction of two buildings to one given that the education role of the proposed barn is unclear. Again, the appropriateness of this approach to the development is difficult to fully assess in the absence of a masterplanning approach showing how all options for expansion have been explored. However in the context of very special circumstances test, it is considered that subject to appropriate screening and architectural design, the redesigned layout of the scheme has reduced its impact on openness demonstrating a small benefit of the revised plans.

### The Need for Additional Adult Education Courses

The applicant sets out in their Planning Statement that the Council has a statutory duty under the Care Act 2014 to provide a level of care to its residents. The RAGC and the wider delivery of adult learning courses (accredited and non-accredited) is part of the delivery of the Care Act requirements, with a wide variety of courses aimed at those with identified special educational needs. From the evidence provided in the Planning Statement, it is clear that the number of residents with special educational needs is rising and that the proposed expansion of courses at RAGC is part of the Council's overall plan to meet these needs. Failure to deliver additional courses could lead to a failure of the Council to accord with the Care Act.

For the last academic year, the adult education and learning courses had 5,170 enrolments. Of these enrolments, 122 were for courses at the RAGC site. Of the 122 enrolments, 88 of the enrolments at RAGC had an identified special educational need. This is an exceptionally high percentage of total intake however, the courses on offer at the RAGC are targeted to special educational needs learners. This also shows the significant role played by RAGC in meeting the Council's duty to provide assistance to adult learners with special education needs.

The planning statement details how the delivery of improved and enlarged facilities at the RAGC will not only facilitate the completion of the full Royal Horticultural Society course at RAGC (only 2/3s of the course can currently be completed on site), but it would enable the delivery of a large number of additional courses aimed at supporting adults with special educational needs. The applicant argues that the RAGC would be the optimum facility to deliver these additional courses on site, as the resources already exist on-site and can easily be utilised to deliver these new courses. As many new courses as possible would be made available (as is the existing situation) to learners with special educational needs. The existing on-site charity, HACS, are also able to foster the delivery of new courses for adults with special educational needs as well as expand the delivery of the existing courses already on offer.

The Council's overall aim is to provide sufficient facilities (as per the proposed development) to

secure a total of 450 enrolments at the RAGC site per annum going forward, with a minimum of 200 of those enrolments for adults with special educational needs and disabilities. This is an ambitious aim, however the delivery of the additional floorspace for teaching facilities and external learning areas which facilitate meeting these aims for Borough residents. It is hoped that based on the current proportion of RAGC enrolments, that the overall number of learners with special educational needs will exceed 200. Without the delivery of enhanced facilities as proposed, the expansion of the courses on offer will not proceed.

It is considered that on the basis of the evidence set out above taken from the applicant's Planning Statement, that the need for additional adult learning courses to support those with special education needs, is a significant very special circumstance justifying the provision of additional learning facilities at RAGC. This is concluded in the context of the applicant's sequential assessment demonstrating that the expansion of such provision is not possible at other adult education centres in the borough.

#### Conclusion

Based on all the information summarised above, it is considered that there is a clear needs-based case for the provision of additional adult learning courses at RAGC to support adults with special education needs. Opportunities to explore re-provision within the existing site have also been explored. Whilst there may be some scope for reconfiguration, on balance the need to retain and expand the existing provision does significantly limit this option. The balance between the harm to the Green Belt and demonstration of very special circumstances is ultimately a matter for the case officer to assess as part of the overall planning balance.

#### HIGHWAYS OFFICER (OCTOBER 2019):

- The entrance gate would need to be set back a minimum of 12 metres in order to accommodate agricultural type vehicles.
- Swept Path analysis drawings should be provided for service vehicles associated to the cafe.
- In accordance with the London Borough of Hillingdon's car parking standards, the proposed cafe (Use class A3) would require 4 spaces with the agricultural barn (Use Class B2 & B8) requiring 2 spaces ( 6 total). You have advised me that this scheme seeks 60 parking spaces (30 dedicated spaces and 30 'overflow' spaces) which is a significant overprovision. Notwithstanding that the site would in part have an educational/training use, it is still considered that the quantum of parking should be reduced and any overprovision justified.

#### CASE OFFICER COMMENT:

Revised plans were submitted by the applicant in response to the Highways Officer comments. Based on the revised plans, the new main gates to the proposed site would be set back approximately 15 metres from West Drayton Road. The number of proposed parking spaces is also reduced from 60 to 24, totalling 40 car parking spaces on site. Service vehicles are also now proposed to service the proposed buildings from the primary access road located within the site.

#### FURTHER HIGHWAYS COMMENTS (JANUARY 2020)

Upon assessing the submitted information, it is my understanding that the site will be treated as D1 use in its entirety. The site currently enrolls 122 pupils and aims to enrol an additional 328 upon implementation of this scheme.

In terms of car parking, the site currently makes use of 16 parking spaces with this application



proposing an additional 24 spaces. This provided an overall total of 40 on-site spaces. The site as existing comprises a parking ratio of 0.13. For consistency, it is required that this parking ratio be maintained. When taking into account both the proposed and existing spaces against the proposed enrolment number (450). A parking ratio of 0.08 is provided. This generates a parking shortfall of 19 spaces. However, it is noted that 72% of attendants to the proposed educational facility will have special needs. On this basis, it is assumed that the majority of pupils would be dropped off/picked up. In the spirit of compromise, it is requested that a dedicated drop-off and pick up facility be provided to accommodate this need. I trust this can be secured by way of condition. In addition, whilst I am satisfied with the dimensions of the access road, I would also request that a dedicated servicing and delivery area be provided for both refuse and servicing provision.

Mindful of the above, subject to the conditioning of a travel plan, I would have no objections to this application.

#### FLOOD AND WATER MANAGEMENT OFFICER:

No objection to the proposals. The site is not at risk of flooding and is not located in a Critical Drainage Area. As the proposals do not constitute a major development, no upfront drainage information is required. I have reviewed the proposed site layout and there is sufficient space to enable the provision of Sustainable Drainage Systems (SuDS). As this is a Council lead scheme for a horticultural development, the drainage strategy should maximise the use of green infrastructure and be a case study for developments in the Borough. A suitably worded bespoke condition should be applied to the permission to secure the details of an above-ground sustainable drainage network. Any design refinements should not minimise the area of land allocated to natural features (including the pond and planted verges). All hard surfaces should be made permeable wherever possible including the access road and hardstanding for the outdoor display areas. A green roof should be incorporated onto any roof areas that are shallow in pitch, however small. This will help to mitigate for any loss of biodiversity as a result of the scheme and contribute towards creating a net gain in biodiversity.

#### WASTE STRATEGY OFFICER:

The proposed new service road and turning head are not wide enough to accommodate a refuse vehicle to access the rear of the cafe to carry out collections. BS 5906:2005 recommends a minimum of 5 metres width for roads to allow safe vehicle access. The road and turning head will need to be widened or a temporary collection point for the bins to be presented. The collection point should have a hard standing surface, free from steps and be located within 10 metres of the nearest stopping point for the collection vehicle.

#### CASE OFFICER COMMENT:

The applicant submitted revised plans removing the service road to the rear of the proposed buildings, meaning that the buildings are serviced from the front on the proposed access road within the site. These roads are approximately 6 metres wide, meeting the 5 metre road width requirement, and bin storage details are to be secured by condition.

#### 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.

## CONTAMINATION OFFICER:

### 1 Summary of Comments:

Following a review of available details, I have no concerns which would necessitate an objection with respect to land affected by contamination within the existing and proposed new areas of the site.

However, it is recommended that the following condition is applied to ensure no contaminants are introduced to the site for all proposed earthworks, construction works and general landscaping purposes etc., where imported soils may be a requirement:

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

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

2 Reason for Refusal (if objecting):  
N/A

### 3 Summary Observations:

#### Site History (OS Mapping + GIS)

Reviewed maps show no evidence of contaminative uses for the land.

#### Geology (BGS mapping)

Superficial deposits = Black Park Gravel Member - Sand and gravel, with possible lenses of silt, clay or peat.

Bedrock = London Clay Formation - Clay, Silt and Sand, Underlain by Chalk

#### Hydrogeology (DEFRA 'Magic' App)

Sands and gravels = Secondary A Aquifer (permeable layers capable of supporting water supplies at a local rather than strategic scale, and in some cases forming an important source of base flow to rivers. These are generally aquifers formerly classified as minor aquifers)

London Clay = Unproductive strata These are rock layers or drift deposits with low permeability that have negligible significance for water supply or river base flow.

Chalk = Principal Aquifer. These are layers of rock or drift deposits that have high intergranular and/or fracture permeability - meaning they usually provide a high level of water storage. They may support water supply and/or river base flow on a strategic scale. In most cases, principal aquifers

are aquifers previously designated as major aquifer. (Groundwater Vulnerability = high)

#### TREES AND LANDSCAPING OFFICER:

This site is occupied by an agricultural field adjacent to the Rural Activities Garden Centre (RAGC), situated to the north-west of West Drayton Road. The field forms part of the Moorcroft Farm estate to the west, and can be accessed via the RAGC to the north. The southern boundary is defined by a small residential cul-de-sac, Old Orchard Close. The field boundary is defined by hedgerows with trees, generally quite thick and dense, although there are more open, or filtered, views through gaps in the southern boundary. There are no TPO's or Conservation Area designations affecting the site. The site lies within the Green Belt, a designation which aims to retain the openness of the countryside and prevent inappropriate development.

#### COMMENT

A site inspection was undertaken on 21 October 2019. The proposed development affects a small area of the existing RAGC in the south-east corner of the site and 0.8ha of the field in the north-east corner. A tree report has been prepared by John Cromar, dated September 2019. The report has identified and assessed 39 trees which are close enough to be influenced by the proposed development and associated work. These trees are situated along the northern boundary of the field and the corridor of land which links the main RAGC entrance to the field entrance. According to the assessment there are no 'A' grade trees. 12 trees are 'B' grade, 21 are 'C' and five are category 'U'. Of these, one 'B' grade tree, T18 birch, will be removed to facilitate the development, together with 7 'C' grade trees and one 'U'. Further to this, one 'B' grade oak, T33, will be re-pollarded - a form of management that is required for safety reasons. The proposed site plan and tree report indicate that replacement tree planting will be undertaken as part of a comprehensive landscape scheme - to be provided by condition. The proposed site plan (1 of 2) provides indicative areas of structure planting (trees and hedges) within the development site and notably around the boundaries. The developed area is concentrated in the northern half of the field which is generally well-screened from the public realm - although can be seen Old Orchard Close. The illustrative design of the barn is intended to be agricultural in character and visually recessive in this context. Regular parking spots will be screened with trees and hedges - although the overflow parking will not.

#### RECOMMENDATION

1. No objection to the layout and tree removal proposals subject to the adherence to the tree protection measures and the design and implementation of a robust landscape scheme, by condition. 2. The use of a concrete re-inforced grass system for the overflow parking is not recommended. Further details required, by condition. 3. No detailed assessment of the visual impact on local receptors has been submitted, nor a 'whole site' / context plan. Woodland planting along the Old Orchard Close boundary should be considered. 4. If the scheme is deemed to be acceptable in the Green Belt due to exceptional / special circumstances, the following conditions should be imposed: pre-commencement COM8, post-commencement COM9 (parts 1,2,4 and 5) and COM10.

#### TREES AND LANDSCAPING OFFICER FOLLOW-UP:

This submission includes updated information resulting in fewer car park spaces and other minor amendments including clarification about existing and proposed trees planting proposals. A site inspection was undertaken on 21 October 2019. The proposed development affects a small area of the existing RAGC in the south-east corner of the site and 0.8ha of the field in the north-east corner. A tree report has been prepared by John Cromar, dated September 2019. The report has identified and assessed 39 trees which are close enough to be influenced by the proposed development and associated work. These trees are situated along the northern boundary of the field and the corridor of land which links the main RAGC entrance to the field entrance. According to the assessment

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## SUSTAINABILITY OFFICER:

I have no objections to the proposed development.

## Ecology

The proposed development will be situated on an area of maintained grassland with minimal ecological value. The access road on to the new part of the site is through an existing gap in the vegetation resulting in minimal loss.

The proposals are not likely to have an adverse impact on ecological value and I agree with the findings of the ecology report.

Notwithstanding, the site is part of a wider ecosystem relatively free of human activity and accordingly the proposals would introduce an increase degree of activity that would have an impact on the areas of note around the site e.g. the mature trees and hedges. The introduction of the pond in the centre of the access road is welcomed as a diversification of the ecological value of the area; however, this is constrained by the presence of the road surrounding it on all sides as well as well as the presence of several benches encouraging footfall and further undermining the value of the pond as an ecological receptor.

The applicant should consider the option of a natural link under the roadway (ideally between parking bays 5 and 6) and an increased and diverse mix of planting around the car parking.

The following condition is necessary:

## Condition

Prior to above ground works, an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall set out how the development contributes positively to the ecological value of the area through the incorporation of features that

support flora and fauna; as a minimum bat and bird boxes should be located throughout the site (on trees and on/in the fabric of the new buildings) as well as the location of refugia for various fauna for example through the location of log piles; in addition the proposals should be amended (if feasible) to include a natural link to the pond under the access road (between car parking bay 5 and 6 or 11 and 10 - shown on drawing 2019/D287/P/03) which connects to an increased and diverse range of planting around the parking bays. The development must proceed in accordance with the approved plans.

Reason

To deliver a net ecological gain in accordance with the Local Plan Policy EM7

AIR QUALITY OFFICER:

The application site is within a declared Air Quality Management Area which requires planning applications to consider their impact on air pollution and provide any necessary mitigation. It is not, however, within an Air Quality Focus Area where the pollution levels are predicted to be above the air quality limits. Whilst there is no air quality assessment with this planning application, the issue has been addressed by means of a Technical Note.

The Technical Note refers to a total of an additional 60 car parking spaces, it is understood the application has reduced this figure to the provision of 24 additional car parking spaces. The site is set back from the main road which would be the major pollution source in terms of negative impacts on users of the site. The air quality comments are made in advance of any comments from highways and are based upon the information in the Technical Note. This states that the traffic levels associated with the development will not impact negatively on the surrounding road network. Should highways comments differ from this conclusion and identify there are negative impacts, such as congestion and queuing on the local road network, the air quality comments may require reviewing.

The development should be clean by design, including any construction phase, and as such should adhere to the relevant standards as outlined in the Mayor of London Sustainable Design and Construction SPG and Control of Dust and Emissions from Construction and Demolition SPG. If this site is to be approved the following conditions should be applied:

Condition - Provision of a Low Emissions Strategy

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall be linked to, and consistent with, the Travel Plan and include, but not be limited to;

- Use of Ultra Low NOx technology in relation to energy sources such as boilers or CHP;
- Provision of electric vehicle charging points as per the London Plan for both staff and users;
- Incorporation of suitable green infrastructure such as trees and hedging to provide a barrier between users and the main road source;

Reason - to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), policy DME1 14 of the London Borough of Hillingdon Local Plan (part 2), London Borough of Hillingdon Air Quality Local Action Plan 2019-2024, London Plan Policy 7.14 and in accordance with Mayor of London "Sustainable Design and Construction" SPG (or any successor document)

Construction Management Plan (CEMP) condition

No development shall commence until a CEMP has been submitted to, and approved in writing by,

the LPA. The Plan must be drawn up in accordance with the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document) and include compliance with the NRMM requirements for all relevant non-road mobile machinery used during the course of the construction of the development.

Reason - to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2), London Borough of Hillingdon Air Quality Local Action Plan 2019-2024, London Plan Policy 7.14 and in accordance with the Mayor of London "Control of Dust and Emissions from Construction and Demolition" SPG (or any successor document)

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The Rural Activities Garden Centre (RAGC) provides educational, supported employment and volunteering for borough residents and more specifically for residents with additional educational needs. Consequently, the Use Class for the site is considered to be D1 educational use with ancillary Use Class A1 and A3.

Policy CI1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states 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:

2) Supporting the retention and enhancement of existing community facilities.

Policy DMCI 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) seeks to retain community facilities but states that proposal involving the loss of an existing community facility will be permitted if:

i) the specific use is no longer required on-site. In such circumstances, the applicant must provide evidence demonstrating that:

a) the proposal would not lead to a shortfall in provision for the specific use within the local catchment area;

b) there is either no demand for another suitable social infrastructure use on-site, or that the site/premises is no longer appropriate for social infrastructure uses; and

c) any replacement/relocated facilities for the specific use provides a level of accessibility and standard of provision at least equal to that of the existing facility.

ii) the activities carried out are inconsistent and cannot be made consistent with acceptable living conditions for nearby residents; and

iii) the redevelopment of the site would secure an over-riding public benefit.

Policy DMCI 1A of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals for new schools and school expansions will be assessed against the following criteria:

i. The size of the site, its location and suitability to accommodate a new school or school expansion taking account of compatibility with surrounding uses, and existing planning policy designations (e.g. conservation areas, MOL, Green Belt).

ii. The impact on green open space, games pitches, outdoor play and amenity space, taking account of the character of the area, whether the site is within an area of open space deficiency and whether the school has sufficient outdoor space for play and games.

iii. The location and accessibility of the site in relation to:

- the intended catchment area of the school;

- public transport; and

- the local highway network and its ability to accommodate new or additional school trips without adverse impact on highway safety and convenient walking and cycling routes to schools.

iv. The extent to which the building design contributes towards the government target that schools and colleges should be zero carbon from 2016.

Policy DMCI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

A) Proposals for the refurbishment and re-use of existing premises for community facilities will be supported.

B) Proposals for the provision of new community facilities will be supported where they:

- i) are located within the community or catchment that they are intended to serve;
- ii) provide buildings that are inclusive, accessible, flexible and which provide design and space standards that meet the needs of intended occupants;
- iii) are sited to maximise shared use of the facility, particularly for recreational and community uses; and
- iv) make provision for community access to the facilities provided.

The proposed development includes the change of use of the existing Cafe (ancillary A3) to provide D1 (education and training) accommodation, change of use of the existing shop (ancillary A1) to provide D1 accommodation (education and training; staff room), erection of a single storey building to relocate the ancillary A1 and A3 uses (cafe and shop), erection of a single storey barn building to provide ancillary D1 facilities (to include education and training, storage for the primary D1 use) and provision of 24 additional car parking spaces to serve the site.

The RAGC offers residents accredited and non accredited horticulture led courses but is only currently able to offer the first part of the accredited RHS course on site. Any current participants must complete the final unit off-site, travelling to Enfield which is the closest facility offering the unit. A review of the existing site and buildings has established that the existing facility is not able to facilitate the required facilities to provide additional adult learning courses. The proposal would allow for the RHS course to be completed within Hillingdon Borough and allow for the delivery of further adult education courses, which represents a driving factor behind the proposal. Notably, the RAGC's adult learning courses form part of the delivery of the Care Act 2014 and helps residents (including those with special educational needs) to learn new skills, meet new people, achieve a qualification and further careers. Section 7.05 of this report details the need to provide these additional educational courses in more detail.

Evidently, the proposed development would accord with Policy CI1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy DMCI 1, DMCI 1A, DMCI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

The principle of the development within the Green Belt is addressed in the 'Impact on the Green Belt' section of the report.

## **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**

### **ARCHAEOLOGY**

Policy DMHB 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that the Council, as advised by the Greater London Archaeological Advisory Service, will ensure that sites of archaeological interest within or, where appropriate, outside, designated areas are not disturbed. If that cannot be avoided, satisfactory measures must be taken to mitigate the impacts of the proposals through

archaeological fieldwork to investigate and record remains in advance of development works. This should include proposals for the recording, archiving and reporting of any archaeological finds.

As advised by the Greater London Archaeological Advisory Service (GLAAS), the planning application lies in an area of archaeological interest. Although this application does not lie within an Archaeological Priority Area, it is a moderately-sized (0.9 hectare) development on a greenfield site. The land has remained fields since the 19th century and forms part of a sizeable block of land around Moorcroft Farm which has not been built over. The farm lies on gravel geology which is generally known to be favoured for prehistoric settlement and agriculture but there have been very few archaeological investigations in the immediate vicinity. Late Bronze Age and Early Iron Age remains were found to the northeast at Barncroft Close in the 1990s indicating potential for new discoveries.

The proposed development is relatively low intensity and if significant buried archaeological remains are found it should be possible to minimise harm through sensitive design of groundworks. GLAAS note that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. In this case, GLAAS consider the nature of the development, the archaeological interest and/or practical constraints are such that a two stage archaeological condition could provide an acceptable safeguard. This comprises an evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

Subject to a condition securing the Stage 1 and Stage 2 Written Scheme of Investigation, the proposed development is not considered contrary to Policy DMHB 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

#### CONSERVATION AREAS, LISTED BUILDINGS AND AREAS OF SPECIAL LOCAL CHARACTER

The application site is not designated as a Conservation Area or Area of Special Local Character and does not have any Listed Buildings located on site.

#### **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 and is subject to the following policy considerations:

Paragraph 143 of the 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."

Paragraph 145 of the NPPF (February 2019) states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt but that exceptions to this include:

- a) buildings for agriculture and forestry;
- b) the provision of appropriate facilities (in connection with the existing use of land or a



change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;

c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;

d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;

e) limited infilling in villages;

f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and

g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

- not have a greater impact on the openness of the Green Belt than the existing development; or

- not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

Policy 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."

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.

Policy DME1 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) also states that: A) Inappropriate development in the Green Belt and Metropolitan Open Land will not be permitted unless there are very special circumstances.

The RAGC provides education, employment support and volunteering experience for residents with additional needs. Consequently, the Use Class for the site is considered to be D1 use with ancillary Use Class A1 and A3. Although the site has elements of outdoor recreation, such as formal gardens, these are also considered to be ancillary to its primary use as a day centre and training facility. Based on this, the proposed development would not meet the exceptions outlined by Paragraph 145 of the NPPF (February 2019), is considered to be inappropriate development by definition and requires 'very special circumstances' to show that the potential harm by reason of inappropriateness, and any other harm, is clearly outweighed by other planning considerations.

## SEQUENTIAL SITE ASSESSMENT

Given the inappropriate nature of the proposed development in the Green Belt, it is necessary to consider if reasonable alternative site options have been considered. The Planning Statement assesses if the courses could be provided at any of the other Adult Learning Centres within the London Borough of Hillingdon. There are currently eight Adult Learning Centres within the London Borough of Hillingdon including the RAGC. Due to the

requirement for outdoor space, the constrained urban nature of the sites or the shared provision within mainstream schools, the alternative sites to the RAGC are assessed as being unsuitable. The Council's Planning Policy Officer agrees with this approach and supports the conclusion that there are no alternative suitable sites within the Council's adult learning portfolio where the proposed facilities and courses could be accommodated.

## VERY SPECIAL CIRCUMSTANCES

As the proposal is considered acceptable in principle based on a sequential assessment, very special circumstances are required in order to outweigh the harm to the Green Belt. Factors include:

- Potential to redevelop the existing site;
- Proposed Layout; and
- Need for additional education provision

### Potential to Redevelop the Existing Site:

The applicant's Planning Statement considers whether there is scope to accommodate the additional facilities within the built footprint of the existing RAGC rather than expanding onto undeveloped areas of Green Belt. It is concluded that the existing buildings are either required for the continuation of their current use or too small to provide the enhanced level of learning provision being sought through the proposed development. There is also a need to ensure continuity of provision whilst the site is under redevelopment and the need to minimise the costs and therefore fully utilise the existing facilities as much as possible, which has influenced the preferred expansion option.

### Proposed Layout:

The proposed development represents encroachment onto an area of previously undeveloped Green Belt land. Amended plans have, however, been submitted during the application process in order to reduce the harm posed to the Green Belt. Notably, the proposed buildings were moved to the southernmost part of the site towards West Drayton Road. This is considered to better contain the development towards the edge of the site, improving the relationship between developed land and the Green Belt. The proposed barn building has been revised to reduce its height from 5.7 metres to 4.5 metres, reducing its impact on the openness of the Green Belt. The number of car parking spaces proposed has been reduced from 60 to 24 and represents a significant reduction. Additional tree planting is also proposed on the west side of the site in order to screen the proposed built form. This planting is also integrated throughout the site in order to better complement the Green Belt aesthetic.

The Council's Planning Policy Officer considers that there are opportunities to further reduce the impact on the Green Belt. It is noted, however, that in the context of the very special circumstances test, the redesigned layout of the scheme has reduced the impact on the openness of the Green Belt.

### Need for Additional Education Provision:

The Planning Statement sets out that the Council has a statutory duty under the Care Act 2014 to provide a level of care to its residents. The RAGC and the wider delivery of adult learning courses is part of the delivery of the Care Act requirements. Based on the evidence provided, it is clear that the number of residents with special educational needs is

rising and that the proposed expansion of courses at RAGC is part of the Council's overall plan to meet these needs. Failure to deliver additional courses could lead to a failure of the Council to accord with the Care Act.

For the last academic year, 122 out of 5,170 enrolments in adult education and learning courses were at the RAGC. Notably, 88 of these 122 enrolments had an identified special educational need. This shows the significant role played by RAGC in meeting the Council's duty to provide assistance to adult learners with special education needs.

The Planning Statement details how the delivery of improved and enlarged facilities at the RAGC would enable the delivery of a large number of additional courses aimed at supporting adults with special educational needs. The applicant argues that the RAGC would be an optimum facility to deliver these additional courses on site, as the resources already exist on-site and can easily be utilised to deliver the new courses. The existing on-site charity, Hillingdon Autistic Care and Support, are also able to foster the delivery of new courses for adults with special educational needs as well as expand the delivery of the existing courses already on offer.

The Council's overall aim is to provide sufficient facilities to secure a total of 450 enrolments at the RAGC site per annum, with a minimum of 200 of those enrolments for adults with special educational needs and disabilities. The delivery of the additional floorspace for teaching facilities and external learning areas would facilitate this and achieve the aims set. Without the delivery of enhanced facilities as proposed, the expansion of the courses on offer will not proceed.

As stated by the Council's Planning Policy Officer, on the basis of the evidence provided, the need for additional adult learning courses to support those with special education needs is a significant very special circumstance justifying the provision of additional learning facilities at RAGC. This is concluded in the context of the applicant's sequential assessment demonstrating that the expansion of such provision is not possible at other adult education centres in the borough.

## SUMMARY

The proposed development is considered to be inappropriate development by definition and requires very special circumstances to show that the potential harm by reason of inappropriateness, and any other harm, is clearly outweighed by other planning considerations. It is considered that there is a clear needs-based case for the provision of additional adult learning courses at RAGC to support adults with special education needs. The need for these additional facilities is required by the Care Act 2014 and the RAGC site is the only site available to offer a viable opportunity to deliver the adult learning courses.

It is noted that amended plans were submitted during the application process in order to reduce harm posed to the Green Belt. The revised scheme moved all built form to the southernmost part of the site, reduced the height of the proposed cafe and shop building, reduced the number of car parking spaces proposed from 60 to 24 and increased additional tree planting. By virtue of these revisions, the proposal is considered to minimise its impact on the function and openness of the Green Belt both in terms of location and footprint.

In accordance with paragraph 144 of the NPPF (February 2019), whilst the development is deemed to be harmful to the Green Belt, significant weight is given the Council's need to

make provision for the additional adult education facilities a very special circumstance which, in the absence of any suitable alternative sites, is considered to outweigh the identified harm to the Green Belt. In addition it is considered that the revisions to the scheme to reduce the overall level of car parking and to relocate and reduce the bulk of the proposed buildings has minimised the level of harm to the Green Belt. On this basis, the proposed development is considered to be acceptable in principle.

#### **7.07 Impact on the character & appearance of the area**

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

i) harmonising with the local context by taking into account the surrounding:

- scale of development, considering the height, mass and bulk of adjacent structures;
- building plot sizes and widths, plot coverage and established street patterns;
- building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
- architectural composition and quality of detailing;
- local topography, views both from and to the site; and
- impact on neighbouring open spaces and their environment.

ii) ensuring the use of high quality building materials and finishes;

iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;

iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and

v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.

D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

The proposed development site would measure 0.9 hectares in size and forms part of a wider site. Specifically, the green space which the site forms part of measures approximately 2.5 hectares in size, meaning the area of the site to be developed equates to approximately 32%. Much of the proposed development area is to consist of hard and soft landscaping, including a looped access road and pedestrian areas. It is, however, noted that the site also includes soft landscaping features, including a pond feature within the looped access road and integrated planting between car parking spaces and within the pedestrian areas.

The cafe building is proposed as a single storey black clad building with a shop area, seating area with a capacity for 60 seats, retractable awning, kitchen facilities and toilets. This would measure approximately 21.5 metres in width, 11 metres in depth and 4.9 metres at its highest point. This creates a structure with approximately 225 square metres in Gross External Area (GEA) and approximately 1,102 cubic metres of volume.

The agricultural barn is proposed as a single storey black timber effect cladded structure with a shallow dual pitched roof at 10 degrees. This would measure 18 metres in width, 12 metres in depth and 4.5 metres at its highest point, creating 216 square metres GEA and 1,231 cubic metres of volume.

The proposed buildings are considered to be appropriate in size and are located on the side of the field adjoining West Drayton Road, reducing their impact on the open field, but located between 7 and 10 metres back from the existing line of trees and hedging. The proposed buildings are agricultural in appearance and harmonise with the general aesthetic of the green space.

The proposed structures would have a limited impact on the street scene due to the level of tree and hedge coverage which exists on site alongside West Drayton Road. Notably, the proposal would not be seen from West Drayton Road but views of the proposal can be seen from Old Orchard Close. It is noted that this viewpoint would be located over 80 metres away from the proposal and would be, in part, screened by proposed tree planting.

If recommended for approval, the proposed materials, landscaping and bin storage details are to be secured by condition. Subject to these conditions, the proposal is considered to accord with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

#### **7.08 Impact on neighbours**

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The nearest residential properties in relation to the application site are located to the south on the south side of West Drayton Road. Notably, these properties would be located over 40 metres from the application site. As such, the proposed development is not considered to compromise the daylight and sunlight received by neighbouring properties, maintains privacy and would not result in a significant loss of residential amenity. The proposal is therefore considered to accord with part B) of Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

#### **7.09 Living conditions for future occupiers**

Not applicable to the consideration of this application.

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

Policies DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
- ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- iii) provide equal access for all people, including inclusive access for disabled people;
- iv) adequately address delivery, servicing and drop-off requirements; and
- v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that new development is only permitted where it is in accordance with the Council's adopted car parking standards.

The site has a generally poor Public Transport Accessibility Level (PTAL). Based on TfL's WebCAT planning tool, the north-east side of the site has a PTAL of 2 and the south-west side of the site has a PTAL of 1b. Based on a worst case scenario PTAL of 1b, Appendix C of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that parking spaces for the adult training centre (Use Class D1) is calculated on an individual basis.

During the application process, revised plans were submitted in order to reduce the number of car parking spaces proposed from 60 to 24, totalling 40 car parking spaces on site. This includes 4 accessible car parking spaces, which equates to 16% of the proposed car parking spaces. Further, 5 active electric car charging points and 5 passive electric car charging points are proposed, equating to 20% active provision and 20% passive provision.

As required by the Highways Officer, the entrance gates to the site are set back at least 12 metres from West Drayton Road, ensuring that the flow of traffic of this road is not compromised.

Service vehicles are proposed to service the proposed buildings from the primary access road located within the site. Details of a servicing and delivery area are to be secured by condition.

Car parking provision has been assessed by the Highways officer and is considered to be sufficient to service the expanded educational facilities at the site. It is notable that whilst additional courses will be offered on the site, they will not all take place at any one given time and will be distributed over the course of a calendar year. This does not therefore generate a sufficiently greater trip generation from the development site. The proposals would not result in a severe impact on the local highway network by virtue of the expanded

facilities.

It is notable that the site will be facilitating a greater number of students with additional educational needs who often arrive on site by mini-bus rather than the private car. In these cases, it is necessary to ensure that adequate pick up and drop is facilitated on site for such trips, and therefore a condition is proposed requiring part of the land in front of the new cafe/shop building to be given over to a dedicated pick up and drop off point. This can be facilitated within the site and will be delivered prior to the first occupation of the new facilities.

In accordance with local and regional policies, a Travel Plan will also be secured by condition to encourage travel to the site by sustainable modes. Based on the need to provide sustainable transport options for staff, a total of 4 secure and covered cycle parking spaces are secured by condition.

Subject to conditions, the proposed development is considered to accord with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

#### **7.11 Urban design, access and security**

Please see the 'Impact on the character & appearance of the area' section of the report.

#### **SECURITY**

Policy DMHB 15 of the Local Plan: Part 2 - Development Management Policies (2020) requires all new development to ensure safe and attractive public and private spaces.

If recommended for approval, a condition will be attached in order to ensure that the proposal achieves '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).

#### **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 proposal raises no accessibility concerns and is not considered contrary to 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**

#### **TREES AND LANDSCAPING**

Policy 5.10 of the London Plan (March 2016) states that development proposals should integrate green infrastructure to contribute to urban greening, including the public realm.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) also requires that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should also enhance amenity, biodiversity and green infrastructure.

Policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: A) All developments will be expected to retain or enhance existing

landscaping, trees, biodiversity or other natural features of merit. B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

The submitted tree report identifies and assesses 39 trees which are close enough to be influenced by the proposed development. According to the assessment there are no 'A' grade trees, two trees are 'B' grade, 21 are 'C' and five are category 'U'. Of these, one 'B' grade tree, T18 birch, will be removed to facilitate the development, together with 7 'C' grade trees and one 'U'. Further to this, one 'B' grade oak, T33, will be re-pollarded. As stated by the Council's Trees and Landscaping Officer, there is no objection to the layout and tree removal proposals subject to the adherence to the tree protection measures and the design and implementation of a robust landscape scheme. If recommended for approval, tree protection and a landscaping scheme condition shall be attached. Subject to such conditions, the proposal is considered to accord with Policy 5.10 of the London Plan (March 2016), Policy DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

## ECOLOGY

Paragraph 170 of the NPPF (February 2019) states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Policy 7.19 of the London Plan (March 2016) states that development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that the design and layout of new development should retain and enhance any existing features of biodiversity within the site.

The proposed development would be situated on an area of maintained grassland with minimal ecological value. The proposed access road which would remove a small area of vegetation resulting in minimal loss in terms of ecology. As stated by the Council's Sustainability Officer, the proposals are not likely to have an adverse impact on ecological value.

It is, however, noted that the site is part of a wider ecosystem and the proposals would increase human activity on site and would have an impact on the areas of note around the site. The introduction of the pond in the centre of the access road is welcomed as a diversification of the ecological value of the area; however, this is constrained by the presence of the road surrounding it on all sides as well as the presence of several benches encouraging footfall and further undermining the value of the pond as an ecological receptor. The Sustainability Officer advises that the applicant should consider the option of a natural link under the roadway (ideally between parking bays 5 and 6) and an increased and diverse mix of planting around the car parking. If recommended for approval, this detail can be secured by a landscaping condition and ecological enhancement condition. Subject to this condition, the proposal would be considered to accord with the NPPF (February 2019), Policy 7.19 of the London Plan (March 2016) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).



## **7.15 Sustainable waste management**

Policy 5.17 of the London Plan (March 2016) sets out the Mayor's spatial policy for waste management, including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

The revised plans submitted by the applicant indicate that the proposed buildings are to be serviced from the front on the proposed access road within the site. These roads are approximately 6 metres wide, according with the BS 5906:2005 5 metre road width requirement, and bin storage details are to be secured by condition. Subject to condition, the proposal is considered to accord with Policy 5.17 of the London Plan (March 2016) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

## **7.16 Renewable energy / Sustainability**

Policy 5.2 of the London Plan (March 2016) requires that development proposals make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy: Be lean: use less energy; Be clean: supply energy efficiently; and Be green: use renewable energy.

Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will ensure that climate change mitigation is addressed at every stage of the development process. This includes the reduction of carbon emissions through low carbon strategies and encouraging the installation of renewable energy to meet the targets set by the London Plan (March 2016).

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that: A) All developments make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets; B) All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved; C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, if the Council is minded to approve the application despite not meeting the carbon reduction targets, then it will seek an off-site contribution to make up for the shortfall. The contribution will be sought at a flat rate at of £/tonne over the lifetime of the development, in accordance with the current 'allowable solutions cost'.

The proposed development is not classed as a major scale form of development and does not meet the threshold stated within Policy 5.2 of the London Plan (March 2016) which requires that major development proposals include a detailed energy assessment to demonstrate how targets for carbon dioxide emissions reduction are to be met within the framework of the energy hierarchy. As such, the proposed development is not considered contrary to Policy 5.2 of the London Plan (March 2016), Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

## **7.17 Flooding or Drainage Issues**

Policy 5.12 of the London Plan (March 2016) requires that development proposals must comply with the flood risk assessment and management requirements set out in the NPPF and the associated technical Guidance on flood risk over the lifetime of the development.

Policy 5.13 of the London Plan (March 2016) states that development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated.

Policies DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

The application site is not at risk of flooding and is not located in a Critical Drainage Area. As stated by the Council's Flood and Water Management Officer, there is sufficient space to enable the provision of Sustainable Drainage Systems (SuDS) and the drainage strategy should maximise the use of green infrastructure. Subject to a condition securing details of sustainable urban drainage, the proposed development would be in accordance with Policy 5.13 of the London Plan (March 2016), Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)

## **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 (2016) seeks to reduce noise and minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals.

The nearest residential properties in relation to the application site are located on the south side of West Drayton Road. Notably, these properties would be located over 40 metres from the application site across a B class road. The proposed development is not, therefore, considered likely to compromise the amenities of surrounding properties by virtue of noise. The function of the proposed cafe, retail and training accommodation is also not considered to generate detrimental impacts in terms of vibration, emission of dust, smell or other pollutants. If recommended for approval, a condition will be attached to secure the use of the proposed buildings as ancillary to the main function of the site as an adult education centre and garden centre.

### **AIR QUALITY**

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will seek to safeguard and improve all land, water, air and noise quality. All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors. Policy 7.14 of the London Plan (March 2016) further supports this.

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:

i) be at least "air quality neutral";

ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and

iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The application site is located within an Air Quality Management Area but is not located in an Air Quality Focus Area where pollution levels are predicted to be above the legal limits. As such, the proposal does not introduce people to an area of poor air quality.

The proposed development would provide an additional 24 car parking spaces, including 5 active and 5 passive electrical vehicle charging points, totalling 40 car parking spaces on site. The proposed development is located over 40 metres away from the nearest residential properties situated to the south of West Drayton Road and is set back between 13 and 16 metres from the road. The development incorporates green infrastructure through planting trees, hedging and general planting and the operation on site involves the cultivation and growing of plants. The submitted Air Quality Technical Note states that low energy devices and technologies, including new gas fired boilers and kitchen extraction systems with filters to meet the current standards, are to be provided.

The Council's Air Quality Officer states that the development should be clean by design, including any construction phase, and as such should adhere to the relevant standards as outlined in the Mayor of London Sustainable Design and Construction SPG and Control of Dust and Emissions from Construction and Demolition SPG. If recommended for approval, a Low Emission Strategy and Construction Environmental Management Plan shall be secured by condition.

Subject to conditions, the proposal is not considered to pose a detrimental impact to local air quality considered to accord with Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy DME1 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy 7.14 of the London Plan (March 2016).

#### **7.19 Comments on Public Consultations**

Please see the 'External Consultees' section of the report.

#### **7.20 Planning obligations**

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the National Planning Policy Framework (February 2019) have put three tests on the use of planning obligations into law. Planning obligations should be:

- i. necessary to make the development acceptable in planning terms
- ii. directly related to the development, and
- iii. fairly and reasonable related in scale and kind to the development

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the

Council's Community Infrastructure Levy (CIL).

B) Planning obligations will be sought on a scheme-by-scheme basis:

i) to secure the provision of affordable housing in relation to residential development schemes;

ii) where a development has infrastructure needs that are not addressed through CIL; and

iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees. The comments received indicate that there is no need for any contributions or planning obligations to mitigate the impact of the development.

#### **7.21 Expediency of enforcement action**

None.

#### **7.22 Other Issues**

##### **CONTAMINATION**

Policy 5.21 of the London Plan (March 2016) states that appropriate measures should be taken to ensure that development on previously contaminated land does not activate or spread contamination.

Policy DME1 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.

B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.

D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

The Council's Contamination Officer has confirmed that there are no concerns which would necessitate an objection with respect to land affected by contamination within the existing and proposed new areas of the site. If recommended for approval, a condition will be attached to ensure no contaminants are introduced to the site. Subject to this condition, the proposal is considered to accord with Policy DME1 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy 5.21 of the London Plan (March 2016).

#### **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 erection of two single storey buildings to provide a cafe, sales area, agricultural barn, access, car parking and associated works is considered to be inappropriate development within the Green Belt but is considered acceptable due to very special circumstances. The proposal is also considered acceptable with regard to design, impact on the street scene, amenity, highways, refuse, landscaping, ecology, flooding, energy, noise, air quality, contamination and security matters. Subject to conditions, the application 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)

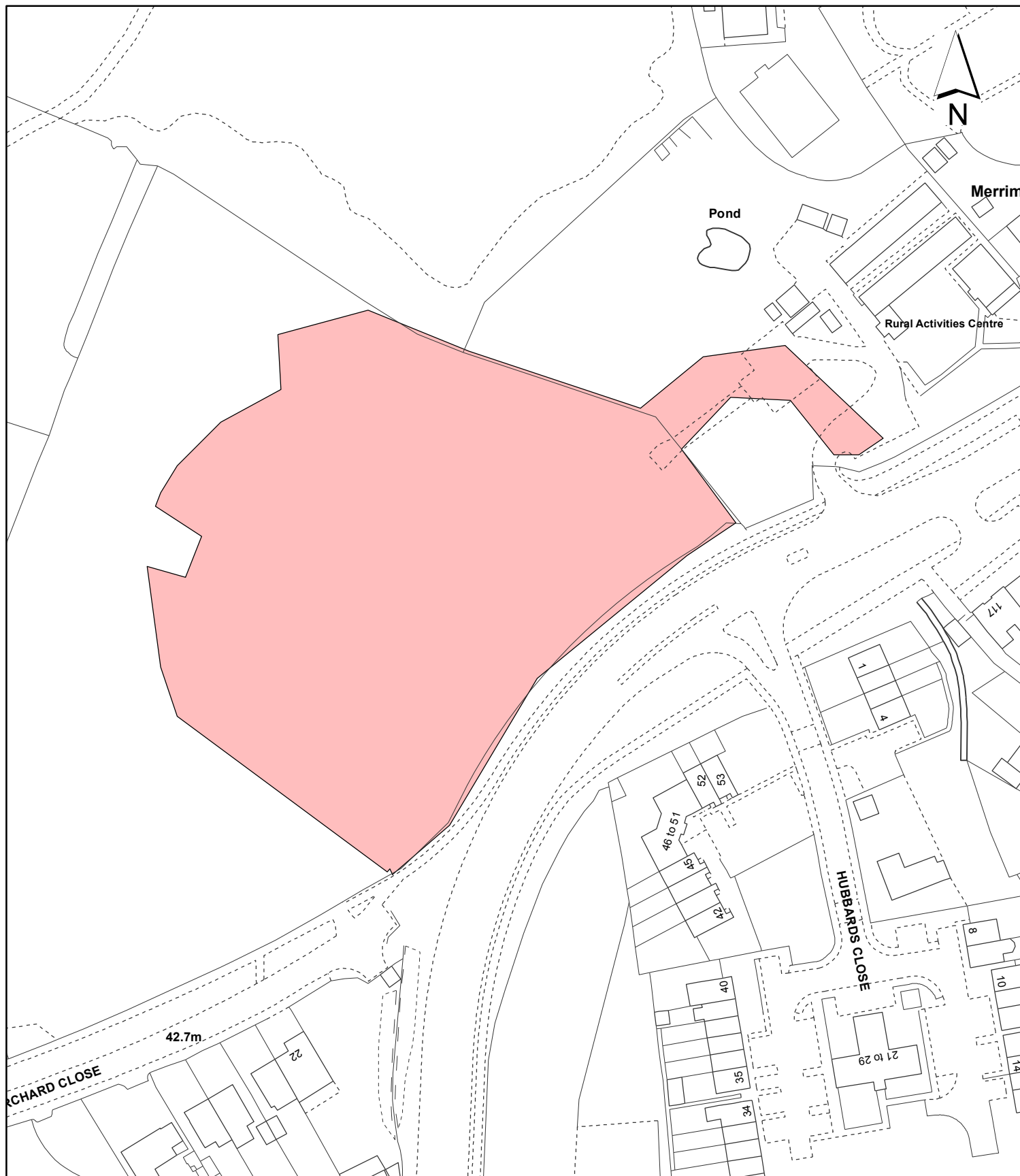
Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)

Accessible Hillingdon Supplementary Planning Document (September 2017)

Planning Obligations Supplementary Planning Document (July 2014)

**Contact Officer:** Michael Briginshaw

**Telephone No:** 01895 250230



# Notes:

 Site boundary

For identification purposes only.

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Site Address:

## Rural Activity Garden Centre

Planning Application Ref:

**68554/APP/2019/3071**

Planning Committee:

**Major** Page 49

Scale:

**1:1,250**

Date:

**January 2020**

## LONDON BOROUGH OF HILLINGDON

**Residents Services  
Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 01895 250111



**HILLINGDON**  
LONDON

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

**Address** GETHCELN HOUSE DAWLEY ROAD HAYES

**Development:** Proposed demolition of existing office and warehouse/workshops and erection of one flexible use class B1(c)/B2/B8 building comprising 3 units with associated access and parking.

**LBH Ref Nos:** 71737/APP/2019/1979

**Drawing Nos:** J0238/2/F1 Air Quality Assessment  
Energy and Sustainability Assessment V2  
70850R2 Contaminated Land Risks (Dated 22nd March 2019)  
3972 SWDS v3.0 Surface Water Drainage Strategy  
Planning Statement (June 2019)  
P301 Rev. H  
P302 Rev. G  
P304 Rev. G  
P402 Rev. D  
17785.BS4142.01 Rev.A BS4142 Assessment  
P501 Rev. D  
P401 Rev. D  
TR8180150/MB/DW/017 Transport Statement (Dated 20 November 2019)  
P101

**Date Plans Received:** 11/06/2019 **Date(s) of Amendment(s):** 11/06/2019

**Date Application Valid:** 14/06/2019

### 1. SUMMARY

This application seeks permission for the proposed demolition of the existing warehouse/workshop and erection of one flexible use class B1c/B2/B8 building comprising three units. It is considered that the proposal is acceptable in principle. Subject to conditions, the proposal is also considered acceptable with regard to design, impact on the street scene, amenity, highways, refuse, landscaping, ecology, flooding, energy, noise, airport safeguarding, contamination and security matters.

This application is recommended for approval, subject to conditions and a Section 106 agreement.

### 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:**

**i) A full and formal Travel Plan with associated £20,000.00 bond to include Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend**

the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

ii) Employment Strategy and Construction Training - either a contribution equal to the formula within the Council Planning Obligations Supplementary Planning Document (SPD) 2014, or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development. Details shall be in accordance with the Council Planning Obligations SPD with the preference being for an in-kind scheme to be delivered.

iii) Highways contribution amounting to £20,000 towards the provision of shared use footways and crossing facilities at the junction of Dawley Road / Kestral Way.

iv) A £13,000 contribution is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and/or reduces human exposure to nitrogen dioxide levels.

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

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

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

D) If the Legal Agreements have not been finalised by 16th April 2020 (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 highway safety and air quality). The proposal therefore conflicts with Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policies DMCI 7, DMT 1, DMT 2, DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policies 6.12 and 7.14 of the London Plan (March 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 301 Rev. H, P302 Rev. G, P304 Rev. G, P401 Rev. D, P402 Rev. D and P501 Rev. D 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 2 - Development Management Policies (January 2020) and the London Plan (March 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 documents:

Energy and Sustainability Assessment V2;  
J0238/2/F1 Air Quality Assessment;  
TR8180150/MB/DW/017 Transport Statement (Dated 20 November 2019);  
70850R2 Contaminated Land Risks (Dated 22nd March 2019);  
17785.BS4142.01 Rev.A BS4142 Assessment.

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 - Development Management Policies (January 2020) and the London Plan (March 2016)

### **4 NONSC 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 Surface Water Drainage Strategy, reference 3972 SWDS v3.0.

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 5.13 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,
- iii. where 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 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. Demonstration that the proposals connect into a proper and functioning Thames Water network, ie ie that the point a proposal connects into is part of a wider network, and the

applicant provides details of the approval and any appropriate upgrades will be undertaken from Thames Waters free pre planning service.

ii. Where infiltration techniques (soakaway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.

iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

c) 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.

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

Policy DME1 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)

Policy 5.12, 5.13 and 5.15 of the London Plan (March 2016),

National Planning Policy Framework (February 2019), and the

Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

### **5 COM31 Secured by Design**

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

#### REASON

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

### **6 COM22 Operating Hours**

The commercial premises shall not be open for customers outside the following hours: -

0700 and 2200 Mondays - Fridays

0800 to 1600 Saturdays and Sundays

Closed on all Bank Holidays.

#### REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

## **7 NONSC Delivery Hours**

The premises/ site shall not be used for loading and unloading in external areas, delivery and the loading or unloading of goods outside the hours of 07:00 and 19:00, Monday to Friday, and outside the hours of 07:00 and 17:00 on Saturdays. The premises/site shall not be used on Sundays or Bank Holidays.

### **REASON**

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

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

Prior to any works above damp proof course level, 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 (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

NB: Landscaping plans shall include pollution absorbing and native planting species.

2. Details of Hard Landscaping
  - 2.a Refuse storage with associated screening
  - 2.b Secure and covered cycle storage (demonstrating capacity for 28 bikes)
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts (including demonstration that 3 parking spaces served by active electrical charging points, 3 parking spaces are served by passive electrical charging points and 2 parking spaces are for Blue Badge users)
  - 2.e Hard Surfacing Materials
  - 2.f External Lighting
  - 2.g Other structures
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

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 DMHB 11, DMHB 14 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policies 5.10 and 5.17 of the London Plan (March 2016)

## **9 NONSC Energy**

Prior to any works above damp proof course level, full details of the low and zero carbon technology required to meet the CO2 reductions identified in the 'Energy and Sustainability Assessment V2' shall be submitted and approved in writing by the Local Planning Authority. The details shall include full specifications, locations of equipment and associated emissions (noise/odour/gas).

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

#### REASON

To ensure the development contributes to a reduction in CO2 in accordance with Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy 5.2 of the London Plan (March 2016)

### **10 NONSC Ecological Enhancement**

Prior to any works above damp proof course level, an ecological enhancement scheme, providing net gains for biodiversity which establish coherent ecological networks resilient to current and future pressures, has been submitted to and approved by the Local Planning Authority.

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

#### REASON

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy 7.19 of the London Plan (March 2016) and Chapter 15 of the National Planning Policy Framework (February 2019).

### **11 NONSC Contamination**

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

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

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

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

with the LPA prior to implementation; and

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

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

#### REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy 5.21 of the London Plan (March 2016) and the National Planning Policy Framework (February 2019).

### **12 NONSC Low Emission Strategy**

Prior to occupation, a low emission strategy (LES) shall be submitted to and approved in writing by the Local Planning Authority. The LES shall specify the following:

- 1) A clear and effective strategy to encourage users of the office units to:-
  - a) use public transport;
  - b) cycle / walk to work where practicable;
  - c) enter car share schemes;
  - d) purchase and drive to work zero emission vehicles.

The measures in the agreed scheme shall be maintained throughout the life of the development.

#### REASON

To ensure the development reduces and manages its air quality impacts in an Air Quality Management Area, in accordance with the National Planning Policy Framework (February 2019), Policy 7.14 of the London Plan (March 2016), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2018) and Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

### **13 NONSC Servicing and Delivery Plan**

Prior to the occupation of development, details of a Servicing and Delivery Plan shall be submitted to and approved in writing by the Local Planning Authority.

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

#### REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

#### **14 NONSC Construction Environmental Management Plan**

Prior to the commencement of development, 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. The Plan must be drawn up in accordance with the GLA Control of Dust and Emissions from Construction and Demolition SPG. 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 DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and to ensure the development reduces and manages its air quality impacts in an Air Quality Management Area, in accordance with the National Planning Policy Framework (February 2019), Policy 7.14 of the London Plan (March 2016), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2018) and Policy DME1 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

#### **15 NONSC Construction Logistics Plan**

Prior to the commencement of works on site, a Construction Logistics Plan (CLP) shall be submitted to and approved in writing by the Local Planning Authority.

This should be in accordance with Transport for London's Construction Logistic Planning Guidance and detail the management of construction traffic, including vehicle types, frequency of visits, expected daily time frames, use of an onsite banksman, on-site loading/unloading arrangements and parking of site operative vehicles.

The construction works shall be carried out in strict accordance with the approved plan.

#### **REASON**

To ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the local highway network and minimizes emissions, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy 7.14 of the London Plan (March 2016).

#### **16 NONSC Delivery Bays/Docks**

The delivery bays/docks shall always be used for deliveries and shall not form part of the building as operational floorspace.



## REASON

To ensure efficient access and manoeuvring into, within and out of the site, so as not to compromise the safe and efficient operation of the local highway network, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

## INFORMATIVES

### 1 I52 **Compulsory Informative (1)**

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

### 2 I53 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) 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.

DME 1	Employment Uses in Designated Sites
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMCI 7	Planning Obligations and Community Infrastructure Levy
LPP 2.17	(2016) Strategic Industrial Locations
LPP 5.10	(2016) Urban Greening
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.17	(2016) Waste capacity
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the

	acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 14	NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 6	NPPF-6 2018 - Building a strong, competitive economy

### **3            I73            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@hillingsdon.gov.uk](mailto:planning@hillingsdon.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](http://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.

### **4            I72            Section 106 Agreement**

You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.

### **5**

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 020 3577 9483 or by emailing [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.

## 6

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/policysafeguarding.htm>)

## 7

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.

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The site comprises an approximately 0.2 hectare site, currently occupied by industrial workshops, a scaffolding yard and Gethceln House, a detached two-storey property, which has received planning permission for change of use from offices to residential use in 2016 (application reference 71737/APP/2016/1199). It is noted that the planning conditions relating to this permission were not discharged and as such, the building is still lawfully an office building.

The site is bounded to the north, south and west by industrial uses, including a Crossrail depot to the south, beyond which is the mainline railway line. To the east it is bounded by Dawley Road, beyond which is a public house, and a row of terraced houses, the end terrace, opposite the site entrance, accommodating a cafe at ground floor level.

The site falls within a Strategic Industrial Location (SIL) as identified in the London Plan (March 2016) and the Hillingdon Local Plan: Part 2 - Site Allocations and Designations and the Local Plan Policies Map.

The site is located to the west of the Botwell Thorn EMI CA and the Locally Listed Buildings located within the western quarter of the designated area. The tall red brick walls to the front and side of the site appear to be part of the walls built by Henry Earl of Uxbridge, to enclose the Dawley House Estate, now lost. They are circa 1755 in date and of historic interest.

#### 3.2 Proposed Scheme

This application seeks permission for the proposed demolition of the existing warehouse/workshop and erection of one flexible use class B1c/B2/B8 building comprising three units, with associated 17 car parking spaces, 28 cycle parking spaces, loading bays and ancillary development.

The new industrial warehousing units would provide a total of 1,597 square metres of flexible B1c/B2/B8 floorspace. The building would measure approximately 23.1 metres in

depth, 35.4 metres in width to the rear and 40.4 metres in width at the front of the building. The total height of the building would be 8 metres at the front of the site, 9.8 metres to the rear and would be set in from all side boundaries by 1.5 metres. Each unit would comprise warehouse space with a mezzanine floor. The units would vary in size and the floor areas are summarised as follows:

Unit 1

Ground floor area: 245 square metres

First floor mezzanine area: 255 square metres

Total: 500 square metres

Unit 2

Ground floor area: 252 square metres

First floor mezzanine area: 275 square metres

Total: 527 square metres

Unit 3

Ground floor area: 275 square metres

First floor mezzanine area: 295 square metres

Total: 570 square metres

Overall Total: 1,597 square metres

### 3.3 Relevant Planning History

71737/APP/2018/4003     Gethceln House Dawley Road Hayes

Proposed demolition of existing office and warehouse/workshops and erection of one flexible use class B1(c)/B2/B8 building comprising 3 units with associated access and parking.

**Decision:** 01-03-2019     Refused

#### Comment on Relevant Planning History

Application reference 71737/APP/2018/4003 sought planning permission for the proposed demolition of existing office and warehouse/workshops and erection of one flexible use class B1(c)/B2/B8 building comprising 3 units with associated access and parking. This was refused due to the bulk and scale of the proposed building, the proposal of car stackers which were considered detrimental to the character and visual amenities of the area, the potential for the proposed use and car parking layout to obstruct traffic, insufficient information being submitted regarding flood and water management and the proposal not being air quality neutral.

## 4. Planning Policies and Standards

1.1     Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

1.2     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 - Development Management Policies (2020)

The Local Plan: Part 2 - Site Allocations and Designations (2020)

West London Waste Plan (2015)

## The London Plan - Consolidated With Alterations (2016)

1.3 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 Planning Policies

1.4 Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states 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).

### Draft London Plan (Intend to Publish Version, December 2019)

1.5 The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October.

1.6 The Mayor has considered the Inspectors' recommendations and, on the 19th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for any of the Inspectors' recommendations that the Mayor does not wish to accept.

1.7 Limited weight should be attached to draft London Plan policies that have not been accepted by the Mayor or that have only been accepted in part/with significant amendments. Greater weight may be attached to policies that were subject to the Inspector's recommendations and have since been accepted by the Mayor through the 'Intend to Publish' version of the Plan. The weight will then increase as unresolved issues are overcome through the completion of the outstanding statutory process. Greater weight may also be attached to policies, which have been found acceptable by the Panel (either expressly or by no comment being made).

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

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

Part 1 Policies:

PT1.EM1 (2012) Climate Change Adaptation and Mitigation

PT1.BE1 (2012) Built Environment

- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

- DME 1 Employment Uses in Designated Sites
- DMEI 2 Reducing Carbon Emissions
- DMEI 7 Biodiversity Protection and Enhancement
- DMEI 9 Management of Flood Risk
- DMEI 10 Water Management, Efficiency and Quality
- DMEI 12 Development of Land Affected by Contamination
- DMEI 14 Air Quality
- DMHB 11 Design of New Development
- DMHB 14 Trees and Landscaping
- DMT 1 Managing Transport Impacts
- DMT 2 Highways Impacts
- DMT 5 Pedestrians and Cyclists
- DMT 6 Vehicle Parking
- DMCI 7 Planning Obligations and Community Infrastructure Levy
- LPP 2.17 (2016) Strategic Industrial Locations
- LPP 5.10 (2016) Urban Greening
- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.14 (2016) Water quality and wastewater infrastructure
- LPP 5.17 (2016) Waste capacity
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 5.21 (2016) Contaminated land
- LPP 6.13 (2016) Parking
- LPP 6.3 (2016) Assessing effects of development on transport capacity
- LPP 6.9 (2016) Cycling
- LPP 7.1 (2016) Lifetime Neighbourhoods
- LPP 7.14 (2016) Improving air quality
- LPP 7.15 (2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 7.19 (2016) Biodiversity and access to nature
- LPP 7.2 (2016) An inclusive environment

LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 14	NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 6	NPPF-6 2018 - Building a strong, competitive economy

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **7th August 2019**

**5.2** Site Notice Expiry Date:- **28th August 2019**

## **6. Consultations**

### **External Consultees**

Letters were sent to neighbouring properties and an advert was posted in the local paper. All consultations expired on the 28/08/2019.

One comment was received from a Local Councillor. This stated:

- No objection in principle, subject to the proposal stopping the obstruction of the main road from vehicles entering and exiting the site;
- The committee should take into consideration the residential properties opposite this site;
- The proposal will cause notable noise disruption
- If agreed, some noise restriction and vehicle movement restriction should be put on the premises

### **CASE OFFICER COMMENT:**

Issues relating to highways matters and noise are considered by planning specialists and are covered in the main body of the report.

### **THAMES WATER:**

#### **Waste Comments**

We would expect the developer to demonstrate what measures will be undertaken 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 020 3577 9483 or by emailing [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.

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 SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

#### Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333

#### CROSSRAIL LTD:

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

#### HEATHROW LTD:

We have now assessed the application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

However, we would like to make the following observation:

#### 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/policysafeguarding.htm>)

#### TRANSPORT FOR LONDON:

The proposal is in line with the Draft London Plan's standards for car parking and cycling parking, therefore considering the scale, nature and size of the application TfL have no objection.

#### NATIONAL AIR TRAFFIC SERVICES:

No comment.

#### Internal Consultees

TREES AND LANDSCAPING OFFICER:



This site is occupied by Gethceln House, a detached two-storey property, a number of industrial workshops and a scaffolding yard on the west side of Dawley Road. The site lies to the north of the Great West Railway / Crossrail line and is on the edge of the Rigby Lane / Swallowfield Way IBA. There is no vegetation on the site and there are no TPO's or Conservation Area designations affecting it.

COMMENT: The proposal has been the subject of previous submission, planning application ref. 2018/4003. No trees or other landscape features will be affected by the proposal. The layout plan, ref. 1627\_P301 shows a hedge with occasional tree planting along the front / Dawley Road boundary. There is an annotation to confirm that this strip will be 900mm wide - which should be sufficient to support the proposed vegetation - subject to detail. This layout introduces green infrastructure where there is currently none and is an improvement on the existing situation.

RECOMMENDATION: No objection subject to conditions COM9 (parts 1,2,4 and 5).

POLICY OFFICER:

Thank you for the consultation. The scheme remains acceptable in principle as stated in 71737/APP/2018/4003.

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.

FLOOD AND WATER MANAGEMENT OFFICER:

No objection following the submission of the v2.0 drainage strategy. There are details of the drainage strategy that should be secured by way of a surface water drainage condition.

CASE OFFICER COMMENT:

It is noted that the reference for the drainage strategy is: '3972 SWDS v3.0 Surface Water Drainage Strategy'.

URBAN DESIGN OFFICER:

This application seeks permission for the proposed demolition of existing office and warehouse/workshops and erection of one flexible use class B1(c)/B2/B8 building comprising 3 units with associated access and parking.

The application site is not designated as or located near an Archaeological Priority Area, Listed Building or Area of Special Local Character. It is located within close proximity to the Botwell: Thorn EMI Conservation Area and the Locally Listed 'Her Master's Voice' building, which is located to the east of the site.

The proposed building would be similar in height to the adjoining industrial building to the west of the site, measuring approximately 11.1 metres. On the north side of the site are low rise containers and

on the south side are two storey height container buildings. The proposed building height would be comparable to neighbouring sites within the industrial estate and is a reduction from the 14m proposed on the previously refused application (71737/APP/2018/4003).

The front elevational drawing shows that the building will be set in approximately 2.5m from the north west boundary and 4.2m from the south eastern boundary. This does not reflect the distances shown on the ground floor plan which shows the building set in by 2m from each of the said boundaries. The 2m distance appears to be the correct figure with the elevational drawing being misleading due to the tapered nature of the site.

Notwithstanding the above the building has been set in a further 1 m from the boundary which is an improvement on the 1 m of the previously refused scheme. This taken with the reduction in the height and bulk of the building would make the industrial unit sit more quietly within the industrial estate as well as having a less overbearing impact on the modest Victorian terraced house opposite on Dawley Road. It is also considered that the development would have a minimal impact on the setting of the adjacent Botwell: Thorn EMI Conservation Area and the locally listed buildings.

It would be important for adequate soft landscaping to be introduced on the front boundaries to help soften the development and improve the appearance of the site. No objection

#### CASE OFFICER COMMENT:

Amended plans were submitted reducing the scale and bulk of the proposed building further. The proposed building measures approximately 23.1 metres in depth, 35.4 metres in width to the rear and 40.4 metres in width at the front of the building. The total height of the building would be 8 metres at the front of the site, 9.8 metres to the rear and would be set in from all side boundaries by 1.5 metres.

#### AIR QUALITY OFFICER:

The development is in the Hayes Air Quality Focus Area, in such areas air quality improvements are required. The air quality assessment has included an air quality neutral assessment which confirms that in terms of transport emissions the development is not air quality neutral. In such cases where the developments' emissions exceed the benchmarks, on-site mitigation is required. Where quantification of the on-site mitigation indicates emissions continue to exceed the benchmarks, the excess emissions need to be off-set off-site through agreement with the local planning authority.

The developer should provide a quantified low emissions strategy which includes options for providing NOx abatement measures on-site, or in the near vicinity, to offset the excess emissions. For example: provision of air quality-specific green infrastructure; operational traffic to have an agreed commitment to use low or zero emissions fleet in a given timescale; provision of exposure reduction measures in the vicinity of the site to offset the impact of operational traffic; enforcement of no idling on site; and exposure reduction measures in areas where the development traffic impacts on local receptors. Measures could be provided in whole, or part, directly by the developer and/or by making a contribution to highways improvements which contribute to air quality improvements. These measures are to be secured by s106.

#### AIR QUALITY OFFICER FOLLOW-UP:

#### Summary of Comments

The proposal is for one flexible use class B1(c)/B2/B8 building comprising 3 units with associated access and parking. It is noted that whereas the Transport Assessment supporting the application indicates that there is only a net change of 6 vehicle movements in relation to the current use of the

site, the proposed use includes B8 (storage or distribution) which usually presents a higher number of vehicle movements and percentage of heavy duty vehicles with higher NOx emissions to the atmosphere. In addition, the review of the air quality assessment has indicated that:

- 1) the proposal is not air quality neutral for transport emissions.
- 2) the proposed development is within a Focus Area. Proposals are required to improve air quality within Focus Areas.

The proposed development is located in a Focus Area, originating traffic emissions which will add to the current exceedances. As per the new London Plan, developments need to be neutral as minimum and positive in Focus Areas, contributing to the reduction of emissions in these sensitive areas. A map is attached indicating the poor air quality conditions of the area affected by the proposal.

Therefore, a section 106 agreement with the LAP of £13,000 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduces human exposure to nitrogen dioxide levels.

Reason for Refusal (if objecting)

N/A

Observations

In addition, the following conditions will apply. See text below.

Condition Air Quality - Low Emission Strategy

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall specify the following:

- 1) A clear and effective strategy to encourage users of the office units to
  - a) use public transport;
  - b) cycle / walk to work where practicable;
  - c) enter car share schemes;
  - d) purchase and drive to work zero emission vehicles.

The measures in the agreed scheme shall be maintained throughout the life of the development.

Reason:

As the application site is within an Air Quality Management Area and to comply with paragraph 124 of the NPPF, policy 7.14 of the London Plan, and policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2).

Condition Air Quality - Construction and demolition phase

In order to control the dust and emissions from the demolition and construction phases, the Construction Management Plan must be developed in accordance with the Air Quality Management (IAQM) 'Guidance on the assessment of dust from demolition and construction' and the GLA, Control of Dust and Emissions from

Construction and Demolition Supplementary Planning Guidance. All Non-Road Mobile Machinery (NRMM) used during construction must meet Stage IIIA criteria of EU Directive 97/68/EC and must be registered online on the NRMM website at <http://nrmm.london/>. Confirmation of the registration must be submitted to the

LPA.

Reason:

To ensure the development reduces and manages its air quality impacts in an air quality management area in accordance with Policy EM8 of the Local Plan

ENVIRONMENTAL PROTECTION UNIT OFFICER:

No comment.

CASE OFFICER COMMENT:

It is noted that the Environmental Protection Unit Officer provided the following comment on the previously refused application (reference 71737/APP/2018/4003):

The Site is operational between 07:00 to 19:00 and the representative background noise levels are 64 dB(A), within that time frame. Noise levels generated by operational activities on site are nearly 10 times higher than background, at the nearest sensitive receptor is 25 metres away, therefore to protect local residents amenity the following time restriction is to be considered.

Loading/unloading/deliveries

The premises/ site shall not be used for loading and unloading in external areas, delivery and the loading or unloading of goods outside the hours of 07:00 and 19:00, Monday to Friday, and outside the hours of 07:00 and 17:00 on Saturdays. The premises/site shall not be used on Sundays or Bank Holidays.

REASON: To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Unitary Development Plan.

CONTAMINATION OFFICER:

1 Summary of Comments:

The site has been the subject of a phase 1 desk-top study, including a site walk-over inspection and preliminary risk assessment. (GeoSmart Information Ltd / EnviroSmart Plus Report Reference: 70850R1 dated 22nd August 2018).

The initial conceptual site model identifies possible pollutant linkages and indicates that potentially unacceptable risks are likely to be present.

The report provides risk classifications in terms of human health, controlled waters and property. An overall risk rating of Moderate/Low is currently assessed for the site and further assessment is recommended.

Therefore, it is advisable to place the following conditions concerning land affected by contamination

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

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

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

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

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

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

#### REASON

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

2 Reason for Refusal (if objecting):

N/A

3 Observations:

The report indicates

Moderate risks to the underlying Principal Aquifer (Lynch Hill Gravel) have been identified.

A proportionate programme of site investigation and monitoring works be undertaken in order to establish the presence or absence of contamination and to enable a quantitative assessment of the associated environmental risks.

Infiltration drainage should not be proposed until such investigations have taken place and can demonstrate that subsurface contamination would not be mobilised by soakaways.

Risk to the potable water supply have also been identified.

HIGHWAYS OFFICER:

You will be aware that this scheme follows that contained under ref, 71737/APP/2018/4003 which Highways Development Control raised an objection to. The application was subsequently refused by the LPA on a notice dated 1st March 2019.

The development site is located along the A437 (Dawley Road) which makes up part of the Councils Classified Road Network. The A437 connects to the A4020 northbound and provides links to the A312. Within the vicinity of the site, Dawley Road is subject to a 30mph speed limit and benefits from pedestrian footway, street lighting and public transport links in the form of a bus stop. Parking restrictions in the form of single yellow lines are located along both edges of the carriageway.

Upon reviewing the PTAL rating for the proposed development using the Transport for London WebCAT service, it is indicated that the site has 'poor' access to public transport with a PTAL rating of 1b. It is therefore expected that a strong reliance on the private car will be had by occupants.

This current scheme seeks to demolish the existing building and construct a building measuring 1,740sqm which will provide flexible use for B1(c)/B2/B8 facility. This represents a reduction to that previously commented upon.

### Trip Rates

In order to establish the number of traffic movements associated with the existing site, Classified Turning Counts (CTC) have been undertaken. The results had shown that during the AM peak (8:00 to 9:00) the site had generated a total of 12 two-way movements with the PM peak (17:00 to 18:00) generating 9 movements.

Trip rates associated with the proposed development have been estimated by interrogating the Trip Rate Information Computer System (TRICS) database. It should be noted that whilst this proposal seeks a flexible B1/B2/B8 use, the Transport Statement highlights that the highest level of traffic generation would be associated with the B1 element. The traffic impact assessment has therefore been based on the B1 Use Class as it is considered worst case scenario.

The results had shown that the proposed development comprising 1,740sqm would generate in the region of 10 two way movements in the AM peak and 8 two way movements in the PM peak. The proposals would therefore result in a reduction compared to that currently associated with the site.

### Access and Parking Provision

The site at present makes use of a single lowered crossover which upon immediate access leads to two gated access points. The gated access to the left on entry serves a scaffolder's yard with the gated access to the right serving industrial units and Gethceln House.

The proposals seek to stop up the existing access and propose a one-way access arrangement from the A437. This entails two 7.1 metre wide gated access points to the south and north of the site frontage.

Commensurate with the speed limit in place and in accordance with highway guidance contained within the current 'Manual for Streets' document (1 & 2), visibility splays of 2.4 metres back from the 'exit' access centerline by 43 metres along both directions of the A437 (Dawley Road) to the nearside kerb line should be provided.

Whilst the required visibility splays are currently unachievable due to the narrow width of the footway measuring approximately 1.6 metres wide, it is understood that as part of the scheme public realm improvements are sought for the widening of the footway along the western edge of the carriageway to 2.0 metres. This will ensure that the requisite splays are achieved.

With regard to parking provision, 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. I have stated the following below.

Car Parking standards:

- Use Classes B1(c), B2 and B8 require 2 spaces, plus 1 space per 100 metres squared for all floorspace in excess of 235 squared metres. A total of 19 car parking spaces are required.

Local Plan Cycle Parking standards:

- Use Classes B1(c) and B2 require 1 space per 75 sqm and Use Class B8 requires 1 space per 250 square metres. A total of 23 spaces are required.

The submitted Transport Statement mentions that 17 parking spaces are to be provided on site, however this provision would fall short by 2 spaces as required under the current parking standards.

Electrical Vehicle Charging Points

It is required that 20% of all parking be provided for electrical vehicles with a further 20% as passive provision. The submitted information states that four parking spaces will be designated as 'active' provision with an additional four spaces assigned as 'passive' provision which complies with current requirements.

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 two spaces be allocated to disabled users. The submissions state that two spaces will be provided as part of the proposals.

Cycle Parking

With regard to cycle parking, it is proposed that 24 cycle parking spaces be provided within the confines of the site. This complies with the London Plan minimum standards and is therefore deemed acceptable.

Servicing and Delivery Provision

Although swept path analysis drawings have been submitted demonstrating a 10m rigid vehicle being able to access and exit the site out onto the A437 carriageway in forward gear, I am concerned whether said vehicles are able to effectively carry out the manoeuvres as demonstrated as part of the submissions due to the confines of the site. A service margin measuring 250mm would be required in order to ensure that the associated vehicle can successfully manoeuvre into, within and out of the site.

In addition, as highlighted in my previous response, concerns are also raised with regard to the lack of provision made for larger vehicles frequenting the site. Specifically that typically associated with B2/B8 Use.

Whilst it is noted, that larger service/delivery vehicles may not be required as part of the associated business model, it is observed however that planning consent is granted for the Use Class and not for a specific business/operational model. The current developers could potentially change in future to a third party which may require larger delivery/service vehicles typically linked to B2/B8 use.

Furthermore, no information has been provided within the submitted TS justifying this. Overall, this scheme is expected to lead to the obstruction of the free flow of traffic along the A437 (Dawley Road)

## Conclusion

Mindful of the above, it is recommended that this application is refused on highway safety grounds.

## CASE OFFICER COMMENT:

Amended plans and documentation were submitted by the applicant in response to the Highways Officer comments. The revised arrangement reduces the floorspace proposed to 1,597 square metres and creates a manoeuvring space measuring 10.59 metres deep, as well as an access space measuring 12 metres deep and 9.65 metre wide. This ensures that any larger vehicles which may access the site can do so without overhanging onto the highway and blocking the free flow of traffic as well as manoeuvring within the site itself effectively.

## HIGHWAYS OFFICER FOLLOW-UP:

Earlier comments raised specific concerns regarding the ability of larger goods vehicles to enter and manoeuvre within the site without presenting a risk to road safety. These issues have been raised with the developer who have agreed to set back the frontage of the building and further set back again the depth of the loading bays. These changes are shown in drawing number P301 Rev H. There are now no highway objections to this application. To encourage and enable workers and visitor make trips to the site by bicycle, a developers contribution of £20,000 is sought towards the provision of shared use footways and crossing facilities at the junction of Dawley Road / Kestral Way.

## 7. MAIN PLANNING ISSUES

### 7.01 The principle of the development

Policy DME 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that: A) The Council will support employment proposals in Strategic Industrial Locations (SILs) - Preferred Industrial Locations (PIL) or Industrial Business Parks (IBP) - in accordance with relevant policies in the London Plan.

The site forms part of a SIL, where industrial and storage uses are expected to locate. It is noted that there is a building to the front of the site which would appear residential in character. This building was granted planning permission (reference 71737/APP/2016/1199) to change from offices (use class B1a) to residential (use class C3). However, it is acknowledged that the planning conditions relating to this permission were not discharged and as such, the building is still lawfully an office building. As such, the proposals do not result in the net loss of any housing in the area.

Given the above, the proposed demolition of the existing buildings on the application site and erection of one flexible use class B1c/B2/B8, is acceptable subject to other policy considerations. The proposal is considered to accords with Policy DME 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

### 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

Please see the 'Impact on the character & appearance of the area' section of the report.

### 7.04 Airport safeguarding



Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: A) The Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.

Heathrow Airport Limited have been consulted and stated no safeguarding objection to the proposal. It is noted that the British Standard Code of Practice for the safe use of Cranes should be taken account of by the applicant and that crane operators should consult the aerodrome before erecting a crane in close proximity to an aerodrome.

The National Air Traffic Services were also consulted but provided no comment. However, as part of the previous application for this site (application reference 71737/APP/2018/4003), the National Air Traffic Services provided no safeguarding objection.

Given the above, the proposal is considered to accord with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

#### **7.05 Impact on the green belt**

Not applicable to the consideration of this application.

#### **7.07 Impact on the character & appearance of the area**

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

i) harmonising with the local context by taking into account the surrounding:

- scale of development, considering the height, mass and bulk of adjacent structures;
- building plot sizes and widths, plot coverage and established street patterns;
- building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
- architectural composition and quality of detailing;
- local topography, views both from and to the site; and
- impact on neighbouring open spaces and their environment.

ii) ensuring the use of high quality building materials and finishes;

iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;

iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and

v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.

D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

The existing site consists of a number of low rise buildings and a courtyard. The site is located on Dawley Road which is considered to be pre-dominantly urban and industrial in character, although it is noted that low-rise residential properties are located across from the site. Temporary Crossrail containers are located on the south side of the application site, a container storage yard is located to the north and a large industrial building is located to west.

The proposed development would demolish such buildings and replace them with a building measuring approximately 23.1 metres in depth, 35.4 metres in width to the rear and 40.4 metres in width at the front of the building. The total height of the building would be 8 metres at the front of the site, 9.8 metres to the rear and would be set in from all side boundaries by 1.5 metres.

As stated by the Council's Urban Design Officer, the proposed building would be comparable to neighbouring sites within the industrial estate. The proposed building sits quietly within the industrial estate and does not have an overbearing impact on the Victorian terraced houses located on the opposite side of Dawley Road. Further, the development would have a minimal impact on the setting of the adjacent Botwell: Thorn EMI Conservation Area and the locally listed buildings. As such no objection was raised by the Council's Urban Design Officer.

If recommended for approval, a landscaping scheme will be conditioned in order to secure details of the proposed planting and refuse storage arrangements and screening.

Given the above, the proposed development is considered to accord with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

#### **7.08 Impact on neighbours**

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The proposed development would involve the demolition of the existing dwelling and as such would not implicate the residential amenity of any occupiers within the site. The proposed industrial building would be set over 21 metres away from all residential properties located along Dawley Road. Given this, the proposed building would not reduce the amount of light received or infringe upon the privacy of any neighbours. As such, the proposal accords with part B) of Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

#### **7.09 Living conditions for future occupiers**

Not applicable to the consideration of this application.

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

The development site is located along the A437 (Dawley Road) which makes up part of the Councils Classified Road Network. The A437 connects to the A4020 northbound and provides links to the A312. Within the vicinity of the site, Dawley Road is subject to a 30mph speed limit and benefits from pedestrian footway, street lighting and public transport links in the form of a bus stop. Parking restrictions in the form of single yellow lines are located along both edges of the carriageway. The site has 'poor' access to public transport with a PTAL rating of 1b. It is therefore expected that a strong reliance on the private car will be had by occupants.

Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) 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 DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that new development is only permitted where it is in accordance with the Council's adopted car parking standards.

## TRIP RATES

The submitted information shows that the proposed development comprising 1,597 square metres would generate in the region of 10 two way movements in the AM peak and 8 two way movements in the PM peak. The proposals would therefore result in a reduction compared to that currently associated with the site.

## ACCESS

The proposals seek to stop up the existing access and propose a one-way access arrangement from the A437. This entails two 7.1 metre wide gated access points to the south and north of the site frontage.

As required by the 'Manual for Streets' document (1 & 2), visibility splays of 2.4 metres back from the 'exit' access centerline by 43 metres along both directions of the A437 (Dawley Road) to the nearside kerb line should be provided. Whilst the required visibility splays are not currently achievable due to the narrow width of the footway measuring approximately 1.6 metres wide, it is understood that as part of the scheme public realm improvements are sought for the widening of the footway along the western edge of the carriageway to 2.0 metres. This will ensure that the requisite splays are achieved.

## CAR PARKING

For Use Classes B1(c), B2 and B8, car parking standards require 2 spaces, plus 1 space per 100 square metres for all floorspace in excess of 235 square metres, equating to 16 car parking spaces.

A total of 17 car parking spaces are proposed and therefore meets the required standards.

## ELECTRICAL VEHICLE CHARGING POINTS

It is required that 20% of all parking be provided for electrical vehicles, with a further 20% as passive provision. The submitted information states that four parking spaces will be designated as 'active' provision with an additional four spaces assigned as 'passive' provision which complies with current requirements. It is noted that the submitted plans appear to indicate provision for 6 electric vehicle charging points. If recommended for approval, this will be secured by condition.

## DISABLED PARKING

To accord with Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), 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 two spaces be allocated to disabled users. Two accessible spaces are proposed and therefore complies with this requirement.

## CYCLE PARKING

For Use Classes B1(c) and B2, local cycle parking standards require 1 space per 75 square metres, equating to 21 cycle spaces. For Use Class B8, local cycle parking standards require 1 space per 250 square metres, equating to 6 cycle spaces.

A total of 28 cycle spaces are proposed and accords with local cycle parking standards.

## SERVICING AND DELIVERY PROVISION

Based on the original submission, the Council's Highways Officer had concerns over the effective manoeuvring of vehicle within the confines of the site. There was also a lack of provision made for larger vehicles frequenting the site which would be associated with Use Class B2 and B8 units.

Amended plans and documentation were submitted by the applicant, reducing the floorspace proposed to 1,597 square metres, creating a manoeuvring space measuring 9.59 metres deep and creating an access measuring 12 metres deep and 9.65 metre wide. This ensures that any larger vehicles which may access the site does not overhang onto the highway and block the free flow of traffic as well as manoeuvring within and out of the site effectively.

Given the above considerations, the proposed development is considered to accord with Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

### **7.11 Urban design, access and security**

Urban design is considered in the 'Impact on the character & appearance of the area' section of the report.

## SECURITY

Policy 7.3 of the London Plan (March 2016) states that development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.

Policy DMHB 15 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures: i) providing entrances in visible, safe and accessible locations; ii) maximising natural surveillance; iii) ensuring adequate defensible space is provided; iv) providing clear delineations between public and private spaces; and v) providing appropriate lighting and CCTV.

If recommended for approval, a secured by design condition shall be attached in order to ensure accreditation is achieved. Subject to condition, the proposal would accord with Policy 7.3 of the London Plan (March 2016) and Policy DMHB 15 of the Hillingdon Local

Plan: Part 2 - Development Management Policies (January 2020).

#### **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.

The proposed development would provide lift access to all floors within each of the proposed units, meaning that the development would be fundamentally accessible. Two accessible spaces are also proposed, thereby meeting the 10% requirement. As such, the proposal is considered to accord 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**

##### **TREES AND LANDSCAPING**

Policy 5.10 of the London Plan (March 2016) states that development proposals should integrate green infrastructure to contribute to urban greening, including the public realm.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) also requires that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should also enhance amenity, biodiversity and green infrastructure.

Policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit. B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

The proposed development would not impact on any existing trees or other landscape features. The proposed layout would introduce a hedge with occasional tree planting along the front adjoining Dawley Road. As stated by the Council's Trees and Landscaping Officer, the proposed hedging would be sufficiently wide to support the proposed vegetation and the proposal would be an improvement on the existing site. Subject to conditions, the proposal is considered to accord with Policy 5.10 of the London Plan (March 2016) and Policy DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

##### **ECOLOGY**

Paragraph 170 of the NPPF (February 2019) states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Policy 7.19 of the London Plan (March 2016) states that development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that the design and layout of new development should retain and

enhance any existing features of biodiversity within the site.

If recommended for approval, an ecological enhancement condition will be added to protect and enhance the biodiversity value of the site. Subject to this condition, the proposal is considered to accord with the NPPF (February 2019), Policy 7.19 of the London Plan (March 2016) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

#### **7.15 Sustainable waste management**

Policy 5.17 of the London Plan (March 2016) sets out the Mayor's spatial policy for waste management, including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling.

The proposed development makes provisions for waste and recycling and is not considered contrary to Policy 5.17 of the London Plan (March 2016).

#### **7.16 Renewable energy / Sustainability**

Policy 5.2 of the London Plan (March 2016) requires that development proposals make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy: Be lean: use less energy; Be clean: supply energy efficiently; and Be green: use renewable energy.

Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will ensure that climate change mitigation is addressed at every stage of the development process. This includes the reduction of carbon emissions through low carbon strategies and encouraging the installation of renewable energy to meet the targets set by the London Plan (March 2016).

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that: A) All developments make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets; B) All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved; C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, if the Council is minded to approve the application despite not meeting the carbon reduction targets, then it will seek an off-site contribution to make up for the shortfall. The contribution will be sought at a flat rate at of £/tonne over the lifetime of the development, in accordance with the current 'allowable solutions cost'.

No comment has been received from the Council's Sustainability Officer. However, a statement of no objection subject to further detail was received from the Sustainability Officer on the previously refused application reference 71737/APP/2018/4003. The current proposal is very similar to the previously refused application and is reduced in terms of floor space, height and bulk. As such the Sustainability Officer's comments are taken forward for this application. Subject to condition of details of the low and zero carbon technology required to meet the CO2 reductions, the proposal is considered to accord with Policy 5.2 of the London Plan (March 2016), Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

#### **7.17 Flooding or Drainage Issues**

Policy 5.12 of the London Plan (March 2016) requires that development proposals must comply with the flood risk assessment and management requirements set out in the NPPF and the associated technical Guidance on flood risk over the lifetime of the development.

Policy 5.13 of the London Plan (March 2016) states that development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated.

Policies DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

As stated by the Flood and Water Management Officer, there is no objection to the proposed development subject to a condition requiring surface water drainage details. Subject to this condition, the proposal is considered to accord with Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policies 5.12 and 5.13 of the London Plan (March 2016).

## **7.18 Noise or Air Quality Issues**

### **NOISE**

The proposed use would be operational between 07:00 to 19:00 and the representative background noise levels are 64 dB(A). As stated by the Environmental Protection Unit Officer, noise levels generated by operational activities on site are nearly 10 times higher than background and the nearest sensitive receptor is 25 metres away. As such, a condition to restrict the hours of operation, including loading, unloading and deliveries, would be required if the application is recommended for approval. Subject to condition, the development would not detrimentally compromise the amenity of neighbouring residents by virtue of noise.

### **AIR QUALITY**

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will seek to safeguard and improve all land, water, air and noise quality. All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors. Policy 7.14 of the London Plan (March 2016) further supports this.

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:

i) be at least "air quality neutral";

ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and

iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The site forms part of an IBA, SIL and an Air Quality Management Area. As stated by the Air Quality Officer, the proposed development is not air quality neutral for transport. If

recommended for approval, measures are to be secured by Section 106 in order to deliver an air quality neutral scheme and accord with Policy 7.14 of the London Plan (March 2016), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy DME1 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

#### **7.19 Comments on Public Consultations**

Please see the 'External Consultees' section of the report.

#### **7.20 Planning obligations**

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the National Planning Policy Framework (February 2019) have put three tests on the use of planning obligations into law. Planning obligations should be:

- i. necessary to make the development acceptable in planning terms
- ii. directly related to the development, and
- iii. fairly and reasonably related in scale and kind to the development

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).

B) Planning obligations will be sought on a scheme-by-scheme basis:

- i) to secure the provision of affordable housing in relation to residential development schemes;
- ii) where a development has infrastructure needs that are not addressed through CIL; and
- iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

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

Non-monetary contributions:

i) A full and formal Travel Plan with associated £20,000.00 bond to include a Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

ii) Employment Strategy and Construction Training - either a contribution equal to the formula within the Council Planning Obligations Supplementary Planning Document (SPD) 2014, or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development. Details shall be in accordance with the Council Planning Obligations SPD with the preference being for an in-kind scheme to be delivered.

Monetary contributions:

iii) Highways contribution amounting to £20,000 towards the provision of shared use



footways and crossing facilities at the junction of Dawley Road / Kestral Way.

iv) A £13,000 contribution is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduces human exposure to nitrogen dioxide levels.

v) Project Management & Monitoring Contribution equal to 5% of the total cash contributions. Details shall be in accordance with the Council Planning Obligations Supplementary Planning Document 2014.

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides more than 100 sqm of floorspace. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

#### **7.21 Expediency of enforcement action**

Not applicable.

#### **7.22 Other Issues**

##### **CONTAMINATION**

Policy 5.21 of the London Plan (March 2016) states that appropriate measures should be taken to ensure that development on previously contaminated land does not activate or spread contamination.

Policy DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.

B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.

D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

The Council's Contamination Officer considers that the proposal is acceptable subject to a planning condition requiring details of a remediation strategy. Subject to such a condition, the proposal is considered to accord with Policy DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and 5.21 of the London Plan (March 2016).

#### **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 demolition of the existing warehouse/workshop and erection of one flexible use class B1c/B2/B8 building comprising three units is considered to be acceptable in principle. Subject to conditions, the proposal is also considered acceptable with regard to design, impact on the street scene, amenity, highways, refuse, landscaping, ecology, flooding, energy, noise, airport safeguarding, contamination and security matters. As such, this application 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)

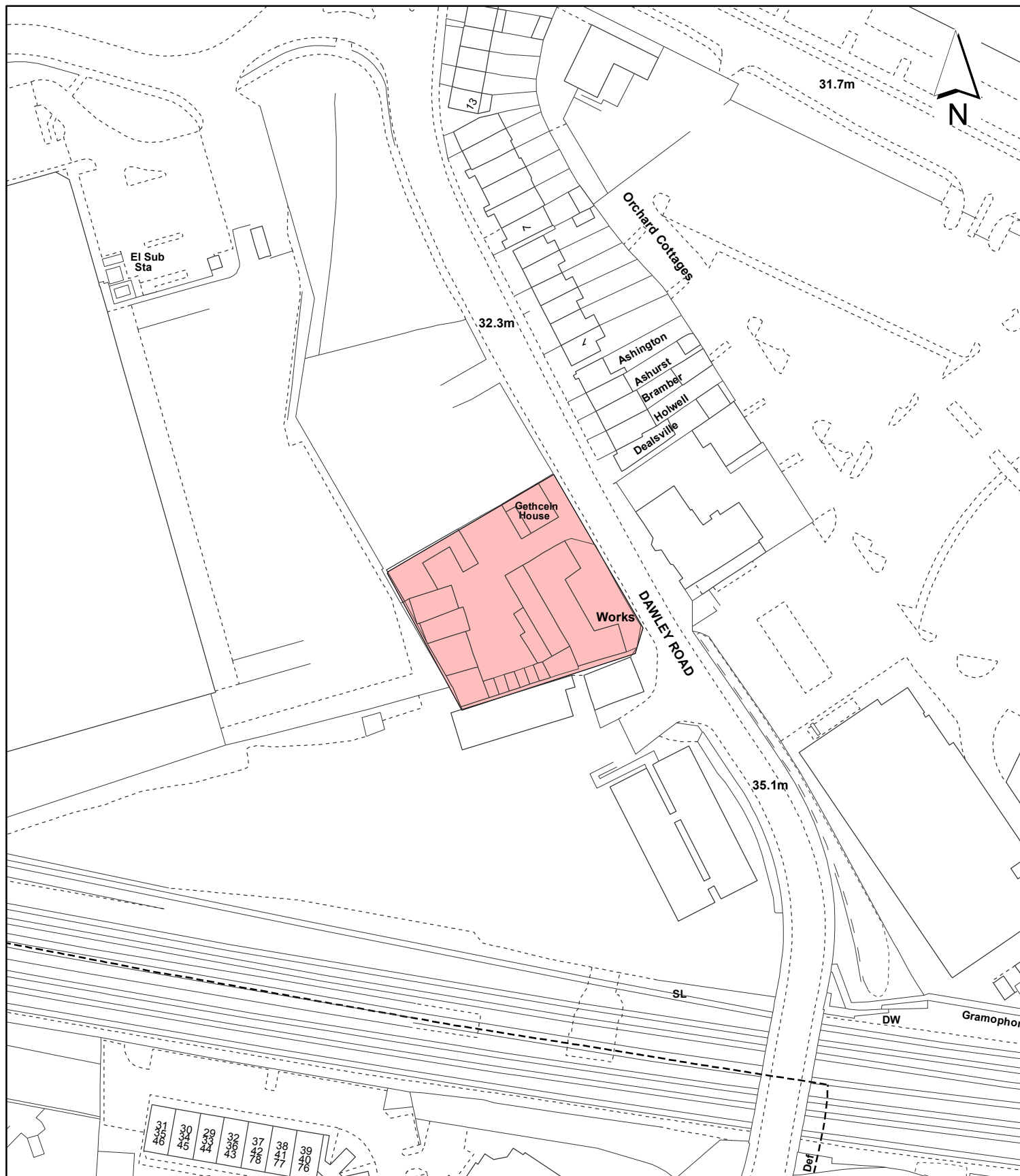
Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)

Accessible Hillingdon Supplementary Planning Document (September 2017)

Planning Obligations Supplementary Planning Document (July 2014)

**Contact Officer:** Michael Briginshaw

**Telephone No:** 01895 250230



# Notes:

Site boundary

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Site Address:

**Gethcein House**

Planning Application Ref:

**71737/APP/2019/1979**

Planning Committee:

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Scale:

**1:1,250**

Date:

**January 2020**

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services  
Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 01895 250111



**HILLINGDON**  
LONDON

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

**Address** GEORGES YARD SPRINGWELL LANE HAREFIELD

**Development:** Retention of two agricultural barns and change of use of one to equestrian use and formation of a riding arena with associated internal and external alteration and hardstanding works.

**LBH Ref Nos:** 2078/APP/2019/150

**Drawing Nos:** JH-HEPP-01/A  
Agent's email dated 30/4/19  
Geo-Environmental Assessment Report, dated 22/10/19  
JH-HEPP-02 (Proposed Site Plan)  
18033B-100, Sheets 1 and 2 of 2 (Topographical Survey)  
18033B-102 (Existing and Proposed Elevations)  
18033B-101 (Proposed Ground Floor Plan)  
Willis and Co. Covering Letter dated 15/1/19

<b>Date Plans Received:</b>	15/01/2019	<b>Date(s) of Amendment(s):</b>	15/01/2019
<b>Date Application Valid:</b>	05/02/2019		30/04/2019
			24/10/2019

### 1. SUMMARY

Planning permission was granted for the erection of two barns on this open agricultural field which forms part of the Green Belt to the north of Harefield at the North Planning Committee on 27/8/14. This current application has been submitted to seek part retrospective permission for the change of use and conversion of one of the two barns to equestrian use with associated internal and external alteration works, together with the formation of a open manege / riding arena with associated hardstanding works within part of the field. At the time of the officer's site visit, although the barn had been converted with loose boxes fitted and hardcore had been laid for the arena and access/ bridle paths across the site, the use had not commenced. Also, as the barns/structures that have been erected on site do differ slightly from those that were approved, any approval of this application would also have the effect of authorising the building(s) erected.

The use of one of the barns and part of the field for the formation of an open riding arena constitutes an open air recreational use which represents appropriate development within the Green Belt. Furthermore, the applicant advises that the use would be the low-key keeping and grazing of horses for recreational use on a DIY livery basis and for the benefit of themselves, their family and friends. A condition is recommended to this effect. On this basis, it is considered that the proposal would not generate such a significant amount of activity that would compromise the open and rural character of the surrounding countryside.

The proposal would not be harmful to adjoining residential properties, and there would be no significant impacts as regards traffic generation.

The barns that have been erected on site are very similar/ almost identical to the approved structures in terms of their sitng and mass and bulk and now being mainly faced in timber as opposed to metal sheeting, represent an improvement in terms of harmonising with the rural character of the area.

As regards the hard core that has been laid on site, the Council's Contamination Officer requires further details, which has been controlled by condition.

The site also forms part of a Nature Conservation Site of Borough Grade II or Local Importance and although the site has value as a whole, much of it is managed farmland and therefore this designation is mainly attributed to the ecological value of the expanse of surrounding hedgerows, and not the managed areas like this site. As such, the scheme would not result in any material degradation of the ecological value of the site, but in line with policy, conditions are also attached which require further landscaping and an ecological enhancement scheme to be submitted.

The application is recommended for approval.

## **2. RECOMMENDATION**

### **APPROVAL subject to the following:**

#### **1 COM3 Time Limit**

The development hereby permitted shall be completed 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 and to ensure the regularisation of some current unauthorised works on site.

#### **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

JH-HEPP-01/A,  
JH-HEPP-02 (Proposed Site Plan)  
18033B-102 (Existing and Proposed Elevations)  
18033B-101 (Proposed Ground Floor Plan)

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

#### **REASON**

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and the London Plan (March 2016).

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

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping / Tree Planting to include native and efficient pollution absorbing species

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 Means of enclosure/boundary treatments

## 2.b Hard Surfacing Materials

## 3. 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 policy DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

## **4 NONSC Non Standard Condition**

The proposed stable building and riding arena hereby approved shall be used only in relation to the keeping of horses for private/recreational purposes of the landowner and third parties and shall not be used for any commercial activity other than the keeping, riding and grazing of recreational horses.

### REASON

In order to accord with the terms of the application and in order to prevent a more intensive commercial equestrian use being established on site without being fully assessed in terms of its activities and vehicle movements generated with regard to the openness and character of the Green Belt and the amenities of surrounding residential occupiers, in accordance with Policies DMEI 4 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

## **5 COM11 Restrictions on Changes of Uses (Part 3, Sch. 2 GPDO 1995)**

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the retained barn shall be used only for agricultural purposes.

### REASON

To ensure that the buildings support farming activities on Georges Farm that will maintain the openness of the Green Belt, in accordance with the NPPF, Policy 7.19 of the London Plan and Policy DMEI 4 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

## **6 NONSC Non Standard Condition**

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

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

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

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

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

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

#### REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DMEI 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

### **7 COM29 No floodlighting**

No floodlighting or any 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 DMHB 11 and DMEI 7 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

### **8 NONSC Ecological Enhancement Scheme**

Within 3 months of the date of this permission, a scheme for the enhancement of nature conservation shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include a number of bird boxes integrated into the fabric of the build and also the inclusion of living screens/walls which includes a mix of evergreen and nectar rich climbers on at least one of the longer walls. The development must proceed in accordance with the approved plan unless otherwise agreed in writing with the Local Planning Authority.



## REASON

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy DME1 7 of the of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and Policy 7.28 of the London Plan (March 2016).

### **9 COM15 Sustainable Water Management**

Within 3 months of this permission, a scheme for the provision of sustainable water management shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

## REASON

To ensure the development does not increase the risk of flooding in accordance with Policy 5.12 of the London Plan (March 2016), Policy PT1.EM6 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy DME1 9 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

## INFORMATIVES

### **1 I52 Compulsory Informative (1)**

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

### **2 I53 Compulsory Informative (2)**

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

NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land
NPPF- 14	NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change

NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment
LPP 3.19	(2016) Sports Facilities
LPP 5.13	(2016) Sustainable drainage
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.13	(2016) Parking
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.22	(2016) Land for Food
DME 7	Farm Diversification
DMHB 1	Heritage Assets
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 6	Development in Green Edge Locations
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMEI 12	Development of Land Affected by Contamination
DMEI 13	Importation of Material
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts

### **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            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).

For Private Roads: Care should be taken during the building works hereby approved to

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

## **5 173 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](mailto: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](http://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.

## **3. CONSIDERATIONS**

### **3.1 Site and Locality**

The 1.9 hectare application site forms a tree/ hedgerow lined field and its access from Springwell Lane. The field is set back some 45m from the northern side of Springwell Lane, at a point where the road turns sharply to the west, some 500m to the north of the road's junction with Plough Lane. The application site is located to the east of a farm track which also forms a public footpath (U1) that joins the road from the north.

This part of Springwell Lane is predominantly characterised by open farmland, although there is frontage and some in depth residential development along the northern side of the road. To the east of the farm track is Cripps Farm and to the west is Cripp's Farm Bungalow. The public footpath runs along the western boundary of the application site field, heading towards Rickmansworth. To the west of this path, adjacent to the application site is a somewhat derelict group of farm buildings within an adjoining field.

The application site forms part of a larger agricultural holding on this side of Springwell Lane known as Georges Farm which extends to a drainage channel close to the borough boundary and covers some 15.2 hectares. At the time of the site visit, the barn had been physically altered to accommodate horses, but there was no evidence that the use had commenced and the site for the arena and paths had been levelled with hardcore.

The site is located within the Colne Valley Regional Park and forms part of a Countryside Conservation Area. It is also a Nature Conservation Site of Borough Grade II or Local

Importance and is located within the Colne Valley Archaeological Priority Zone.

### **3.2 Proposed Scheme**

This part retrospective application seeks to retain two barns that have been erected on site and permission to change the agricultural use of the eastern one to equestrian use with associated internal and external alterations and the formation of a manege / riding arena at the rear on the western half of the field with associated hardstanding / path formation works.

Permission was previously granted (App. No. 2078/APP/2014/1582 refers) for two very similar barns in an almost identical setting on a hardcore yard. These both measured 32m long by 11m wide, having profiled steel sheet above concrete blocks with doors each end and a gable roof, 5.2m high to the ridge. The submitted plans show the barns built on site to be some 30.6m long by 11.65m wide and 6.2m high to the ridge. Both barns are timber clad above concrete blocks and have enlarged overhanging eaves along one side to form a 1.9m deep canopy along their eastern side elevations. The western barn is open along this frontage with the remaining elevations being solid, whereas the stable block is fully enclosed with sliding doors at each end. Internally, the stable block has been subdivided with loose boxes along each side, accessed from a central aisle with 7 external openings on the eastern and western side elevations respectively.

The riding arena would be approximately 60m by 30m and sited some 15m to the north of the barns. A track leads from the hardcore yard between the barns and from the arena to the rear field boundary.

At the time of the site visit, the eastern barn had already been physically converted to stables, large quantities of hardcore had been put down to level the field for the riding arena and to form the associated paths.

The agent advises in his email dated 30/4/19 that the converted barn was substantially complete by December 2016 and was used for the storage of agricultural machinery until recently and it was only just before this application was submitted (in January 2019), that a concrete floor and the loose boxes were installed. He goes on to advise that the pre-commencement conditions were not discharged as they were surprised to find out that the barns were CIL liable and his clients' attention was diverted by an appeal to the Valuation Office and a potential High Court challenge.

As regards the use, the agent advises that the applicants have seven existing stables on Weybeards Farm, the applicants' property a short distance to the south and there are 6 existing stables at Georges Yard to the west of the existing building, just north of Cripp's House Farm, both of which have been in place for many years. The agent continues to advise that the applicants own 3 horses and look after another elderly horse on behalf of a friend and at the present time, there are 6 horses in the existing stables at Georges Yard. The applicants' intend to relocate the 4 horses from Weybeard Farm to the proposed stables and additional horses will be accommodated on a DIY livery basis. There are 12 stables in the building so with 4 horses owned/cared for by the applicants, there will be space for a further 8 horses.

The agent goes on to stress that it is not the applicants' intention for the equestrian use of the land to be anything more than the low-key keeping and grazing of horses for recreational use and they do not want the site to develop into an equestrian centre with riding lessons, competitions and events etc and the applicants are happy to accept a

condition to this affect. The agent concludes that several similar establishments for the occupation of 'recreational' horses in this area have closed down in recent years including Waterdell Farm, Springwell Lane which had 10 stables, Patchetts Green Livery Stables which had 80 stables and Batchworth Heath Livery Yard in Three Rivers DC which had 60 stables (it now has permission for residential development) and the applicants are confident that they will be able to meet a small part of the demand for replacement stabling space.

The application is supported by the following documents:-

Geo-Environmental Assessment Report, dated 22/10/19:

This report seeks to assess any potential risk to end users and the wider environment, particularly to groundwater and surface water from the material imported onto the site which provides a sub-base for the new tracks, yard and manege.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

The original planning permission for the erection of two agricultural barns was granted on 1/9/14 (App. No. 2078/APP/2014/1582 refers).

## **4. Planning Policies and Standards**

### **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 (November 2012)

The Local Plan: Part 2 - Development Management Policies with Modifications (March 2019)

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 Planning Policies**

Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states 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).

### **Draft London Plan (Consolidated with Changes July 2019)**

The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. This Consolidated version remains under examination with a report by the appointed panel of Inspectors due in

Autumn 2019.

The Council's general approach at this stage is to give limited weight to the draft London Plan as a material consideration when deciding planning applications given at this stage of preparation it remains subject to a large number of objections, and could still be subject to significant further change prior to publication.

Proposed Submission Local Plan Part 2 with Main Modifications (March 2019)

The Revised Proposed Submission Local Plan Part 2 (LPP2) documents (Development Management Policies, Site Allocations and Designations and Policies Map Atlas of Changes) were submitted to the Secretary of State for examination in May 2018.

The public examination hearing sessions took place over one week in August 2018. Following the public hearing sessions, the examining Inspector advised the Council in a Post Hearing Advice Note sent in November 2018 that he considers the LPP2 to be a plan that could be found sound subject to a number of main modifications.

The main modifications proposed by the Inspector were agreed by the Leader of the Council and the Cabinet Member for Planning, Transport and Recycling in March 2019 and were published for public consultation from 27 March to 8 May 2019.

Taking para 48 of the NPPF into account, the Council's general approach to the weight which should be afforded to the draft LPP2 will be as follows:

The preparation of the LPP2 is now at a very advanced stage. The public hearing element of the examination process has been concluded and the examining Inspector has indicated that there are no fundamental issues with the LPP2 that would make it incapable of being found sound subject to the main modifications referred to above.

Those policies which are not subject to any proposed main modifications are considered to have had any objections resolved and can be afforded considerable weight. Policies that are subject to main modifications proposed by the Inspector will be given less than considerable weight. The weight to be attributed to those individual policies shall be considered on a case by case basis considering the particular main modification required by the Inspector and the material considerations of the particular planning application, which shall be reflected in the report, as required.

Finally, it is noted that the Inspector has indicated that subject to main modifications the LPP2 is fundamentally sound and therefore consistent with the relevant policies in the NPPF.

Notwithstanding the above, the starting point for determining planning applications remains the adopted policies in the Local Plan: Part 1 Strategic Policies and the Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

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

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

Part 1 Policies:

PT1.HE1 (2012) Heritage

PT1.BE1 (2012) Built Environment

PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise

Part 2 Policies:

NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land
NPPF- 14	NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment
LPP 3.19	(2016) Sports Facilities
LPP 5.13	(2016) Sustainable drainage
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.13	(2016) Parking
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.22	(2016) Land for Food
DME 7	Farm Diversification
DMHB 1	Heritage Assets
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 6	Development in Green Edge Locations
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMEI 12	Development of Land Affected by Contamination
DMEI 13	Importation of Material

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **11th January 2020**

**5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

9 neighbouring properties were originally consulted and a site notice was displayed outside of the site on 28/2/19 with a closing date of 21/3/19. Due to the red-line boundary of the site being extended to include the farm access from the public highway, a further round of public consultation has been carried out on 11/12/19 and the application has been advertised in the local press on 18/12/19 with the last closing date for comments being the 8/1/20. No responses from the public have been received.

Greater London Archaeological Advisory Service (GLAAS):  
Recommend No Archaeological Requirement.

NPPF section 16 and the London Plan (2011 Policy 7.8) make the conservation of archaeological interest a material planning consideration.

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

Although the application lies within an Archaeological Priority Zone the site appears to have been heavily disturbed in recent years leaving it with low archaeological potential.

No further assessment or conditions are therefore necessary.

Natural England:

Natural England advises that it has no specific comments to make on this application, but refers the LPA to its standing advice. The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes.

Officer comment:

In terms of Natural England's standing advice, as the proposal only involves the change to equestrian use of one of the barns which does not involve any alterations to its existing corrugated sheet roof and the provision of a manege and paths on part of an open grassed field, there would be no material impacts upon protected species or any statutory designated nature conservation site.

Harefield Tenants and Residents' Association:

We found the plans very sketchy with little detail of what was actually being planned. It failed to show where the Arena is or where it is to be sited.

It is our understanding that the current use is for stabling 7 horses. We have had no reports of any



problems caused to local residents regarding this use.

However the application refers to the formation of a riding arena, but it is not clear if there is a proposal to intensify the use of the site for more equestrian uses.

The site is situated off a single track road and it would not be appropriate to intensify the use to an Equestrian Centre which could impact on the local residents.

Officer comment:

The plans are clear in terms of the siting of the proposed riding arena and the applicant has clarified the nature of the equestrian use proposed in the agents email of 30/4/19.

### **Internal Consultees**

Policy Officer:

Subject to appropriate conditions the proposed change of use would fall with para 145 exception b) as the proposed use is for the purposes of outdoor recreation and would not conflict with the purposes of Green Belt. Consequently, it would not be necessary for the applicant to demonstrate very special circumstances.

Tree/ Landscape Officer:

This site is located in a field on elevated land to the north of existing stables, immediately to the north of Cripps House Farm.

According to the aerial photographs, the site was, until recently an open field. Within the past year two large barns have been built, situated parallel to each other with space between them. The barn to the east is totally enclosed and has been laid out internally as a stable - as yet unused. The westernmost barn is open-sided on one side and is used for storing agricultural machinery.

To the north of the barns the sub-base of a large manege / arena has been partly laid - with construction halted pending this planning application.

There are occasional trees within the field and the boundaries are defined by hedgerows. The site is designated Metropolitan Green Belt.

Comment

No trees will be affected by the development. It is understood that the barns were constructed while the site was still an agricultural holding, albeit the owner now operates as an agricultural contractor. The intention is to use the site for stabling and use as a manege.

If planning permission is granted, the construction of the area will be completed and the area fenced with timber post and rail fencing. The proposed use of the land appears to be appropriate bearing in mind its location in the Green Belt and the arena will have little visual impact.

Construction details and any soft landscape (tree planting?) should be conditioned.

Recommendation

No objection subject to conditions COM9 (parts 1, 2 and 5).

Environmental Protection Officer:

Original comments:

I have read through the application and it's proposal and there is no impact in regards to noise, fumes and other pollution.

Revised comments:

Amended plans relate to site plans and location, there is no impact in regards to environmental pollution.

Land Contamination Officer:

1 Summary of Comments:

Following my response to an earlier consultation I have now reviewed details which have since been submitted in the following report:

Title: Geo-environmental Assessment Report; Ref: LS4559 V1.0; Dated: 22nd October 2019;  
Prepared by: Land Science Ltd.

The report is structured as a combined Phase 1 and Phase 2 study comprising a Desk Study and Site Investigation with associated preliminary risk assessment, conceptual site modelling and a Tier 1 Generic Quantitative Risk Assessment.

The report states the site is situated within a groundwater source protection zone (SPZ II) and above a Secondary A Aquifer. The below ground strata which were exposed at approximately 1m depths during site investigation works, were recorded as made ground, comprising a variety of materials - metals, brick, concrete, plastic, paper, carpet, wood, polystyrene and clinker, and laboratory analyses indicated a range of contaminants including PAH's and Asbestos were present in the analysed samples.

Whilst details within the report concerning human health risk assessment do satisfy certain requirements based on public open space (parks) assessment criteria, and that further 'surface profiling/capping' works (as yet undecided by the applicant) are awaiting completion. However, there are gaps within the information concerning controlled waters which I consider require further investigation and clarification.

I therefore recommend the following amended condition(s) be imposed.

Condition:

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

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

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

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

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

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

## REASON

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

## 7. MAIN PLANNING ISSUES

### 7.01 The principle of the development

Paragraph 133 of the new NPPF (February 2019) advises that Green Belts are of great importance and their fundamental aim is to "prevent urban sprawl by keeping land permanently open". The two barns were originally considered to accord with national policy and represent appropriate development as although Paragraph 145 advises that the construction of new buildings should be regarded as inappropriate, it then lists the various exceptions to this which includes:-

'a) buildings for agriculture and forestry;'

The current proposal now seeks to change the use of one of the barns and utilise the western half of the field as an open manege / riding arena and Paragraph 146 of the current NPPF advises that 'certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it.' These other forms of development are listed and include parts d) and e) which state:-

'd) the re-use of buildings provided that the buildings are of permanent and substantial construction;

e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds);'

London Plan Policy 7.16 (March 2016) reaffirms that the "strongest protection" should be given to London's Green Belt, in accordance with national guidance, whilst Policy EM2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) stresses the importance of national and strategic policies by stipulating that proposals for development in Green Belt will be assessed against national and London Plan policies.

Policies in the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) generally reflect national and regional guidance, in particular, Policy DME1 4 states that inappropriate development will not be permitted, except in very exceptional circumstances and that re-development of sites in the Green Belt will only be permitted where there is no greater impact on the openness of the Green Belt and the purposes of including within it than the existing development, having regard to i) height and bulk of

buildings, ii) proportion of site already developed, iii) footprint and character of existing buildings, iv) relationship with development on site to be retained and v) visual amenity and character of the Green Belt. Farm diversification is also generally supported by Policy DMEI 7, provided there are no environmental impacts and the open character of the countryside is not compromised.

It is therefore considered that the use of the barn as a stable and the formation of an open riding arena represent appropriate development and that there are no objections in principle with the proposal in terms of existing and emerging national, regional and local plan policies as regards to the Green Belt.

#### **7.02 Density of the proposed development**

Not applicable to this type of development.

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

The application site is located within an Archaeological Priority Zone.

Policy DMHB 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that the Council, as advised by the Greater London Archaeological Advisory Service, will ensure that sites of archaeological interest within or, where appropriate, outside, designated areas are not disturbed. If that cannot be avoided, satisfactory measures must be taken to mitigate the impacts of the proposals through archaeological fieldwork to investigate and record remains in advance of development works. This should include proposals for the recording, archiving and reporting of any archaeological finds.

GLAAS have been consulted on the proposal and they advise that the site appears to have been heavily disturbed in recent years leaving it with low archaeological potential. They conclude that as the proposal is unlikely to have a significant effect on heritage assets of archaeological interest, no further assessment or conditions are necessary.

Furthermore, the application site is not located within or on the fringes of a conservation area or an area of special local character and the nearest listed building is the Grade II Listed Cripps Farmhouse which given the nature of the proposal, is sufficiently distant from the site so that its setting would not be adversely affected. The site does however form part of a Countryside Conservation Area and it is considered that the use and grazing of the site by horses is akin to the grazing and keeping of farm animals and the proposed use will assist in maintaining the traditional agricultural character and appearance of the area.

#### **7.04 Airport safeguarding**

No airport safeguarding issues are raised by this application.

#### **7.05 Impact on the green belt**

The application site is located within Green Belt land and is subject to the following policy considerations:

Paragraph 143 of the 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."

Paragraph 145 of the NPPF (February 2019) states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt but that exceptions to this include:

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

Policy 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."

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.

Policy DME1 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) also states that: A) Inappropriate development in the Green Belt and Metropolitan Open Land will not be permitted unless there are very special circumstances.

The structures that have been built on site are very similar / almost identical to the barns that were originally approved in terms of their siting and footprint. The previous committee report stated that the barns:-

'would be located close the the field boundary, which is screened by a mature hedgerow and would be sited close to existing farm buildings on the adjoining site. Furthermore, an area of tree planting will help with the screening of the barns, particularly from the adjoining public footpath.'

The two barns with a ridge height of some 6.2m are taller than the approved barns (with approximate ridge heights of 5.2m) but in the context of the field, the additional height is not readily perceived and the replacement of the metal sheeting on the buildings' elevations

with timber has improved the appearance of the buildings, giving them a softer and more traditional rural character. As such, it is considered that the structures as built have not resulted in any additional material adverse impacts on the openness of the Green Belt or detriment to the rural character of the area.

As regards the proposed use of one of the barns for the stabling of horses, as stated in paragraph 145 of the NPPF, outdoor recreation and related necessary facilities are considered to be an appropriate use within the Green Belt. Furthermore, the agent has confirmed that there is no intended commercial use to be made of the stable facilities as it will be used by family and friends and has agreed to a condition to this affect. The formation of the riding arena, as this is open, would also not harm the openness of the Green Belt. The surfacing of the arena and paths would need to use appropriate materials, the details of which would be controlled by the recommended condition.

As such, there are no objections to the principle of the development.

A condition is recommended to remove any permitted development rights to ensure the buildings continue to be used in accordance with the application.

It is therefore considered that the scheme represents appropriate development in the Green Belt and would not be harmful to the openness of the wider Green Belt, in accordance with Policy DME1 of the Hillingdon Local Plan: Part Two - Development Management Policies (Jan 2020).

#### **7.07 Impact on the character & appearance of the area**

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

- i) harmonising with the local context by taking into account the surrounding:
  - scale of development, considering the height, mass and bulk of adjacent structures;
  - building plot sizes and widths, plot coverage and established street patterns;
  - building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
  - architectural composition and quality of detailing;
  - local topography, views both from and to the site; and
  - impact on neighbouring open spaces and their environment.

ii) ensuring the use of high quality building materials and finishes;

iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;

iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and

v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.

D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for

collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

The structures that have been built on site are very similar / almost identical to the barns that were originally approved in terms of their siting and footprint. The previous committee report stated that the barns:-

'would be located close the the field boundary, which is screened by a mature hedgerow and would be sited close to existing farm buildings on the adjoining site. Furthermore, an area of tree planting will help with the screening of the barns, particularly from the adjoining public footpath.'

In this respect, the development is in accordance with Policy DMHB11 of the Hillingdon Local Plan: Part Two - Development Management Policies (Jan 2020).

#### **7.08 Impact on neighbours**

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The nearest residential property to the buildings would be Cripps Farm Bungalow. The rear elevation of this property would be sited over 50m from the nearest part of the building and the view of the buildings would be largely screened by the mature hedgerow along the field boundary, which would be further enhanced by the proposed tree planting.

The proposed use of one of the barns for stabling, with 12 loose boxes would be for the benefit of the owners, with the rest of the spaces (currently 8 loose boxes) would operate on a DIY livery basis. The manege / riding arena would be sited further away from any surrounding residential property, located behind the barns. As such, the proposal would be a low key use that would not generate any significant noise or disturbance as compared to the agricultural use of the field.

The Council's EPU Officer raises no objections to the proposal. In this respect, the development is in accordance with Policy DMHB11 of the Hillingdon Local Plan: Part Two - Development Management Policies (Jan 2020).

#### **7.09 Living conditions for future occupiers**

Not applicable to this equestrian development.

#### **7.10 Traffic impact, car/cycle parking, pedestrian safety**

Policies DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
- ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- iii) provide equal access for all people, including inclusive access for disabled people;
- iv) adequately address delivery, servicing and drop-off requirements; and
- v) have no significant adverse transport or associated air quality and noise impacts on the

local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that new development is only permitted where it is in accordance with the Council's adopted car parking standards.

The buildings would be served by an existing farm track from Springwell Lane and informal parking would be provided on the farm track and on hardstanding areas surrounding the stable building. Given that the use proposed would in part be ancillary to a residential use and that the keeping and grazing of horses for recreational use on a DIY livery basis in association with a stables that accommodates 12 loose boxes is not expected to generate a significant amount of traffic, the informal arrangement is considered acceptable.

Subject to conditions requiring the development to be retained as ancillary, the proposed development is considered to accord with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

#### **7.11 Urban design, access and security**

The relevant planning considerations are dealt with elsewhere in this report.

#### **7.12 Disabled access**

Not applicable to this type of development although it is noted that the barn/stable buildings and paths do provide level access.

#### **7.13 Provision of affordable & special needs housing**

Not applicable to this scheme.

#### **7.14 Trees, Landscaping and Ecology**

Trees and Landscaping

Policy 5.10 of the London Plan (March 2016) states that development proposals should integrate green infrastructure to contribute to urban greening, including the public realm.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) also requires that new development is high quality, sustainable, adaptable,



and harmonises with the local context. Landscaping and tree planting should also enhance amenity, biodiversity and green infrastructure.

Policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit. B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

The previous officer report to committee advised that the barns would not affect any trees within or adjacent to the field and the Council's Tree and Landscape Officer raised no objections to the proposal. An area of tree planting was shown in the south western corner of the field to help screen the buildings, the details of which were controlled by the previously recommended landscaping scheme condition. Although no details of any tree planting were submitted, some tree planting appears to have been carried out in the south western corner. The revised location plan shows the same area of new tree planting and a similar condition has been attached to the officer's recommendation requiring details of the existing and further tree planting to be submitted.

## Ecology

Paragraph 170 of the NPPF (February 2019) states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Policy 7.19 of the London Plan (March 2016) states that development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that the design and layout of new development should retain and enhance any existing features of biodiversity within the site.

The previous officer's report advised that the proposed barns would be sited in close proximity to the Old Park Farm Site of Special Scientific Interest (SSSI). Natural England on the previous application advised that the SSSI was unlikely to be affected by the two barns and referred to its standing advice as regards protected species. It did suggest that the scheme could contribute towards the ecological enhancement of the area. The Council's Sustainability Officer also raised no objections to the previous application, noting that the site is in a Nature Conservation Site of Borough Grade II or Local Importance and 'although the value of this site as a whole has importance, much of it is managed farmland and therefore the value is likely to be more restricted to the expanse of hedgerows and not the managed areas like this site. Nonetheless, the development needs to respect the nature conservation value and achieve a net increase in biodiversity in accordance with the national planning policy framework'. A condition was previously recommended that a scheme of ecological enhancement be submitted.

This proposal only involves the change to equestrian use of one of the barns which has not involved any alterations to its existing corrugated sheet roof and the provision of a manege and paths on part of an open grassed field, so that there would be no material impacts

upon protected species or any statutory designated nature conservation site.

The previously recommended ecological enhancement condition has not been complied with and a similar condition is attached as part of this proposal, giving a 3 month compliance period. A condition has also been attached, requiring details to be approved of any external lighting.

#### **7.15 Sustainable waste management**

Not applicable to this development.

#### **7.16 Renewable energy / Sustainability**

Not applicable to this development.

#### **7.17 Flooding or Drainage Issues**

Policy 5.12 of the London Plan (March 2016) requires that development proposals must comply with the flood risk assessment and management requirements set out in the NPPF and the associated technical Guidance on flood risk over the lifetime of the development.

Policy 5.13 of the London Plan (March 2016) states that development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated.

Policies DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

A sustainable drainage condition was previously recommended to ensure that the installation of the barns and hardcore did not increase surface water run off. This condition was not complied with although it appears that some drainage works were installed. A drainage plan (HEPP-10) showing the layout of the underground drainage works has been submitted with this application but this plan is not sufficiently detailed and it would appear from aerial photographs that it is also not entirely accurate. The condition has therefore been re-attached to this recommendation, restricting the time form details to be submitted to 3 months. Subject to this condition the development is considered acceptable in terms of drainage and accords with planning policy.

#### **7.18 Noise or Air Quality Issues**

Noise

Planning permission has previously been granted for the erection of two similarly sized barns on this site and the use of one of these as a stables would not generate any additional noise. The Council's Environmental Protection Officer has reviewed the application and does not raise any objections.

Air Quality

Given the nature of the proposals, the works raise no air quality matters.

#### **7.19 Comments on Public Consultations**

No public consultation responses have been received from neighbouring properties. The comments from the Harefield Tenants and Residents' Association have been addressed in the officer's report.

## **7.20 Planning Obligations**

No planning obligations are required to form part of a S106 Agreement for this application.

As the Mayoral CIL was not paid as part of the previous application, it is still liable and the current amount payable is £42,780.00.

## **7.21 Expediency of enforcement action**

This report considers all relevant issues concerning possible enforcement issues.

## **7.22 Other Issues**

### **Contamination**

Hard core has been imported onto the site and laid to form the sub-base of the barns, manege and paths. In response to the Council's Land Contamination Officer's concerns, a Geo-Environmental Assessment Report has been submitted and reviewed by the officer.

The Contamination Officer advises that the report states the site is situated within a groundwater source protection zone (SPZ II) and above a Secondary A Aquifer. The below ground strata which were exposed at approximately 1m depths during site investigation works, were recorded as made ground, comprising a variety of materials - metals, brick, concrete, plastic, paper, carpet, wood, polystyrene and clinker, and laboratory analyses indicated a range of contaminants including PAH's and Asbestos were present in the analysed samples.

Details within the report concerning human health risk assessment do satisfy certain requirements based on public open space (parks) assessment criteria, and that further 'surface profiling/capping' works (as yet undecided by the applicant) are awaiting completion. However, there are gaps within the information concerning controlled waters which I consider require further investigation and clarification. This can be controlled by a recommended condition which forms part of the officer's recommendation.

## **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**

Although the two barns that have been erected on site have not been built completely in accordance with the approved plans, the changes are not considered to be of such significance that the scheme would now be considered to be detrimental to the openness of the Green Belt. The change of use of one of the two barns to a low key equestrian use together with the formation of a manege / riding arena and associated paths represents appropriate development within the Green Belt and do not compromise the openness of the Green Belt or its rural character and are acceptable.

The proposed equestrian use is for the keeping and grazing of horses for recreational use on a DIY livery basis. A condition is recommended to this effect. On this basis, it is considered that the proposal would not generate such a significant amount of activity that would compromise the open and rural character of the surrounding countryside.

The proposal would not be harmful to adjoining residential properties, and there would be no significant impacts as regards traffic generation.

As regards the hard core that has been laid on site, the Council's Contamination Officer requires further details, which has been controlled by condition.

The site also forms part of a Nature Conservation Site of Borough Grade II or Local Importance and although the site has value as a whole, much of it is managed farmland and therefore this designation is mainly attributed to the ecological value of the expanse of surrounding hedgerows, and not the managed areas like this site. As such, the scheme would not result in any material degradation of the ecological value of the site, but in line with policy, conditions are also attached which require further landscaping and an ecological enhancement scheme to be submitted.

The application is recommended for approval.

## **11. Reference Documents**

NPPF (February 2019)

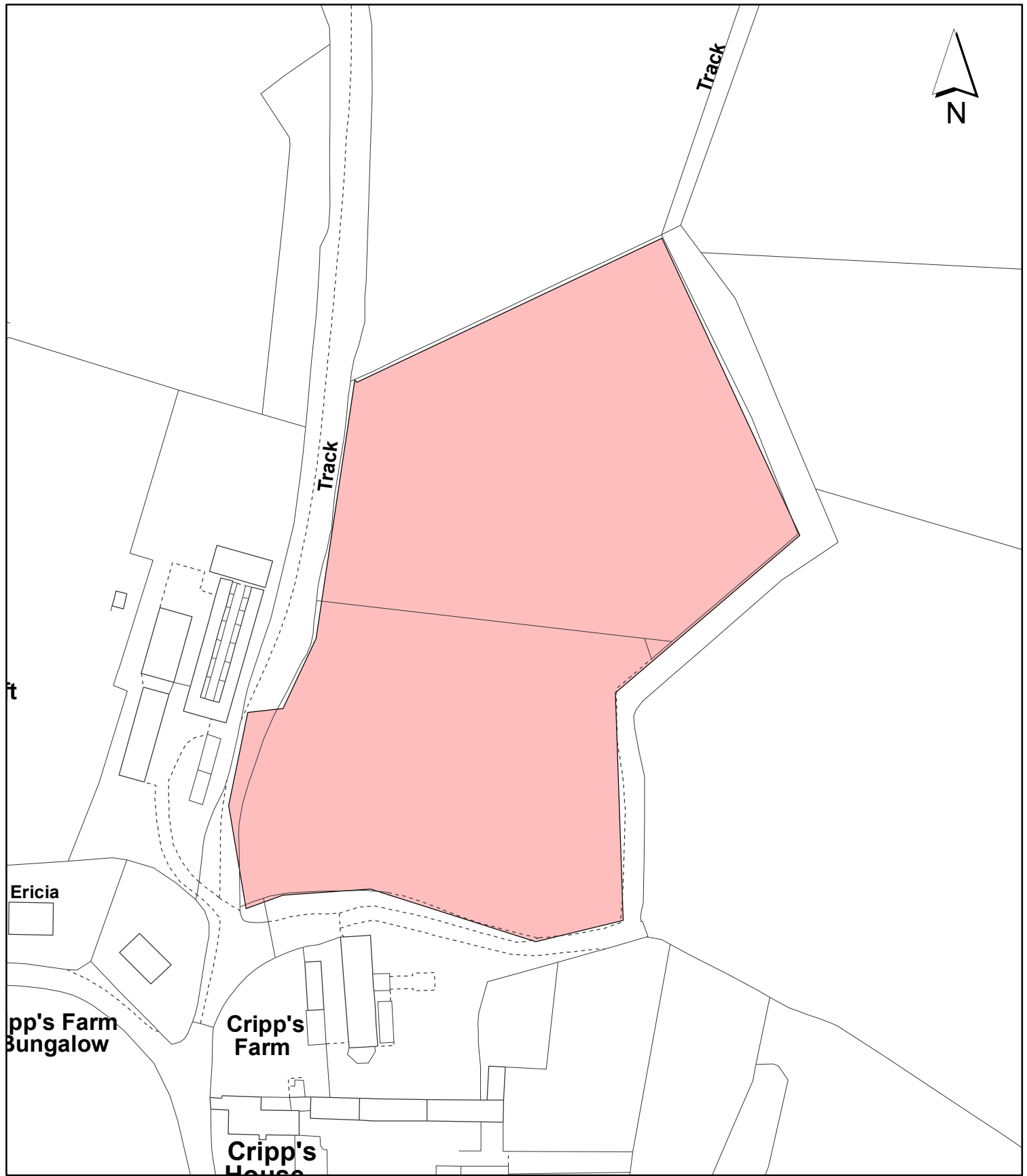
The London Plan (March 2016)

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

Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

**Contact Officer:** Richard Phillips

**Telephone No:** 01895 250230



#### Notes:

 Site boundary

For identification purposes only.

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Site Address:

**Georges Yard  
Springwell Lane**

Planning Application Ref:

**2078/APP/2019/150**

Scale:

**1:1,400**

Planning Committee:

**Major Page 112**

Date:

**January 2020**

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

Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 01895 250111



**HILLINGDON**  
LONDON

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

<b>Address</b>	20 WATFORD ROAD AND 1 BROOKDENE DRIVE NORTHWOOD
<b>Development:</b>	Demolition of two detached dwellings and erection 1 new building to provide 12 residential apartments with alterations to existing vehicular accesses, on site parking, bin and cycle storage and amenity space.
<b>LBH Ref Nos:</b>	71665/APP/2019/2293
<b>Drawing Nos:</b>	314-PL-100-00 06-17-63989 Unit 11 PL1 06-17-63989 Unit 12 PL1 06-17-63989 Unit 2 PL1 06-17-63989 Unit 3 PL1 06-17-63989 Unit 4 PL1 06-17-63989 Unit 5 PL1 06-17-63989 Unit 6 PL1 06-17-63989 Unit 7 PL1 06-17-63989 Unit 8 PL1 06-17-63989 Unit 9 PL1 Energy Statement SuDS Drainage Statement Letter Transport Statement Final 280619 with Appendices Location Plan 06-17-63989 Unit 10 PL1 314-PL-100-00-proposed site plan Oct 18 314-PL-100-00 314-PL-012-00-20 314-PL-013-00-1 314-PL-201 Rev 02 314-PL-201 Rev 01 314-PL-202 Rev 01 314-PL-202 Rev 02 314-PL-200 Rev 02 314 -PL-300-00 314 -PL-301-00 314 -PL-302-00 314 -PL-303-00 314-PL-300 Rev 01 314-PL-301 Rev 01 314-PL-302 Rev 01 314-PL-303 Rev 01 314-PL-203 Rev 01 314-PL-203 314-PL-304-01 Tree Protection Plan - Rev A 06-17-63989 SAP Summary Report Planning statement for consented scheme Planning statement Appendix 3 12 Appendix 3 9

Appendix 5 Watford 1  
Appendix 5 Watford 2  
Appendix 5 Watford 3  
Appendix 5 Watford 4  
Arboricultural and Planning Integration Report  
06-17-63989 Unit 1 PL1  
314-PL-011-00  
314-PL-200-02

<b>Date Plans Received:</b>	08/07/2019	<b>Date(s) of Amendment(s):</b>	13/01/2020
<b>Date Application Valid:</b>	08/07/2019		10/01/2020
			08/07/2019

## 1. SUMMARY

The application seeks consent for the redevelopment of 2 residential plots, 20 Watford Road and 1 Brookdene Drive to provide 12 new residential units comprising of 6 x 1 bedroom and 5 x 2 bedroom and 1 x 3 bedroom units with associated access, car parking and landscaping.

Planning consent was granted on the site under application reference 71665/APP/2018/3820 for 9 x 2 bed self contained flats in March 2019.

The application does not seek to alter the external built form approved under the above planning consent however it does seek to create 3 additional units by altering the unit mix to include 6 x 1 bed units 5 x 2 bed units and 1 x 3 bed units which is considered acceptable.

The proposed building would not appear disruptive within surrounding streets and would be of an appropriate design and scale. The amenities of neighbouring residents would be preserved whilst the development itself would provide satisfactory living conditions for future occupants. Adequate car parking and site access would be provided and the amount of traffic generated by the development would not be at a level that would result in the local highway network being overburdened.

As such the application is 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 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 - Flexible; Discounted Market Sale / Shared Ownership tenures 1 x 2 Bedroom 4 person (family) unit**
- 2. Off-site Energy Contribution of £18,486**
- 3. 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**



**4. Highway Works: S278/S38 for required Highways Works**

**5. 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 22nd March 2020 (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 Policy H2 of the Hillingdon Local Plan Part 1, Policies DMCI 7, DMT1 and DMT 2 contained within the adopted Hillingdon Local Plan Part 2 - Development Management Policies (January 2019) and Policies 3.12 and 5.2 of the London Plan (2016).'**

**E) That subject to the above, the application be deferred for determination by the Head of Planning, Transportation and Regeneration under delegated powers, subject to the Secretary of State not calling in the application and on completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.**

**F) That if the application is approved, the following conditions be attached:-**

**1 HO1 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 HO2 Accordance with approved**

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

314-PL-100-00

314-PL-200 Rev 02

314-PL-201 Rev 02

314-PL-202 Rev 02

314-PL-203 Rev 01  
314-PL-301 Rev 01  
314-PL-302 Rev 01  
314-PL-303 Rev 01  
314-PL-304-01  
Tree Protection Plan - Rev A

#### REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) Saved UDP Policies (November 2012).

### **3 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:

06-17-63989 SAP Summary Report  
Transport Statement Final 280619 with Appendices  
Energy Statement  
SuDS Drainage Statement Letter  
Arboricultural and Planning Integration Report

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 - Development Management Policies (January 2020) and the London Plan (March 2016).

### **4 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 DMHB 14 the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

## **5 NONSC SUDS**

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 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 5.13 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,

ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1in 30, 1 in 100, and 1 in 100 plus Climate change. 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).

lii 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.

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 5.13, 5.15 Flood Risk Management of the London Plan and

National Planning Policy Framework (2019), and the

Planning Practice Guidance (Flood Risk and Coastal Change March 2014)

#### **6 RES6 Levels**

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

#### REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy DMHB 11 the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) .

#### **7 OM19 Construction Management Plan**

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

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

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

## REASON

To safeguard the amenity of surrounding areas in accordance with Policy DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)

### **8 RES7 Materials (Submission)**

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

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

## REASON

To ensure that the development presents a satisfactory appearance in accordance with DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)

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

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Cycle Storage for at least 12 bicycles
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts for 12 vehicles (including demonstration that 5 active and 5 passive electrical charging points)
  - 2.e Hard Surfacing Materials
  - 2.f External Lighting
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 with DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015).

#### **10 HH-RPD4 Prevention of Balconies / Roof Gardens**

The roof area to the rear of Unit 5 and 6 on the first floor shall not be used as a balcony, roof garden or similar amenity area.

#### REASON

To prevent overlooking to adjoining properties in accordance with policy DMHD 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)

#### **11 SUS1 Energy Efficiency Major Applications (full)**

Prior to above ground works, full details of the roof mounted PV array shall be submitted to and approved in writing by the Local Planning Authority. The details shall include (1) a detailed roof plan, (2) specifications of the PVs including tilt and orientation and (3) elevational plans and (4) the impact of the proposed PV array on the carbon footprint in accordance with the approved energy strategy (Stroma, June 2016) . The development must proceed in accordance with the approved details.

#### Reason

To ensure the development contributes to a reduction in CO2 in accordance with the London Plan Policy 5.2 of the London Plan 2016.

#### **12 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 DMEI 12 and DMEI 13 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

#### **13 NONSC Noise**

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

REASON : To ensure that the amenity of the occupiers of the proposed development is not adversely affected by noise in accordance with policy DMHB 11 of the Hillingdon Local Plan - Part 2 - Development Management Policies (January 2020)

#### **14 NONSC Noise**

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 ensure that the amenity of the occupiers of the proposed development is not adversely affected by noise in accordance with policy DMHB 11 of the Hillingdon Local Plan - Part 2 - Development Management Policies (January 2020)

### **15 NONSC Accessibility**

Prior to works commencing, details of step free access via the principal private entrance shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building.

## REASON

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

### **16 NONSC Accessibility**

The dwellings hereby approved shall be constructed to meet the standards for a 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 that an appropriate standard of housing stock, in accordance with London Plan policy 3.8 c, is achieved and maintained.

### **17 RES24 Secured by Design**

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

## REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2015) Policies 7.1 and 7.3.

## INFORMATIVES

### **1 I52 Compulsory Informative (1)**

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

### **2 I53 Compulsory Informative (2)**

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

The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 2	Reducing Carbon Emissions
DMEI 9	Management of Flood Risk
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment
DMH 6	Garden and Backland Development
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

### **3            I47            Damage to Verge - For Council Roads:**

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

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

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

### **4            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.

## **5 173 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@hillingsdon.gov.uk](mailto:planning@hillingsdon.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](http://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.

## **6**

The removal and making good of the existing carriageway crossing and provision of new will need to be subject of a Section 184 application via the Highways Act 1980

## **3. CONSIDERATIONS**

### **3.1 Site and Locality**

The 0.122ha application site forms a prominent, roughly rectangular corner plot located on the east side of the A4125 Watford Road, to the north of its junction with Brookdene Drive. It comprises 2 x two-storey detached houses, the corner property, No. 1 Brookdene Drive and No. 20 Watford Road. No. 1 Brookdene Road is a modern two storey property which is turned through 90 degrees from Watford Road and fronts the side road and has its vehicular access at the end of its rear garden on Brookdene Drive, which serves a pair of semi-detached garages shared with No. 2 Brookdene Drive. No. 20 fronts and is accessed from Watford Road. There are various trees, hedging and shrubs along both road boundaries of the site.

Watford Road forms part of an established residential area, predominantly characterized by its spacious and sylvan character, with reasonably sized residential plots which contain good sized houses. A number of the plots have been re-developed for flats, including Saxon Court on the opposite corner plot to the south of Brookdene Drive and on the opposite side of Watford Road. Watford Road climbs from the south to the north, and the ground level also drops away to the east along Brookdene Drive.

The site has a Public Transport Accessibility Level of 2, (where 6 represents the most accessible site and 1 the least). The site is also covered by TPO 16 and includes a large Box Elder (T40) on the front boundary of No. 20 (or T1 on the Tree Survey, where it is listed as a Manna Ash) and G17, a group of Lawson Cypress on the Brookdene Drive boundary (G11 on the Tree Survey).

### **3.2 Proposed Scheme**

The application seeks consent for the redevelopment 2 residential plots, 20 Watford Road and 1 Brookdene Drive to provide 12 new residential units comprising of 6 x 1 bedroom and 5 x 2 bedroom and 1 x 3 bedroom units with associated access, car parking and landscaping.

### **3.3 Relevant Planning History**

71665/APP/2018/3820      20 Watford Road And 1 Brookdene Drive Northwood

Erection of three storey building to create 9 x 2-bed self contained flats, involving alteration to existing vehicular accesses, associated parking, bin and cycle storage and amenity space.

**Decision:** 07-03-2019      Approved

#### **Comment on Relevant Planning History**

71665/APP/2018/3820 The application for the flatted re-development of 2 houses on the corner of Watford Road and Brookdene Drive, comprising 9 x two-bedroom flats with access from Brookdene Drive was approved subject to various conditions dated 07-03-19.

71665/APP/2016/3363 - Demolition of existing houses and erection of a residential building, comprising 10 flats with access from Brookdene Drive (Outline Application to include access, layout, landscaping with scale and appearance reserved). Refused for the following reasons -

(1) The proposed development would result in the further over-concentration of flatted development on this part of Watford Road and the intensification of the residential use would be detrimental to the traditional character associated with family housing that remains on this section of Watford Road. The proposal is therefore contrary to Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Paragraph 3.3 of the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

(2)The proposal would result in the loss of existing rear garden areas, which would be replaced by an area of extensive hard surfacing. As such, the proposal would be harmful to the character and appearance of the surrounding residential area, contrary to the NPPF (March 2012), Policies 2.6, 3.5 and 7.4 of the London Plan, Policies BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and paragraph 1.2.44 of the Mayor's Housing Supplementary Planning Guidance (March 2016).

(3)The proposed external amenity space, by reason of its location at the front of the proposed block, would fail to afford an appropriate standard of residential amenity for its users due to a lack of privacy and exposure to noise and general disturbance. As such, the scheme fails to comply with Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's HDAS: "Residential Layouts".

(4)The proposal fails to provide a detailed energy assessment which identifies an appropriate strategy for reducing carbon dioxide emissions, in accordance with Policy 5.2 of the London Plan (March 2016).

(5)The proposal fails to secure appropriate obligations relating to the development in connection with affordable housing, highway works (including parking restrictions along Brookdene Drive), construction training, and project management and monitoring. Accordingly, the proposal is contrary to the NPPF, Policies 3.13 and 8.2 of the London Plan (March 2016), Policy H2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies R17 and AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), the Council's Planning Obligations SPD.

The application was subject of a subsequently refused appeal. In the decision letter the key considerations in respect of the reasons for refusal were -

Flatted development:-

Paragraph (33) - 'The development proposed would result in the loss of two relatively modern houses, but these are not remarkable or worthy of retention in their own right. Moreover, the Council acknowledges that the impact of the development on the street scene would be acceptable. Although the development would add to the number of flatted developments along the road, the overall appearance of the area would remain that of a mixed residential area with detached houses being the more common form of development. Consequently, I conclude on this issue that the proposal would not result in an over-concentration of flatted development on this part of Watford Road to the detriment of the established character of the area.'

Loss of rear garden -

'35. The gardens themselves are not visible in the wider area and their loss would have minimal impact on the character and appearance of the locality. Consequently, the development would meet the aims of Paragraph 1.2.44 of the Mayor's Housing Supplementary Planning Guidance (March 2016), which is concerned with retaining greenspace that makes a positive contribution to the area.

36. To conclude on this issue, I find that the development would not have an adverse effect on the character and appearance of the area. Consequently, it would accord with Policy BE1 of the Local Plan: Part 1 - Strategic Policies, Policies BE13 and BE19 of the Local Plan: Part 2 and Policies 2.6, 3.5 and 7.4 of the London Plan. The policies seek, amongst other things, to enhance local distinctiveness through high quality design that complements the area and harmonises with the street scene.'

Quality of amenity space-

'37. The development would incorporate communal amenity space to the front and side of the building, in a similar arrangement to that provided at Saxon Court opposite. The amenity space would be adjacent to the roads and it would be likely to be overlooked by windows to habitable rooms within the development.

38. I appreciate that the open space would be relatively narrow, and there is likely to be noise and overlooking that would affect the use of the space. However, the amenity space would be for communal use and, therefore, it would not be 'private' even if it were to be

located away from the windows and the street. Consequently, I do not consider it unreasonable to locate communal open space where it would be visible from within the development. The space would be subject to some noise from vehicles, especially those on Watford Road. There is no evidence that the road is especially busy and noise levels are likely to be consistent with a residential area. Furthermore, I saw that other flatted developments in the vicinity had a similar layout with open space fronting the roads, and the proposal would be consistent with this pattern of provision.

39. I conclude that the development would provide a suitable standard of outdoor amenity space for future occupiers. Consequently, it would accord with Policy BE23 of the Local Plan: Part 2 and the Council's SPD: Residential Layouts, which seek to ensure the provision of adequate garden space.'

Reasons for refusal 4 and 5-

These relate to matters associated with a legal agreement necessary as the scheme was for 10 units.

#### **4. Planning Policies and Standards**

London Borough of Hillingdon Development Plan (from 17 January 2020)

1.1 Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

1.2 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 - Development Management Policies (2020)

The Local Plan: Part 2 - Site Allocations and Designations (2020)

West London Waste Plan (2015)

The London Plan - Consolidated With Alterations (2016)

1.3 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 Planning Policies

1.4 Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states 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).

Draft London Plan (Intend to Publish Version, December 2019)

1.5 The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October.

1.6 The Mayor has considered the Inspectors' recommendations and, on the 19th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for any of the Inspectors' recommendations that the Mayor does not wish to accept.

1.7 Limited weight should be attached to draft London Plan policies that have not been accepted by the Mayor or that have only been accepted in part/with significant amendments. Greater weight may be attached to policies that were subject to the Inspector's recommendations and have since been accepted by the Mayor through the 'Intend to Publish' version of the Plan. The weight will then increase as unresolved issues are overcome through the completion of the outstanding statutory process. Greater weight may also be attached to policies, which have been found acceptable by the Panel (either expressly or by no comment being made).

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

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

##### **Part 1 Policies:**

PT1.BE1 (2012) Built Environment

PT1.H1 (2012) Housing Growth

##### **Part 2 Policies:**

DMCI 7 Planning Obligations and Community Infrastructure Levy

DMEI 2 Reducing Carbon Emissions

DMEI 9 Management of Flood Risk

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 6 Vehicle Parking

DMH 1 Safeguarding Existing Housing

DMH 2 Housing Mix

DMH 4 Residential Conversions and Redevelopment

DMH 6 Garden and Backland Development

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **22nd August 2019**

**5.2** Site Notice Expiry Date:- **20th August 2019**

## **6. Consultations**

### **External Consultees**

32 neighbouring properties were notified together with the Northwood and Northwood Hills Residents' Associations and a site notice was displayed on outside of the site for at least 21 days. Both methods of consultation expired 20-08-19 and 5 responses were received raising the following concerns;

- Flatted development is out of character with the street scene
- Pressure on parking
- Road safety
- Further congestion
- Overshadowing
- Over-dominant

### **TRANSPORT FOR LONDON:**

Having assessed the proposals, I can confirm that TfL Spatial Planning has no comments to make on this planning application other than to emphasise the development should comply with the transport policies set out in the draft London Plan.

## **Internal Consultees**

### **FLOOD AND WATER MANAGEMENT**

Surface water drainage is a material consideration for all major applications. The applicant has submitted a SuDS Drainage Statement (EAS letter dated October 2018) which states that the site will discharge to the nearby surface water sewer at a rate of 5l/s. This is significantly greater than the equivalent greenfield rate for the site. The objection can be overcome by the applicant either revising the drainage strategy to achieve runoff rates as close as reasonably practical to greenfield rates (up to a maximum of 2l/s) or agreeing to the wording of a surface water management condition limiting runoff rates to the surface water sewer.

Case Officer comment:

A condition has been added to secure a revised FRA and drainage strategy.

### **URBAN DESIGN**

1 Summary of comments: No objections

The proposal would intensify the use of the site however the additional units will be contained within the built form of the approved scheme. Therefore in this instance therefore from a design perspective there are no objections.

2 Assessment

The proposal comprises of increasing the number of unit on this site from the previously approved 9 units to 12 smaller units. Whilst it would result in the loss of larger units the additional apartments would be contained within the approved built form. Therefore there would be no visual difference to the design, bulk, scale and appearance of the development.

3 Conclusion: No objections

### **HIGHWAYS**

#### **Site Characteristics**

The site is located on the corner of Watford Road (designated as Classified in the Council's hierarchy of roads) and Brookdene Drive (a residential cul-de-sac) within a predominantly residential catchment. The site exhibits a PTAL of 2 which considered as low and therefore heightens dependency and use of private motor transport. There are two existing single tenure detached dwellings both fronting Watford Road which are to be demolished to allow for a single new build containing 12 residential units (6x2 & 6x1) bedroom flatted units. Two existing access carriageway crossings located on Watford Road that serve the existing dwellings including a crossing from Brookdene Drive will be extinguished with a new access re-provided from Brookdene Drive to serve the flatted proposal. The site benefits from an extant 2019 consent for 9x2 bedroom units (71665/APP/2018/3820) with parking and access laid out in a similar manner.

#### **Parking Provision & Internal Road Layout**

Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policy states that new development will only be permitted where it is in accordance with the Council's adopted parking standards. It is proposed to provide 12 residential flats. The maximum standard requires 1.5 spaces per unit hence a quantum of up to 18 spaces should be provided on-site to comply with the adopted parking standard. A total of 12 spaces are proposed hence there is a deficit in provision. It is noted that the surrounding residential catchment and road network exhibits certain characteristics which arguably support a moderately lower quantum of on-site parking provision. To expand the local area is covered by some extensive daytime parking controls operating for the working week in the vicinity of

the address i.e. double yellow lines in Brookdene Drive and neighbouring side road junctions. Also there are relatively generous off-street parking facilities for most of the surrounding residential properties in the area which assists in reducing on-street parking demand. Although not parking restricted, it is noted that the heavily trafficked nature of Watford Road inherently dissuades parking due to the perception of 'potential exposure to vehicle damage' and therefore becomes 'self-regulating' by acting as a natural deterrent to on-street parking. These factors combined inherently reduce general on-street parking demand and therefore subsequent parking pressures on the highway. It is also noted that a prior application (71665/APP/2016/3363) that was refused (but not on highway grounds) for 10 flats on this site, provided 11 on-plot spaces which was considered acceptable in principle. When contextualising the above factors and facets of the surrounding local area, it is considered that the quantum of parking proposed is to an acceptable level. The proposed internal parking arrangement conforms to DfT (Manual for Streets circa 2007) best practice for road and parking layouts. The layout allows for vehicles using the site to enter and leave the site in a forward gear which is the recommended practice on highway safety grounds and is therefore welcomed. The 12 new on-plot spaces are served from a newly created access from Brookdene Drive which is considered acceptable in principle. The new access and closure of old (2 apertures on Watford Road & 1 on Brookdene Drive) would need to be removed/constructed to an appropriate Council standard under S184/S278 of Highways Act 1980 (or suitable alternative arrangement) at the applicant's expense.

#### Disabled Compliant Parking

In accord with the saved UDP standard - 10% of parking spaces should be disabled compliant equating to a minimum of 1 space. Two have been indicated within the submission which is therefore considered acceptable.

#### Electric Vehicle Charging Point Provision

Within the proposed parking quantum there is a requirement for electric vehicle charging points (EVCPs) in line with London Plan 2016 (LP 2016) standards for this C3 use which would equate to 2-3 EVCPs for 'active' provision with a further 2-3 spaces acting as 'passive' provision for future activation.

However with this relatively smaller scale development it would be considered onerous to pursue the provision of the 'active' spaces as it can be reasonably argued that this would reduce 'real world' on-plot parking provision as, in overall vehicle percentage terms, there are still far fewer electric/hybrid cars as compared to vehicles propelled by other fuels. This could in theory restrict/prevent the use of the 'active' bays for 'non-electrified' cars and more crucially would, in reality, lower the secured level of usable parking provision which should be avoided especially with a lower initial provision.

Nevertheless as there is a strong move toward hybrid and fully electrified vehicles which will only increase in time, it is considered more appropriate to encourage a 40% passive only provision for 'smaller' development proposals such as exemplified here resulting in a requirement for 5 'passive' spaces. This should be secured via planning condition and 'active' provision would then evolve on a demand led basis.

#### Cycling Provision

In terms of cycle parking there would be a provision of at least 1 secure and accessible space for each of the flatted units (totalling 12 spaces) to conform to the adopted minimum borough cycle parking standard. A figure of 20 is proposed with an appropriate positioning of a secure and accessible compound. The arrangement is therefore considered acceptable.

#### Vehicular Trip Generation

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

The proposal would clearly increase traffic generation from the site as compared to the two existing



single dwelling units. However, statistically, peak period traffic movement into and out of the site would not be expected to rise beyond 3-4 additional two-way vehicle movements during the peak morning and evening hours. This potential uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

#### Operational Refuse Requirements

Refuse collection will occur via 'Brookdene Drive'. A specific bin store location is shown. Accepted 'waste distance' collection standards encourage waste collection distances to be within 10m from the point of collection on the public highway. The bin store positioning exceeds this parameter hence it is highly likely that an informal on-plot management regime will be established to ensure that any refuse is positioned within the above distance parameter on collection days as it is considered that it is in the best interest of the occupier to place their refuse within the proposed refuse storage location if they wish for their refuse to be collected. The informal arrangement is therefore considered as sufficient in this case. There are no further observations.

#### 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).

#### TREES AND LANDSCAPES

This site comprises an amalgamation of two plots on Watford Road at the junction with Brookdene Drive. Both are generous plots with two-storey detached houses and established gardens, typical of the houses in this area. There are a number of trees, mainly along the boundaries with Watford Road, Brookdene Road and along the rear boundary, which contribute to the verdant character and appearance of the area. The site lies within the area covered by TPO 16. Selected specimens within the group of trees in the south-west corner appear on the TPO schedule as G15.

This site was the subject of a previous application, ref. 2018/3820, which was approved. The current layout proposal appears to be unchanged? The previous tree report by GHA, dated October 2018, has been re-submitted. The survey has identified and assessed the condition and value of 12 trees (individuals and groups). There are no 'A' grade specimens. One highway tree, a lime (T7) is a 'B' grade, with the remaining trees categorised as 'C' (poor). One tree, T1, a Manna ash, whose removal can be justified due to its very poor condition and limited useful life expectancy. While the overall quality of the individual trees is not high, their collective landscape value in this area warrants their retention where possible. The report recommends the removal of T3 (to facilitate the development), T5 and (one specimen within) G11. G12, a group of young birch will be removed to facilitate the development but are young enough to be re-planted within the site. There is no objection to the tree assessments, however, the Manna ash (T1) shown to be retained should be removed and replaced with a new healthy tree. In section 8 and the appendices tree protection measures and a method statement are provided, supported by on site supervision by the arb. consultant. If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the area.

No objection subject to post-commencement conditions RES6, RES9 (parts 1,2,4,5 and 6) and RES10.

## PLANNING POLICY

The proposal involves the loss of two family sized (3 bed or more) units. These would be redeveloped to provide 6x1, 5x2 and 1x3 units.

The scheme would therefore result in the net loss of a family sized unit.

This would be in direct contrast to emerging LPP2 (2019) Policy DHM 2 which requires schemes of residential development to reflect the Council's latest information on housing need.

The Council's current information on housing need is found within the London Borough of Hillingdon Strategic Housing Mark Assessment (2016) which indicates a substantial borough-wide requirement for larger affordable and private market units, particularly 3 bedroom properties.

However there is already an extant permission (71665/APP/2018/3820) for a 9x2 bed scheme. The current proposal is therefore an improved housing mix on the permitted scheme as the applicant has agreed to include a new family sized unit.

Noting this and the fact that the Inspector's report is still to be received on the emerging LPP2 (2019), the proposed mix is considered acceptable.

## SUSTAINABILITY

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

The proposed development needs to be zero carbon to be policy compliant with the development plan (London Plan Policy 5.2). The energy assessment (Stroma, June 2019) demonstrates the proposal will achieve an onsite reduction of 35% from building regulations 2013 and therefore satisfies the minimum onsite requirements. However, the proposal does not go far enough onsite for complete compliance and therefore an offsite contribution is also required. This is set out in Chapter 9 of the report.

The combination of proposed onsite measures (including PV and energy efficiency measures) together with the offsite contribution (£18,486) allows the development to be policy compliant. The following needs to be secured as part of any subsequent approval:

1 - S106 Contribution of £18,486 -

[calculation - (10.27tCO<sub>2</sub> shortfall on site) x (£60 price per tCO<sub>2</sub>) x (30 year timeline to save carbon for the development)]

10.27 x 60 x 30 = £18,486

2 - Energy Condition

Condition

Prior to above ground works, full details of the roof mounted PV array shall be submitted to and approved in writing by the Local Planning Authority. The details shall include (1) a detailed roof plan, (2) specifications of the PVs including tilt and orientation and (3) elevational plans and (4) the impact of the proposed PV array on the carbon footprint in accordance with the approved energy strategy (Stroma, June 2016) . The development must proceed in accordance with the approved details.

Reason

To ensure the development contributes to a reduction in CO<sub>2</sub> in accordance with the London Plan

Policy 5.2 of the London Plan 2016.

#### ACCESS

Any grant of planning permission should include the following conditions. Prior to works commencing, details of step free access via the principal private entrance shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building. REASON To ensure that an appropriate standard of housing stock, in accordance with London Plan policy 3.8 c, is achieved and maintained. The dwellings hereby approved shall be constructed to meet the standards for a 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 that an appropriate standard of housing stock, in accordance with London Plan policy 3.8 c, is achieved and maintained.

#### AIR QUALITY

I have looked at the details of the application. I can confirm that the application is not located within the declared Air Quality Management Area it is also not in an Air Quality Focus Area. However, given that the application is for 12 residential units and is located close to a road the following comments should be considered.

The development should be setback from the road as far as possible, this will minimise the exposure of new occupiers to emissions from the road source. Any additional protection via the inclusion of green infrastructure such as trees and hedges on the boundary should also be considered.

#### CONTAMINATED LAND

I have conducted a search of the land contamination records and historic maps I have access to and have found no evidence of contaminative activities having taken place at the properties, and the land will continue to be utilised for residential properties which involves no change of use parameters.

Therefore, I see no reason for land contamination conditions to be imposed.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The National Planning Policy Framework (2019) has a requirement to encourage the effective use of land and encourages the use of previously developed, vacant and underutilised sites to maximise development potential, in particular for new housing. Chapter 5 of the National Planning Policy Framework (NPPF), supports the delivery of homes, confirming that local authorities should, through their Local Plans, demonstrate how housing targets and objectives will be met. Particular emphasis is given to housing delivery over the next five years, but authorities are also required to consider growth beyond this.

Policy H1 of the Local Plan: Part 1 - Strategic Policies (November 2012) gives general support to housing provision to meet and exceed the Council's minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies.

Policy 3.3 of the London Plan (March 2016) seeks to ensure that London's housing needs are met. This objective is reiterated in the Mayor of London's Supplementary Planning Guidance (SPG) on Housing, although it is noted that the in achieving housing targets, full account must be given to other policy objectives.

Notwithstanding the above the proposed development seeks consent for the redevelopment of a plot of land currently occupied by two family sized dwellings and replacement with a new residential block comprising of 12 apartments which presents an intensification of the use of the site. The proposed site plan illustrates the extent of the developed area within the plot which extends to the rear garden area of the existing dwelling thus the proposal not only brings forward a flatted development in an area which exceeds the 10% within the street stated in local guidance and it also considered to be Garden Land Development which the Local Planning Authority seeks to discourage. Notwithstanding these points justification towards the principle of development is provided below;

## FLATTED DEVELOPMENT

Paragraph 3.1 of the Council's Supplementary Planning Document (SPD) HDAS: Residential Layouts advises that: "In considering all applications, the Council will have regard to the need to balance any increase in residential density against the possible impact on the capacity, character and amenity of the area as a whole." Paragraph 3.3 goes on to advise that the traditional residential character of an area can be compromised where there is an over-concentration of flatted development. The guidance goes on to advise that to avoid this, the cumulative impact of residential conversions are unlikely to be acceptable where more than 10% of the houses in a street have been converted or redeveloped to provide flats or other forms of housing. On residential streets longer than 1km, the guidance advises that the application site should be taken as the midpoint on a 1km stretch of road to be assessed.

The Council's Supplementary Planning Document (SPD) HDAS has since been superseded by the adoption of the Hillingdon Local Plan : Part 2 - Development Management Policies (Jan 2020). Policy DMH 4 (Residential Conversions and Redevelopment) states, residential conversions and the redevelopment of dwellings into new blocks of flats will only be permitted where:

- i) it is on a residential street where the proposal will not result in more than 10% of properties being redeveloped into flats; ii) On residential streets longer than 1km the proposed redevelopment site should be taken as the midpoint of a 1km length of road for assessment purposes;
- iii) the internal floor area of the original building to be converted is at least 120 sqm; and
- iv) units are limited to one unit per floor for residential conversions.

Whilst this issue led to a previous refusal the Inspector concluded that this development was not harmful with the predominant form of development in the vicinity remaining detached houses. This was set out in paragraph 33 of the previous appeal, which stated "The development proposed would result in the loss of two relatively modern houses, but these are not remarkable or worthy of retention in their own right. Moreover, the Council acknowledges that the impact of the development on the street scene would be acceptable. Although the development would add to the number of flatted developments along the road, the overall appearance of the area would remain that of a mixed residential area with detached houses being the more common form of development. Consequently, I conclude on this issue that the proposal would not result in an over-concentration of flatted development on this part of Watford Road to the detriment of the established character of the area." Therefore a refusal on these grounds would not be upheld in an appeal.

## GARDEN LAND DEVELOPMENT

The London Plan (March 2016) notes that back gardens can contribute to the objectives of a significant number of London Plan policies and these matters should be taken into account when considering the principle of such developments. Policy 3.5 of the London Plan supports development plan-led presumptions against development on back gardens where locally justified by a sound local evidence base.

The Mayor's Housing Supplementary Planning Guidance, March 2016 also provides further guidance on the interpretation of existing policies within the London Plan as regards garden development. Paragraph 1.2.44 advises that when considering proposals which involve the loss of gardens, proposals should be considered in the light of local circumstances, taking into account the value gardens have in addressing a range of strategic policy objectives.

At local level the Council has also adopted the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012). Policy BE1 advises that new development, in addition to achieving a high quality of design, should enhance the local distinctiveness of the area, contribute to community cohesion and sense of place and make a positive contribution to the local area in terms of layout, form, scale and materials and seek to protect the amenity of surrounding land and buildings, particularly residential properties. Specifically, the policy advises that development should not result in the inappropriate development of gardens and green spaces that erodes the character and biodiversity of suburban areas and increase flood risk.

Furthermore Policy DMH 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) sets out specific guidelines for applications which involved Garden or Backland development as presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity.

- i) neighbouring residential amenity and privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided;
- ii) vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light. Access roads between dwellings and unnecessarily long access roads will not normally be acceptable;
- iii) development on backland sites must be more intimate in mass and scale and lower than frontage properties; and
- v) features such as trees, shrubs and wildlife habitat must be retained or re-provided.

The principle of this backland/garden development is established through the extant consent (ref;71665/APP/2018/3820). Furthermore the scale or internal floor area would remain unaltered from that which was granted consent and for which the appeal inspector who dismissed the last appeal did not uphold the councils reason for refusal relating to the impact to the garden land development would have on the character and appearance of the area. The inspector states;

"34. The Council is also concerned about the loss of the rear garden area and the extent of hardstanding proposed. The appeal site contains a number of trees, hedges and shrubs located on the site boundaries. These make a positive contribution to the streetscape and the majority of the existing landscaping would be retained. The rear gardens would be replaced by the car park, but the retained landscaping would soften the appearance of the hardstanding".

"35. The gardens themselves are not visible in the wider area and their loss would have

minimal impact on the character and appearance of the locality. Consequently, the development would meet the aims of Paragraph 1.2.44 of the Mayor's Housing Supplementary Planning Guidance (March 2016), which is concerned with retaining greenspace that makes a positive contribution to the area."

"36. To conclude on this issue, I find that the development would not have an adverse effect on the character and appearance of the area. Consequently, it would accord with Policy BE1 of the Local Plan: Part 1 - Strategic Policies, Policies BE13 and BE19 of the Local Plan: Part 2 and Policies 2.6, 3.5 and 7.4 of the London Plan. The policies seek, amongst other things, to enhance local distinctiveness through high quality design that complements the area and harmonises with the street scene."

Whilst it is noted that Policy DMH 6 of the Local Plan Part 2 - Development Management Policies (Jan 2020) is not included within the inspectors conclusion this is due to the time frame in which the inspector carried out his assessment of the application reference 71665/APP/2018/3820 and the fact that the policy document was still in the pre-examination stages, however the contents of the new policy do not provide a significant policy change, which could be used to refuse planning permission.

The case which was refused and assessed by the appeal inspector was for featured the same built form as what was approved under ref and is subject to the assessment of this application. Given the inspectors view on the impact of the garden land development on the character and appearance of the area the development is considered to be acceptable and a refusal on these grounds could not be upheld on appeal.

## UNIT MIX

With regards to the unit mix the proposal involves the net loss of 1 family sized unit (3 bed or more). The existing two storey family sized dwellings would be demolished and redeveloped to provide 6 x 1, 5 x 2 and 1 x 3 bedroom. Whilst the revised scheme would result in a net loss of one 3 bed unit rather than the two which was originally proposed the scheme is still considered to be in direct contrast to LPP2 Policy DMH 2 (Jan 2020) which requires schemes of residential development to reflect the Council's latest information on housing need. The Council's current information on housing need is found within the London Borough of Hillingdon Strategic Housing Mark Assessment (2016) which indicates a substantial borough-wide requirement for larger affordable and private market units, particularly 3 bedroom properties. However there is already an extant permission (71665/APP/2018/3820) for a 9 x 2 bed scheme. The current proposal is therefore an improved housing mix on the permitted scheme as the applicant has agreed to include a new family sized unit.

## CONCLUSION

Taking the above into consideration the principle of development is established through the existing use of the site (residential) and is further compounded by both the extant permission for the further intensification of the residential use of the site and also the appeal inspectors view which was that the local plan policy relating to flatted developments and the issues raised relating to Garden Land Development were not significant enough to refuse the proposal. The principle of development can be established as acceptable. Furthermore the scheme is considered to provide an improved unit mix through the addition of a 3 bed family sized unit, in comparison to the scheme which was granted consent on the site (9x2 bed). Therefore whilst the scheme does not fully accord with

Local Plan policy DMH 2 it is considered acceptable as the scheme now provides the delivery of a family unit which does not form part of the extant scheme.

## **7.02 Density of the proposed development**

London Plan Policy 3.4: Optimising housing potential, aims to optimise the housing potential of sites whilst recognising that there are a wide range of factors that need to be taken into account in determining planning decisions relating to the residential density of any proposal.

The London Plan includes a density matrix at Table 3.2, and in paragraph 3.28 it recognises that the ranges within the density matrix are broad. It goes on to state that these broad ranges 'provide the framework within which boroughs can refine local approaches to implementation of this strategic policy through their LDFs.'

Policy 3.4 of the London Plan (2016) seeks to optimise housing potential and includes a sustainable residential quality (SRQ) matrix for calculating the optimal density of residential development of a particular site. Optimal density levels vary based on the Public Transport Access Level (PTAL) score for the area in which the site is located, the character of the area (central, urban or suburban) and the type of accommodation being provided (based on the amount of habitable rooms per unit).

Notwithstanding the above policy reference in the latest version of the emerging London Plan (Dec 19) demonstrates the removal of the density matrix table 3.2 which is used as a guide for decision makers to assess optimal density for housing sites. It is therefore considered that whilst referred to above the optimal density should be assessed against the Local Planning Authorities density matrix within its adopted Local Plan.

Policy DMHB 17 of the Hillingdon Local Plan Part 2: Development Management Policies (Jan 2020) states that all new residential development should take account of the Residential Density Matrix contained in Table 5.3. Developments will be expected to meet habitable rooms standards.

It is considered that the site is located within a suburban setting, as defined within the notes to Table 3.2 of the London Plan (2016).

The PTAL score for the site is 2 which identifies the area as having a low level of public transport accessibility. Having consulted the matrix, the optimal residential density for the development of this site to provide would therefore be between 150-330 habitable rooms per hectare per and 50-110 units per hectare in table 5.3 which supports policy DMHB 17 Local Plan Part 2 - Development Management Policies (January 2020)

The proposal involves the provision of 12 residential units on site which has an overall area of approximately 1,200 m<sup>2</sup> (0.12 hectares). The proposed development would provide 32 habitable rooms between all 12 new units.

The scheme as proposed results in a density of 266 habitable rooms per hectare and 100 units per hectare which evidently falls within the optimal density range provided in the Local Plan. Furthermore the site benefits from existing consent for the demolition of the 2 existing dwellings and the construction of a flatted development comprising of 9 x 2 bedroom units. Whilst the proposal does present an increase in the number of units there would be no alteration to the gross internal floor space or the built form. As such the scheme is considered to comply policy DMHB 17 of the Hillingdon Local Plan Part 2: Development Management Policies (Jan 2020).

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

The application site is not located within a Conservation Area or Area of Special Local Character.

### **7.04 Airport safeguarding**

Not applicable to this application

### **7.05 Impact on the green belt**

Not applicable to this application

### **7.07 Impact on the character & appearance of the area**

The application site is not located within an area important for archaeological remains, it is not sited close to any listed building nor is it located within or on the fringes of a Conservation Area.

There is a hierarchy of design policies which relate to housing development and which filter from national policy down to local level policy, each of which needs to be considered when determining an application for new housing.

At national level, Chapter 4 of the National Planning Policy Framework sets our strong principles for determining planning applications. Section 48 provides 3 key principles for which weight should be given. Point c) of this section states "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)".

At regional level Policy D4 of the London Plan (2016) states that in order to optimise the development of housing on sites across London, a range of housing typologies will need to be built. To bring forward development on constrained sites, innovative housing designs that meet the requirements of this policy, including minimum space standards, are supported. In ensuring high quality design, housing developments should consider the elements that enable the home to become a comfortable place of retreat and should not differentiate between housing tenures.

New homes should have adequately-sized rooms and convenient and efficient room layouts which are functional, fit for purpose and meet the changing needs of Londoners over their lifetimes. Particular account should be taken of the needs of children, disabled and older people. Qualitative aspects of a development are key to ensuring successful sustainable housing and should be fully considered in the design of any housing developments. Housing developments are required to meet the minimum standards below.

Policy DMHB 11 of the Hillingdon Local Plan Part 2 - Development Management Policies (Jan 2020) states that all development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design which includes ;

- i) harmonising with the local context by taking into account the surrounding:
  - scale of development, considering the height, mass and bulk of adjacent structures;
  - building plot sizes and widths, plot coverage and established street patterns;
  - building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
  - architectural composition and quality of detailing; local topography, views both from and to the site; and
  - impact on neighbouring open spaces and their environment.
- ii) ensuring the use of high quality building materials and finishes;



- iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
- iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
- v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.

The application site is located on the east side of the A4125 Watford Road, to the north of its junction with Brookdene Drive. Watford Road forms part of an established residential area, predominantly characterized by its spacious and sylvan character, with reasonably sized residential plots which contain good sized houses. The development layout has evolved over time and the area is interspersed with newer infill and piecemeal development of various styles and age. Several plots have been re-developed and there are flat developments in the immediate vicinity of the site, Saxon Court and Chestnut Court. It is also noted that the ground level falls away to the east along Brookdene Drive.

The development proposed would result in the loss of two relatively modern houses, for which the inspector states in the report "are not remarkable or worthy of retention in their own right". Although the development would add to the number of flatted developments along the road, the overall appearance of the area would remain that of a mixed residential area with detached houses being the more common form of development. Consequently, I conclude on this issue that the proposal would not result in an over-concentration of flatted development on this part of Watford Road to the detriment of the established character of the area.

The proposed flatted block would have a building footprint which is comparable to the size of surrounding buildings, notably Saxon Court and the flatted scheme opposite and it has a staggered front elevation which would help break up the building's frontage and maintains the staggered relationship and siting of adjoining houses on Watford Road. Similarly, there is no clearly defined rear building line and the proposed block would not project significantly at the rear so as to appear as a prominent feature.

The flatted block would provide a separation gap of approx. 1.3m to the side boundary with No. 22 Watford Road. Although this should ideally be increased, given the size of building, the gap marginally exceeds the gap with the existing siting of the house and the separation gap between the buildings would be similar to neighbouring properties. As such, it is considered that the relationship would not justify a reason for refusal as no harm is demonstrated.

#### **7.08 Impact on neighbours**

As stated above policy DMHB 11 of the Hillingdon Local Plan Part 2 - Development Management Policies (Jan 2020) sets out principles of good design which will ensure the amenities of surrounding properties are protected.

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

The proposed building would project beyond the rear elevation of the adjoining property on Watford Road (No. 22) by approximately 2 metres. The proposal is not considered to result in a material level of overshadowing to the flank of No. 22 Watford Road and no material loss of daylight or sunlight to the rear. No. 22 does have first floor window in its flank elevation but this appears to serve a secondary function.

In terms of Saxon Court, at their nearest point, the proposed building and Saxon Court would be separated by a distance of some 17.5m. Saxon Court contains numerous windows along its Brookdene Drive frontage so that although the separation distance is below the minimum 21m distance, as this is an across the street relationship where the privacy of windows is already compromised, the relationship is not considered to raise additional adverse impacts.

As regards the nearest properties facing the site at the rear (Nos. 2 and 3 Brookdene Drive), their rear elevations would maintain a minimum separation distance from the rear elevation of the proposed block of over 34m which is considered to provide an appropriate separation distance, taking into account the likely increased bulk and height of the proposed building and its elevated siting as compared to these neighbouring properties.

The application does not propose to alter the footprint or built form for which consent has already been granted. The additional units would be created through internal alterations to the proposed building and therefore the scheme would not give rise to any additional impacts to the amenities of neighbouring properties.

As such, the proposed development is considered to accord with Policy DMHB 11 of the Hillingdon Local Plan Part 2 - Development Management Policies.

## **7.09 Living conditions for future occupiers**

### **UNIT SIZES**

The London Plan (2016) sets out minimum sizes for various sized residential units. The applicant submitted plans with all unit sizes meeting the minimum floor space standards as set out above. The scheme accords with the London Plan (2016) minimum standard and is therefore considered acceptable. Policy 3.5 of the London Plan (2016) states that housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment. The London Plan (March 2016), also sets out a minimum space requirements for residential dwellings. These follow the national 'Technical housing standards - nationally described space standard.'

Policy DMHB 16 of the Hillingdon Local Plan Part 2: Development Management Policies (Jan 2020) states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment.

To achieve this all residential development or conversions should: i) meet or exceed the most up to date internal space standards, as set out in Table 5.1; and ii) in the case of major developments, provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users. The proposed dwelling sizes are as follows:

Unit 1 1b/2p 50.25 sqm

Unit 2	2b/4p	102.90 sqm
Unit 3	3b/6p	94.13 sqm
Unit 4	1b/2p	50.25 sqm
Unit 5	1b/2p	50.23 sqm
Unit 6	1b/2p	52.22 sqm
Unit 7	1b/2p	53.56 sqm
Unit 8	2b/4p	85.50 sqm
Unit 9	1b/2p	51.18 sqm
Unit 10	2b/4p	77.90 sqm
Unit 11	2b/4p	85.20 sqm
Unit 12	2b/4p	85.51 sqm

The submitted floor plans show that the flats all significantly exceed 50 square metres and satisfy the minimum floor space standard in the development plan of 70sqm. for a two bed, four person flat. A twin bedroom should have an area of at least 11.5 square metres. One double or twin bedroom should be at least 2.75 metres wide and every other at least 2.55 metres wide. All of the bedrooms exceed these requirements, some substantially so. There was initially some concern that the proposed studies to some of the units could be used as a third bedroom. They are all below 11.5 square metres. Under the Mayor's minimum floorspace guidance a one bedspace room should have a minimum space of 7.5 square metres and be at least 2.15 metres wide.

#### PRIVATE AMENITY SPACE

Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Manager Policies (Jan 2020) sets out specific design standards to ensure that each residential unit benefits from adequate levels of amenity space. Paragraph 5.71 states Dwellings on upper floors should all have access to a private balcony or terrace, where this is consistent with the overall design of the building. Houses and ground floor flats should have private gardens. The Council is keen to improve the quality of housing in the Borough and therefore communal provision of private outdoor space is generally not supported unless there are strong planning reasons and the proposed scheme is of high quality with clear planning merits.

Furthermore balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres, any ground floor and/or basement floor unit that is non-street facing should have a defensible space of not less than 3 metres in depth in front of any window to a bedroom or habitable room. The design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene.

With regard to the above the proposed development the Local Planning Authority would ordinarily take a view that amenity space, whether private or communal which is located fronting the highway is unacceptable. Notwithstanding this view consideration should be given to the inspectors view of the amenity space which can be taken from the report and decision issued for appeal ref APP/R5510/W/17/3181349 following the refusal of outline application ref;71665/APP/2016/3363 (Demolition of existing houses and erection of a residential building, comprising 10 flats with access from Brookdene Drive (Outline Application to include access, layout, landscaping with scale and appearance reserved).

The amenity section of the inspectors report states;

"37 .The development would incorporate communal amenity space to the front and side of the building, in a similar arrangement to that provided at Saxon Court opposite. The amenity space would be adjacent to the roads and it would be likely to be overlooked by windows to habitable rooms within the development.

38. I appreciate that the open space would be relatively narrow, and there is likely to be noise and overlooking that would affect the use of the space. However, the amenity space would be for communal use and, therefore, it would not be 'private' even if it were to be located away from the windows and the street. Consequently, I do not consider it unreasonable to locate communal open space where it would be visible from within the development. The space would be subject to some noise from vehicles, especially those on Watford Road. There is no evidence that the road is especially busy and noise levels are likely to be consistent with a residential area. Furthermore, I saw that other flatted developments in the vicinity had a similar layout with open space fronting the roads, and the proposal would be consistent with this pattern of provision.

39. I conclude that the development would provide a suitable standard of outdoor amenity space for future occupiers. Consequently, it would accord with Policy BE23 of the Local Plan: Part 2 and the Council's SPD: Residential Layouts, which seek to ensure the provision of adequate garden space."

The current proposal adopts a similar amenity space layout to that of the outline application and an identical layout to that which was agreed as acceptable under the consented scheme as well as similar developments within close proximity to the application site. It is therefore considered that whilst the proposal of shared amenity space fronting the boundary facing a highway this cannot form a reason for refusing the scheme as the councils view that this arrangement is unacceptable was overturned at a previous appeal.

Further to the design principles, associated to Policy DMHB 18 is Table 5.2 (Private Outdoor Amenity Space Standards) which provides specific quantum of amenity space which should be provided for different types of residential units. For studio and 1 bedroom flats 20 sqm should be provided for each unit, 25 sqm should be provided for 2 bedroom flats and for 3 bedrooms 35 sqm should be provided. Taking this into consideration the scheme should provide at least 275 sqm of amenity space.

In accordance with the above the proposed plans illustrate a total of 280 sqm is to be provided across the scheme, with 80sqm provided through private balconies or garden space and 200sqm through communal garden space which the inspector deemed to be acceptable. Whilst the current proposal does not provide each individual unit at 1st and 2nd floor levels with its own balcony this arrangement is the same as that which was granted planning consent and although this was prior to the adoption of policy DMHB 18 due regard needs to be given to the fact the inspector raised no concerns against the levels or arrangement of amenity space provided in the outline scheme which is identical to this current scheme being assessed. It

Given the quantum of amenity space exceeds what is required to be provided for this scheme and the inspectors view detailed above, the proposed amenity space and its design is considered to be on-balance acceptable.

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

Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2) junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that new development is only permitted where it is in accordance with the Council's adopted car parking standards.

It is proposed to provide 12 residential flats. The maximum standard would allow for up to 1.5 spaces per unit hence a quantum of up to 18 spaces could be provided on-site. A total of 12 spaces are proposed which is below the maximum allowed. In commenting on the scheme the Council's Highways Engineer states that it is evident that there are generous off-street parking facilities for most of the surrounding roads and parking restrictions present (double yellow lines) which evidently reduces the on-street parking demand. Consequently the proposed level of provision will not have a negative impact on highway safety or on-street parking.

Furthermore it is also noted that the 10 unit scheme which was refused but not on Highway grounds provided 11 spaces which was considered to be acceptable which was also below the maximum standard. In concluding the Highway Officer states there are no concerns with the proposed parking provision.

The scheme would require 10% of spaces to be disabled compliant, with 5 active and 5 passive electrical vehicle charging. Both of these will be secured via a condition accompanied with the provision of at least 12 secure cycle parking units however 20 are shown to be included on the proposed plans.

In terms of the access, a new access and closure of old (2 apertures on Watford Road & 1 on Brookdene Drive) would need to be removed/constructed and this is considered to be acceptable.

#### **7.11 Urban design, access and security**

##### **SECURITY**

If recommended for approval, a condition will be attached in order to ensure that the proposal achieves '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).

#### **7.12 Disabled access**

The Council's Accessibility Officer has been consulted on the scheme and requested any approval to be conditioned to ensure the proposed development conforms to the necessary accessibility standards.

#### **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 12 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.

An FVA has been submitted and assessed by an independent assessor appointed by the Local Planning Authority. Following the review of the FVA the council has sought to agree an offer of one x 2 bed four person family unit is preferred as the larger unit which aligns more closely with housing need in the Borough. A S106 agreement is required in respect of the affordable housing unit which is Discounted Market Sale / Shared Ownership tenures 1x 2 Bedroom 4 person (family) unit.

#### **7.14 Trees, landscaping and Ecology**

Policy 5.10 of the London Plan (March 2016) states that development proposals should integrate green infrastructure to contribute to urban greening, including the public realm.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) also requires that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should also enhance amenity, biodiversity and green infrastructure.

Policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit. B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

With regards to trees, the site lies within the area covered by TPO 16. The Council's Landscape/ Tree Officer advises that 12 No. trees, or groups of trees, have been surveyed by GHA Trees, in March 2016 and that there are no 'A' grade trees and the only 'B' grade tree is a Lime - a local authority-owned street tree, which will not be affected by the development. All the other trees, except for T1, are 'C' grade trees. Previous advice recommended that these trees collectively contribute to the character and appearance of the area - albeit selective removal would be acceptable. T1 a Manna ash (on the schedule of TPO 16 as T40, a Box elder) is a 'U' graded tree to the front of the property and needs to be removed although it is shown to be retained on the layout plan.

The garden/amenity space provided is adequate to serve the development as detailed in other areas of this report. The proposed site plan illustrates soft landscaping and tree cover to be retained around the proposed building adding the verdant nature of the local and immediate context. In commenting on the scheme the Council's Landscaping Officer has stated the scheme is acceptable however further landscaping details are required and these will be secure via condition

#### **7.15 Sustainable waste management**

Policy 5.17 of the London Plan (March 2016) sets out the Mayor's spatial policy for waste management, including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse

visual impacts to occupiers and neighbours.

The proposed site and ground floor plan illustrate that the building would be served by 3 euro sized wheelie bins stored internally and this is considered sufficient to serve the 12 units. In terms of access the proposed new vehicular access and car parking layout is adequate to permit servicing through the rear entrance and waste services will use this to access the bin store. The proposed plan demonstrate the scheme complies with the relevant waste strategy distances and therefore the scheme is considered acceptable.

#### **7.16 Renewable energy / Sustainability**

Policy 5.2 of the London Plan (March 2016) requires that development proposals make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy: Be lean: use less energy; Be clean: supply energy efficiently; and Be green: use renewable energy.

Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will ensure that climate change mitigation is addressed at every stage of the development process. This includes the reduction of carbon emissions through low carbon strategies and encouraging the installation of renewable energy to meet the targets set by the London Plan (March 2016).

Policy DME1 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that: A) All developments make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets; B) All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved; C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, if the Council is minded to approve the application despite not meeting the carbon reduction targets, then it will seek an off-site contribution to make up for the shortfall. The contribution will be sought at a flat rate at of £/tonne over the lifetime of the development, in accordance with the current 'allowable solutions cost'.

The proposed development needs to be zero carbon to be policy compliant with the development plan (London Plan Policy 5.2). The energy assessment (Stroma, June 2019) demonstrates the proposal will achieve an onsite reduction of 35% from building regulations 2013 and therefore satisfies the minimum onsite requirements. However, the proposal does not go far enough onsite for complete compliance and therefore an offsite contribution is also required. This is set out in Chapter 9 of the report. The combination of proposed onsite measures (including PV and energy efficiency measures) together with the offsite contribution (£18,486) allows the development to be policy compliant.

#### **7.17 Flooding or Drainage Issues**

Policy 5.12 of the London Plan (March 2016) requires that development proposals must comply with the flood risk assessment and management requirements set out in the NPPF and the associated technical Guidance on flood risk over the lifetime of the development.

Policy 5.13 of the London Plan (March 2016) states that development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated.

Policies DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

The application site is not at risk of flooding and is not located in a Critical Drainage Area. Notwithstanding this, developments of this scale are required include suitable and sustainable drainage to serve site. Following the assessment of the submitted Flood Risk Assessment the Flooding Officer raised objections to the scheme as the FRA stated that the site will discharge to the nearby surface water sewer at a rate of 5l/s however agreed that further details to resolve this objection could be secured via a pre-commencement condition. The Flood Officer has provided specific wording for the condition which will require the submission, assessment and approval of a revised FRA prior to the commencement of development.

#### **7.18 Noise or Air Quality Issues**

##### **AIR QUALITY**

The application site is not located within an Air Quality Management area however given its scale the Air Quality Officer has been consulted and stated that the proposed building should be set in from the boundary and adequate landscaping and trees be included. In accordance with the above the proposed building would be set back approximately 9 metres from the principle frontage and 2 metres from the side boundaries. Furthermore hedging is to be planted around the immediate edges of the building where possible and a number of trees around the site boundary are to be retained. It is therefore considered that the scheme adheres to the advice provided by the Air Quality Officer.

##### **NOISE**

A construction management plan condition has been included to ensure that the noise created but the construction of the proposed development does not significantly impact the surrounding properties. Given that the proposal is for 12 new residential properties within the footprint of a scheme for 9 units which was granted planning consent the proposal would give rise to any additional noise impacts to those brought forward by the consented scheme. Notwithstanding the above the Noise Officer has recommended a condition to be added relating to noise insulation standards.

#### **7.19 Comments on Public Consultations**

See 'External Comments' section of the report.

#### **7.20 Planning obligations**

Policy DMCI 7 of the Local Plan : Part 2 - Development Management Policies (January 2019) sets parameters for the use of Planning Obligations and Community Infrastructure charges.

Paragraph 7.33 of the of the Local Plan : Part 2 - Development Management Policies (January 2019) states while new development can make provision for new homes, employment and leisure facilities and can improve the environment through use of renewable energy and improved landscaping, it can also place additional pressure on social and physical infrastructure and general amenity, and may require measures to be taken to remedy or mitigate such impacts.

Paragraph 7.34 states that the purpose of CIL is to provide infrastructure to support the development of an area; however, the Government has specified that there may still be site specific impact mitigation requirements without which a development should not be



granted planning permission. These requirements should be dealt with by planning obligations.

Finally paragraph 7.35 states that the Council will require planning obligations where the CIL levy does not sufficiently mitigate the infrastructure impacts of new development. This may include situations in which site-specific requirements have been identified that will not be funded by CIL, or where there is floorspace that results in an intensification of use but is not CIL chargeable. In such circumstances on-site obligations or financial contributions may be sought to address site-specific impacts. CIL payments will also be collected towards the cost of Crossrail on behalf of the Mayor. The Mayor's CIL Charging Schedule specifies a rate within Hillingdon of £35 per square metre of net increase in floorspace.

Further detail is contained in the Council's Planning Obligations SPD and its CIL Charging Schedule however policy DMCI 7 of the Local Plan : Part 2 - Development Management Policies (January 2019) sets the local parameters of Planning Obligations and Community Infrastructure charges.

A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).

B) Planning obligations will be sought on a scheme-by-scheme basis: i) to secure the provision of affordable housing in relation to residential development schemes; ii) where a development has infrastructure needs that are not addressed through CIL; and iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

The obligations sought are as follows:

1. On-site Affordable Housing - Flexible; Discounted Market Sale / Shared Ownership tenures 1 x 2 Bedroom 4 person (family) unit
2. Off-site Energy Contribution of £18,486
3. 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
4. Highway Works: S278/S38 for required Highways Works
5. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions

Community Infrastructure Levy (CIL)

In addition to S106 contributions the Council has adopted its own Community Infrastructure Levy (CIL) with a charge of £95 per square metre of gross internal residential floor area. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £85,021.39.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £60 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created and the sum calculated based on the floor area proposed is £40,020,00

## **7.21 Expediency of enforcement action**

Not relevant to this application

## **7.22 Other Issues**

### **CONTAMINATION**

The application site is not located within an area which is known to be at risk of contamination therefore the Contaminated Land Officer has stated there is no requirement for additional contamination evidence to be secured by condition. Notwithstanding this a condition has been included to ensure details of an imported soils are provided to the Local Planning Authority for approval.

## **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 seeks full planning consent for the demolition of the existing two detached dwellings and the construction of a residential flatted development to provide 12 new units comprising of 6 x 1 bed, 5 x 2 bed and 1 x 3 bed with associated landscaping and car parking. The application site benefits from extant consent for 9 units and was subject to a refused outline application for which the appeal inspector failed to uphold a number of reasons for refusal which are outlined in the above report. Given the history of the site and that the scheme accords with the relevant policies where required the application is considered to be acceptable and is recommended for approval subject to a S106 legal agreement and appropriate conditions.

## **11. Reference Documents**

National Planning Policy Framework (February 2019)

The London Plan (March 2016)

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

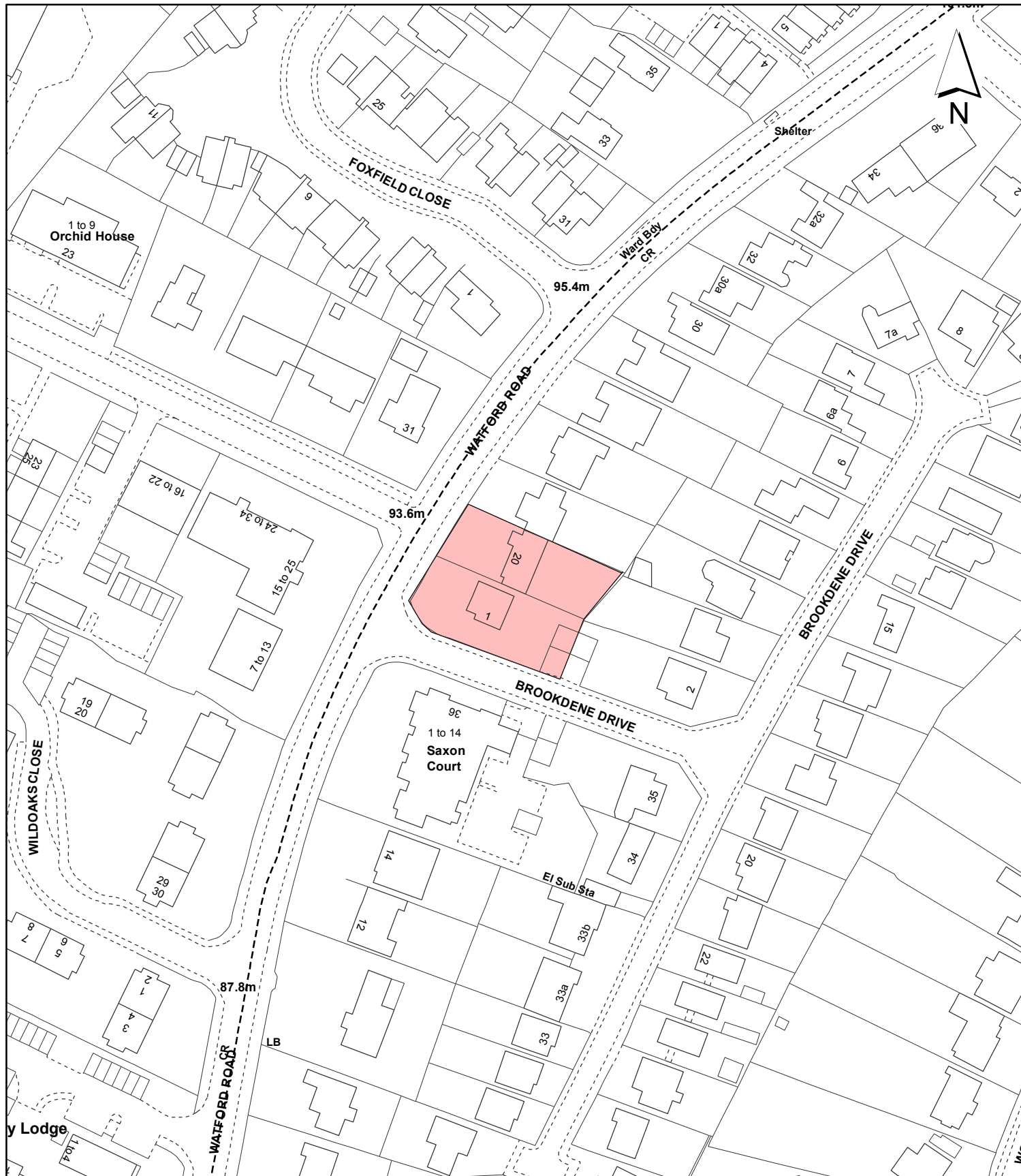
Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)

Accessible Hillingdon Supplementary Planning Document (September 2017)

Planning Obligations Supplementary Planning Document (July 2014)

**Contact Officer:** Christopher Brady

**Telephone No:** 01895 250230



#### Notes:

 Site boundary

For identification purposes only.

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Site Address:

**20 Watford Road and 1 Brookdene Drive  
Northwood**

Planning Application Ref:

**71665/APP/2019/2293**

Planning Committee:

**Major Page 150**

Scale:

**1:1,250**

Date:

**January 2020**

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services  
Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 01895 250111



**HILLINGDON**  
LONDON

# Plans for Major Applications Planning Committee

Wednesday 22nd January 2020



HILLINGDON  
LONDON

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

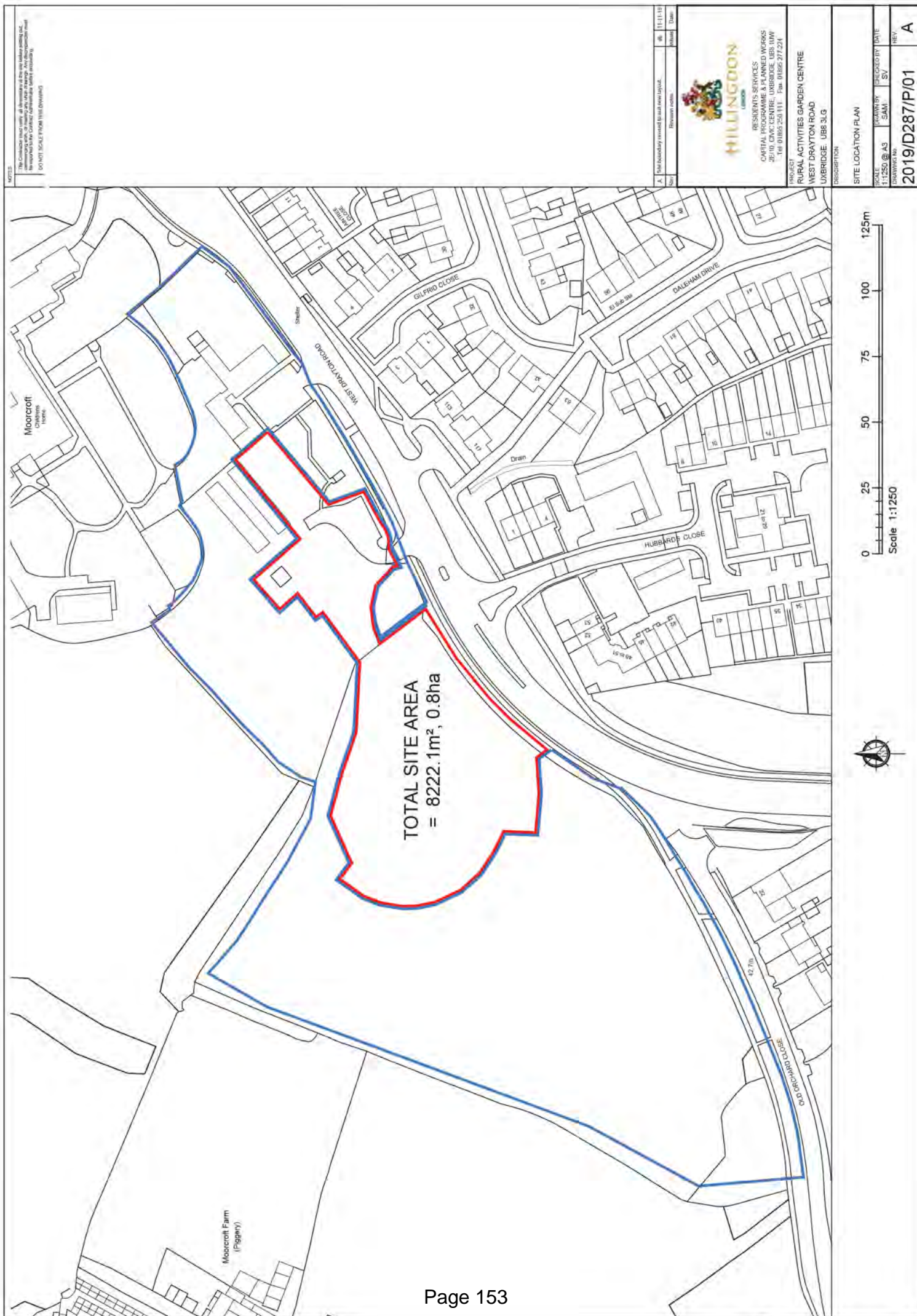
**Address** RURAL ACTIVITY GARDEN CENTRE WEST DRAYTON ROAD  
HILLINGDON

**Development:** Erection of two single storey buildings to provide cafe, sales area, agricultural barn, access, car parking and associated works

**LBH Ref Nos:** 68554/APP/2019/3071

<b>Date Plans Received:</b>	18/09/2019	<b>Date(s) of Amendment(s):</b>	13/11/2019
<b>Date Application Valid:</b>	09/10/2019		10/01/2020







NOTES

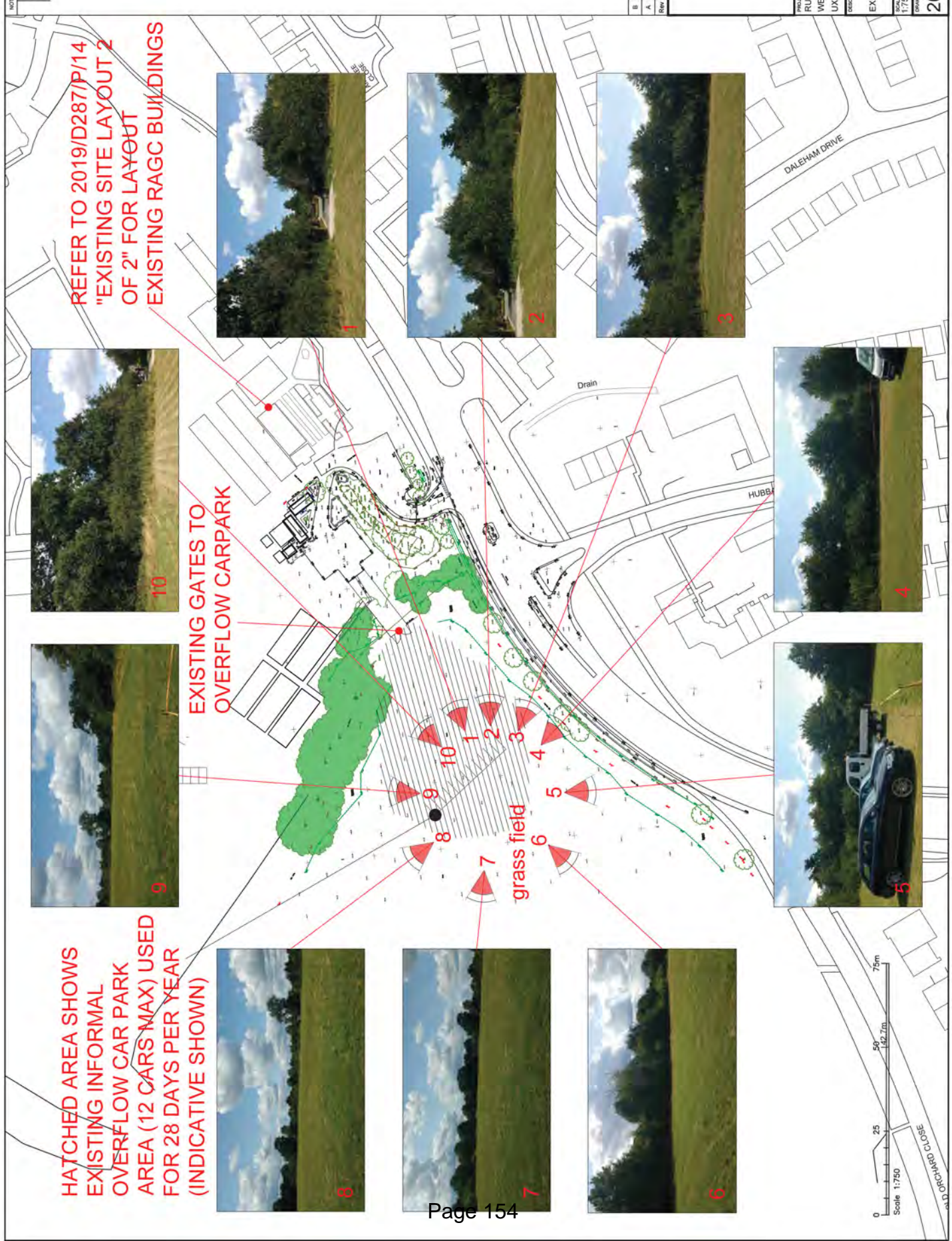
1. All Contractors must comply with the requirements of the relevant planning and building regulations. Any deviations must be reported to the Contract Administrator before proceeding.  
DO NOT SCALE FROM THIS DRAWING

REFER TO 2019/D287/P/14  
"EXISTING SITE LAYOUT 2  
OF 2" FOR LAYOUT  
OF EXISTING RAGC BUILDINGS

EXISTING GATES TO  
OVERFLOW CARPARK

HATCHED AREA SHOWS  
EXISTING INFORMAL  
OVERFLOW CAR PARK  
AREA (12 CARS MAX) USED  
FOR 28 DAYS PER YEAR  
(INDICATIVE SHOWN)

grass field



Rev	Revision notes	Initials	Date
B	Creating overflow carpark and notes added		21-11-18
A	100% 2018/19 (19/10/18) 100% 2019/20 (19/10/18) 100% 2020/21 (19/10/18)		21-11-18

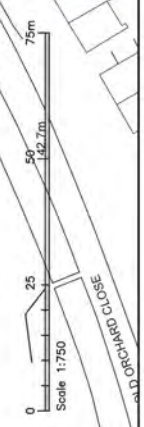
**HILLINGDON**  
LONDON

RESIDENTS SERVICES  
CAPITAL PROGRAMME & PLANNED WORKS  
2E/10, CIVIC CENTRE, UXBRIDGE, UB8 3LW  
Tel: 01895 250 111 Fax: 01895 277 224

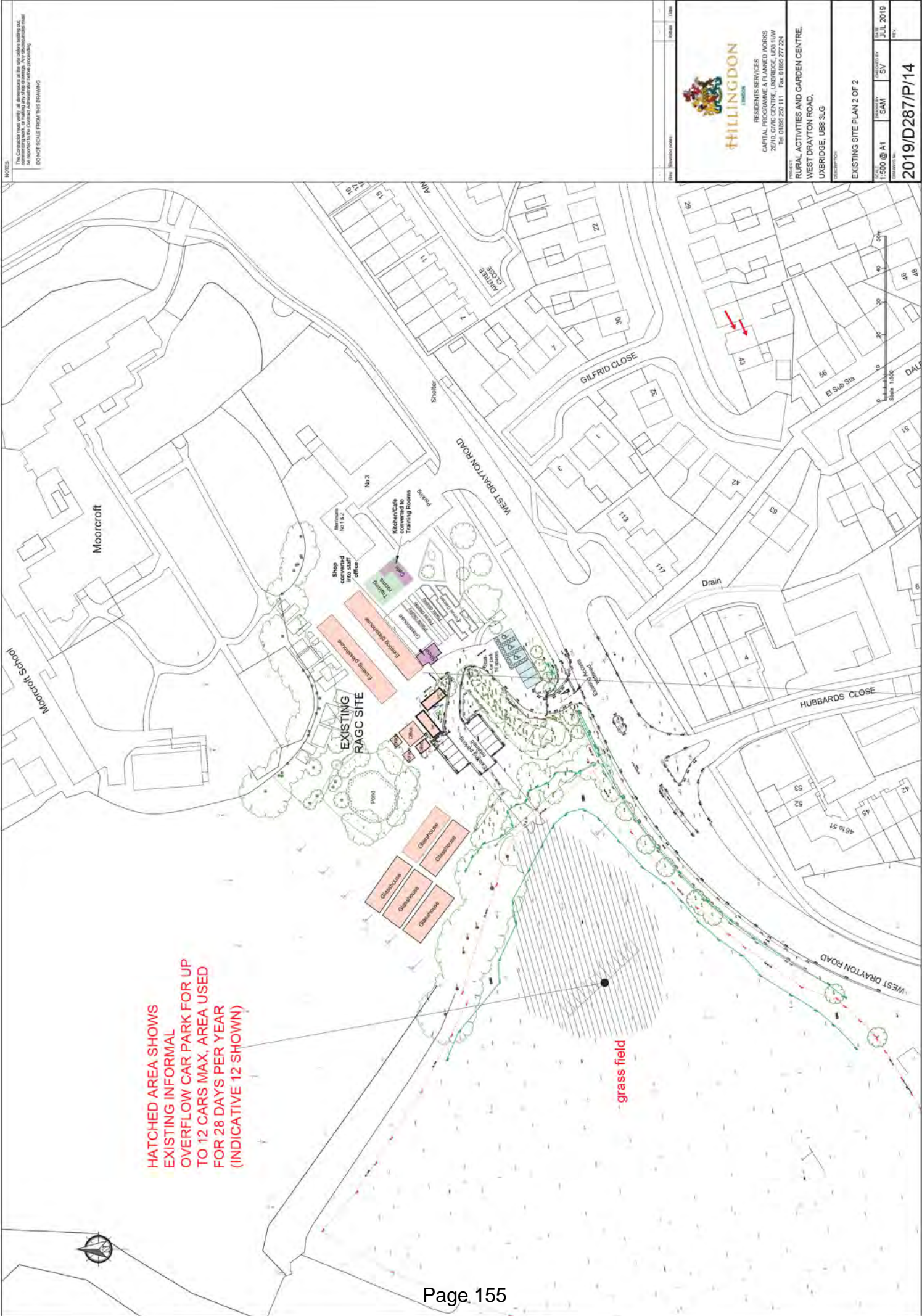
PROJECT  
RURAL ACTIVITIES AND GARDEN CENTRE  
WEST DRAYTON ROAD  
UXBRIDGE UB8 3LG

DESCRIPTION  
EXISTING SITE LAYOUT 1 of 2

SCALE	DRAWN BY	CHECKED BY	DATE
1:750 @ A2			
DRAWING No.			REV.
2019/D287/P/02			B







HATCHED AREA SHOWS  
EXISTING INFORMAL  
OVERFLOW CAR PARK FOR UP  
TO 12 CARS MAX. AREA USED  
FOR 28 DAYS PER YEAR  
(INDICATIVE 12 SHOWN)

grass field

**NOTES**

The Consultant has visited all dimensions of the site before setting out. Dimensions are given in metres and are rounded up to the nearest millimetre. Dimensions are given in metres and are rounded up to the nearest millimetre. Dimensions are given in metres and are rounded up to the nearest millimetre.

DO NOT SCALE FROM THIS DRAWING

**HILLINGDON**  
COUNCIL

RESIDENTS SERVICES  
CAPITAL PROJECTS WORKS  
2610, CIVIC CENTRE, UXBIDGE, URB 11W  
Tel: 01895 250 111 Fax: 01895 277 224

PROJECT: RURAL ACTIVITIES AND GARDEN CENTRE  
WEST DRAYTON ROAD,  
UXBRIDGE, URB 3LG

DESCRIPTION: EXISTING SITE PLAN 2 OF 2

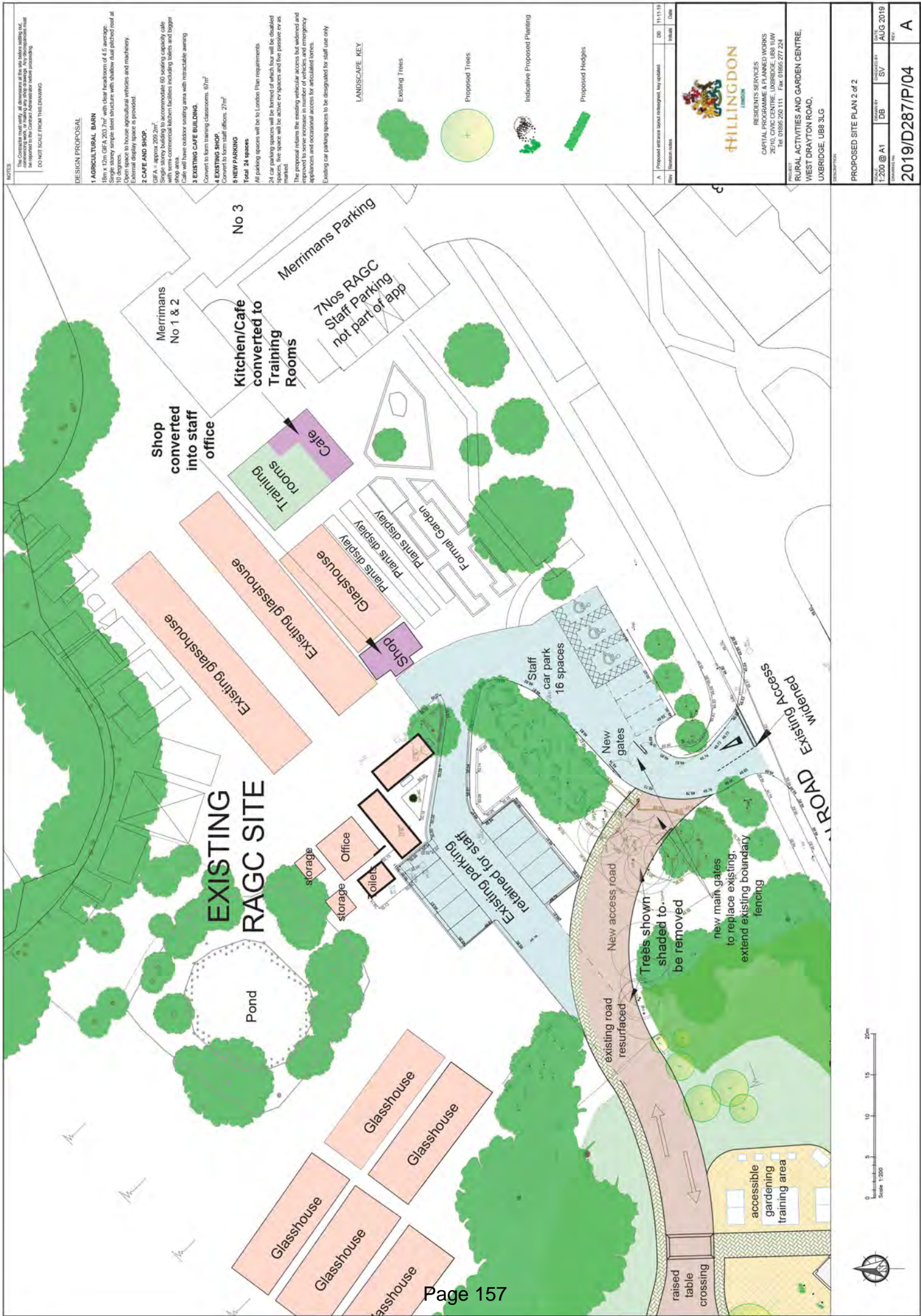
DATE: 1500 @ A1  
DRAWN BY: SAM  
CHECKED BY: SV  
DATE: JUL 2019  
REV: 1

2019/D287/P/14









NOTES

The Consultant shall verify all dimensions at the site before setting out. Any discrepancies shall be reported to the Client immediately. Any discrepancies must be reported to the Client immediately. DO NOT SCALE FROM THIS DRAWING

DESIGN PROPOSAL

1 AGRICULTURAL BARN

18m x 12m GFA 203.7m<sup>2</sup> with clear headroom of 4.5 average. Single storey simple steel structure with shallow dual pitched roof at 10°. Open space to house agricultural vehicles and machinery. External display space is provided.

2 CAFE AND SHOP

GFA = approx 200.2m<sup>2</sup>. Single storey building to accommodate 60 seating capacity cafe and shop. Commercial kitchen facilities including hobs and boiler. Cafe will have outdoor seating area with retractable awning.

3 EXISTING CAFE BUILDING

Convert to form training classrooms. 67m<sup>2</sup>

4 EXISTING SHOP

Convert to form staff offices. 27m<sup>2</sup>

5 NEW PARKING

Total 24 spaces

All parking spaces will be to London Platan requirements.

24 car parking spaces will be formed of which four will be disabled spaces. Five spaces will be active or passive and five passive or active. The proposed scheme includes additional access for disabled and three to serve increase in number of vehicles and emergency appliances and occasional access for articulated lorries.

Existing car parking spaces to be designated for staff use only.

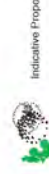
LANDSCAPE KEY



Existing Trees



Proposed Trees



Indicative Proposed Planting



Proposed Hedges

Rev	Proposed entrance layout redesign, key updated	DSB	11-11-19
A	Station notes	Initials	Date

**HILLINGDON**  
LONDON

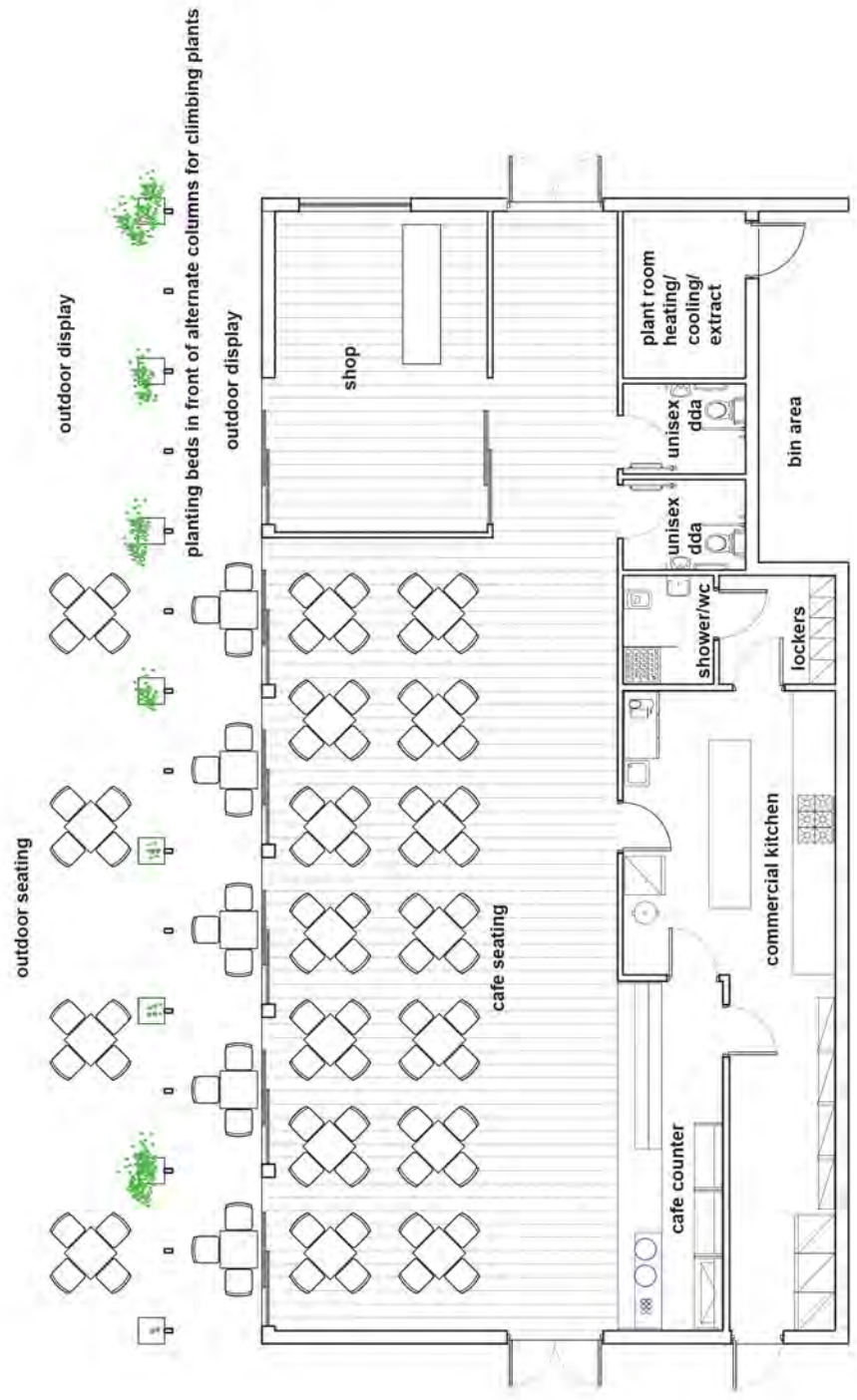
RESIDENTS SERVICES  
CAPITAL PROJECTS WORKS  
2610, CHIC CENTRE, LUXBRIDGE, LUX 11W  
Tel: 01895 250 111 Fax: 01895 277 224

RURAL ACTIVITIES AND GARDEN CENTRE,  
WEST DRAYTON ROAD,  
LUXBRIDGE, LUX 3LG

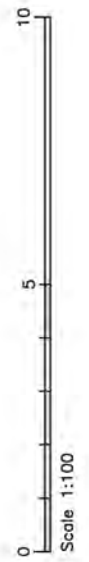
PROPOSED SITE PLAN 2 of 2			
2019/D287/P/04	SV	DB	REV
1200 @ A1	1200 @ A1	1200 @ A1	1200 @ A1
AUG 2019			A

NOTES

The Contractor shall verify all dimensions at the site before setting out.  
Dimensions shall be taken from the centre of the building unless otherwise stated.  
Dimensions shall be taken from the centre of the building unless otherwise stated.  
DO NOT SCALE FROM THIS DRAWING



service road - refer to dwg 2019/D/287/P03



A	Design presented for 1:100	06/11/19
Use	Revisions	Total

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RESIDENTS SERVICES, CAPITAL PROGRAMME  
26/10, CIVIC CENTRE, UXBIDGE, UBB 3LG  
Tel: 01895 255 111  
Fax: 01895 277 224

PROJECT  
RURAL ACTIVITIES AND GARDEN CENTRE,  
WEST DRAYTON ROAD,  
UXBRIDGE, UBB 3LG

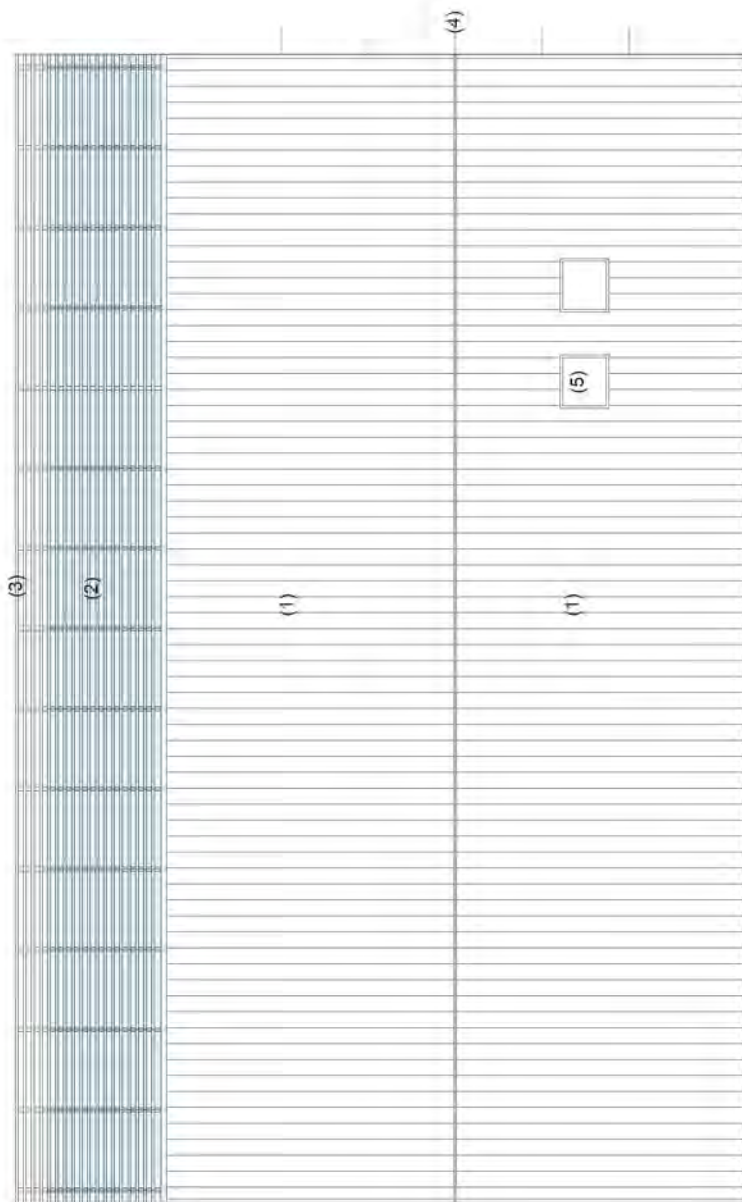
DESCRIPTION  
PROPOSED CAFE PLAN

SCALE	DRAWN BY	CHECKED BY	DATE
1:100 @ A3	DB		AUG 2019
DRAWING NO.			REV
2019/D/287/P/05			A



**MATERIAL KEYS:**

- (1) standing seam zinc roof on exposed oak timber truss centralised on main axis
- (2) canopy black stained timber beam with unstained larch cross battens as shown to act as louvre/planting arbor with 1.5m wide x 2.2m long 12mm thick glazing panel on sub frame over to form canopy (drains into gutter).
- (3) unglazed arbor
- (4) lighting for signage
- (5) rooflights to wcs



**NOTES**

The Contractor shall verify all dimensions of this and include setting out.  
Dimensions shall be given in full. Any discrepancy must  
be reported to the Client immediately.  
DO NOT SCALE FROM THIS DRAWING

A Design removed during long term use due to re-design			
Date	Revised notes	Issued	Date

**HILLINGDON**  
LONDON

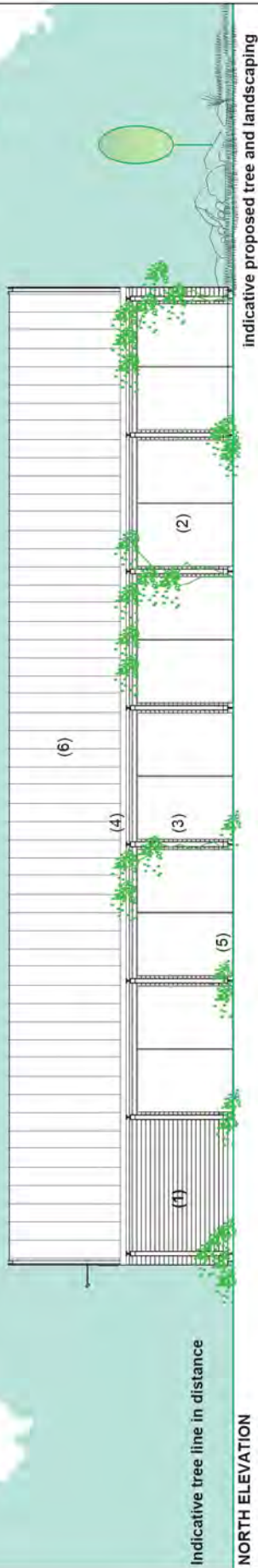
RESIDENTS SERVICES: CAPITAL PROGRAMME  
26/10, CMC CENTRE, URBIDGE, UBB 10W  
Tel: 01895 255 111  
Fax: 01895 277 224

PROJECT  
RURAL ACTIVITIES AND GARDEN CENTRE,  
WEST DRAYTON ROAD,  
URBIDGE, UBB 3LG.

DISCUSSION			
PROPOSED CAFE ROOF PLAN			
SCALE	DRAWN BY	CHECKED BY	DATE
1:100 @ A3	DB		AUG 2019
DRAWING NO.			
2019/D287/P/06			
A			

NOTES

The Contractor shall verify all dimensions at the site before setting out. Dimensions shown on drawings are approximate. Any discrepancies must be resolved by the Contractor. Do not scale from this drawing.

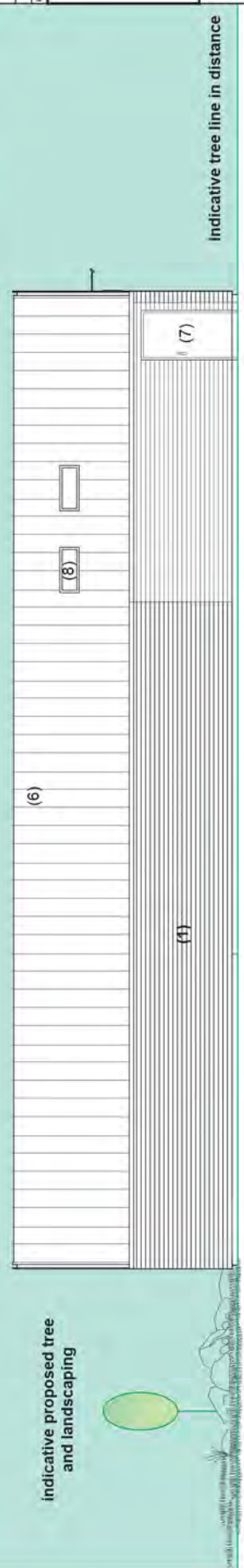


Indicative tree line in distance

NORTH ELEVATION

**MATERIAL KEYS:**

- (1) black stained horizontal cal cladding in 25mm thick larch, fixed with large headed stainless steel screws into pre-drilled 2mm oversize holes to allow for any movement, and uniformly fixed to agreed lch pattern
- (2) anthracite grey slim line aluminum double safety glazed sliding door and fixed panel both with dot manifestation
- (3) black stained timber column with high quality architectural brushed steel/ stainless steel timber shoe and head bracket steel.
- (4) black stained timber beam with unstained larch cross battens as shown to act as louvre/planting arbor with 1.5m wide x 2.2m long 12mm thick glazing panel on sub frame over to form canopy (drains into gutter).
- (5) planting bed at base of column to be planted with climbing plants by ragc
- (6) standing seam zinc roof on exposed oak timber truss centralised on main axis
- (7) ppc aluminum door
- (8) velfac rooflights / similar or better



Indicative tree line in distance

SOUTH ELEVATION

A		Revisions issued due to re-drafting		DATE	06/11/19
User		Revisions notes		Issued	Total



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COUNCIL

RESIDENTS SERVICES - CAPITAL PROGRAMME  
26/10, CHNG CENTRE, UXBRIDGE, URB 10W  
Tel: 01895 250 111  
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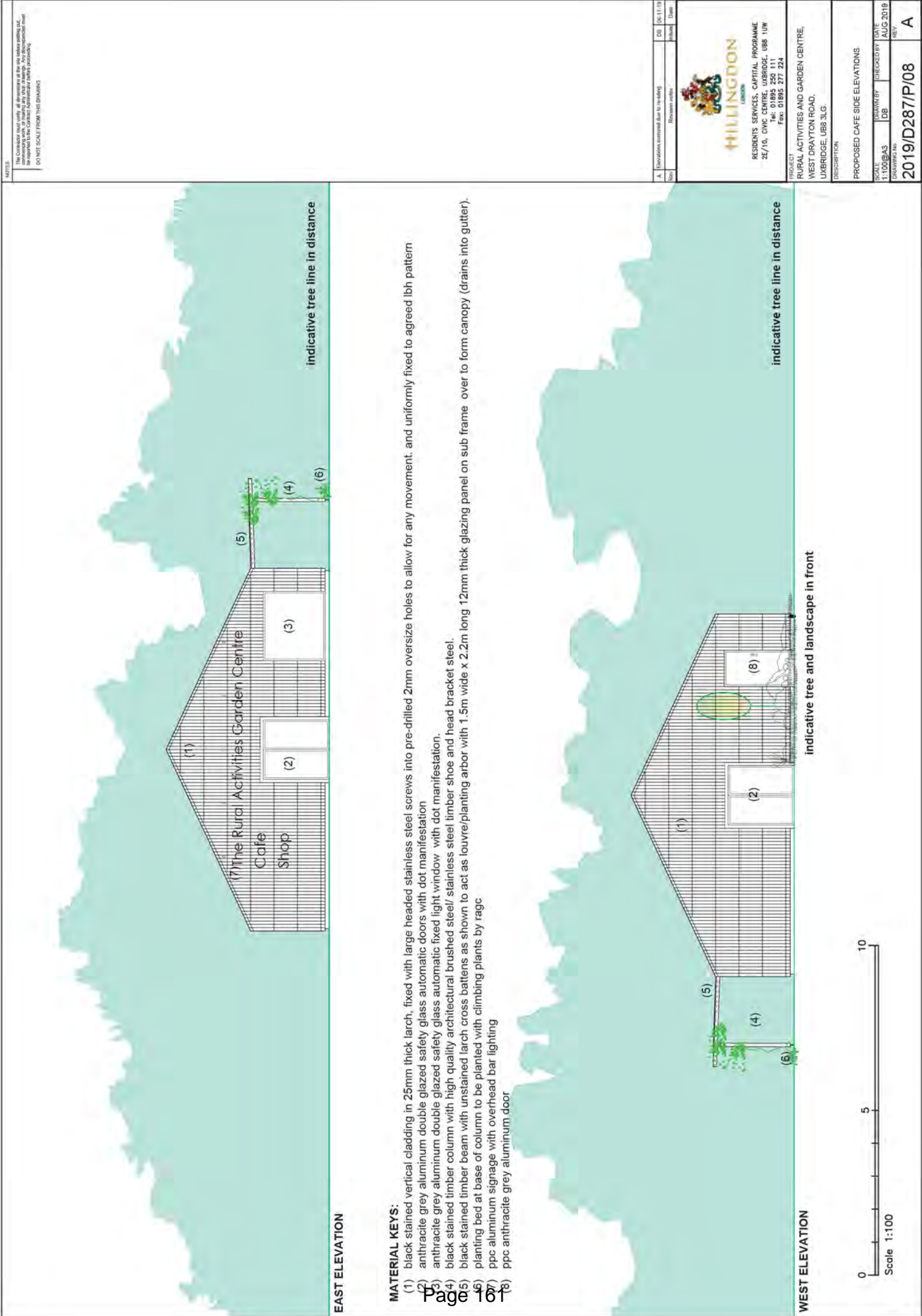
PROJECT  
RURAL ACTIVITIES AND GARDEN CENTRE,  
WEST DRAYTON ROAD,  
UXBRIDGE, URB 3LG

DESCRIPTION:  
PROPOSED CAFE LONG ELEVATIONS

SCALE	1:100@A3	DRAWN BY	DB	CHECKED BY	DATE
DRAWING NO.					AUG 2019
					REV

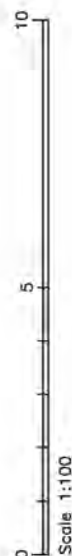
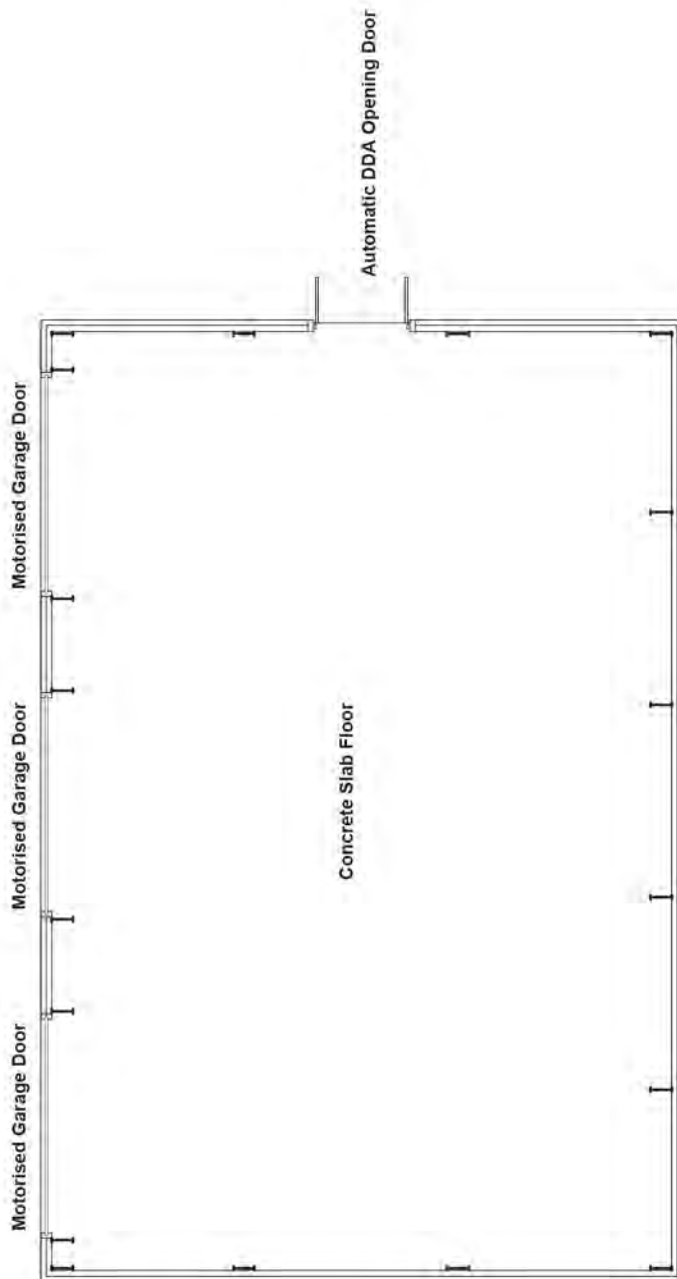
2019/D287/P107

A



NOTES

The Contractor shall verify all dimensions of this plan before setting out.  
 Dimensions shall be taken from the centre of the wall unless otherwise stated.  
 Dimensions shall be taken from the centre of the wall unless otherwise stated.  
 DIMENSIONS SHALL BE TAKEN FROM THE EXTERIOR FACE OF THE WALLS.



Item	Description	Qty	Unit	Total
1	See notes on page 10 for details of building	1	DB	11.119

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 26/10, CHURCH CENTRE, URBIDGE, UBB 10W  
 Tel: 01895 255 111  
 Fax: 01895 277 224

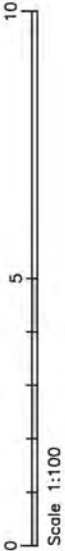
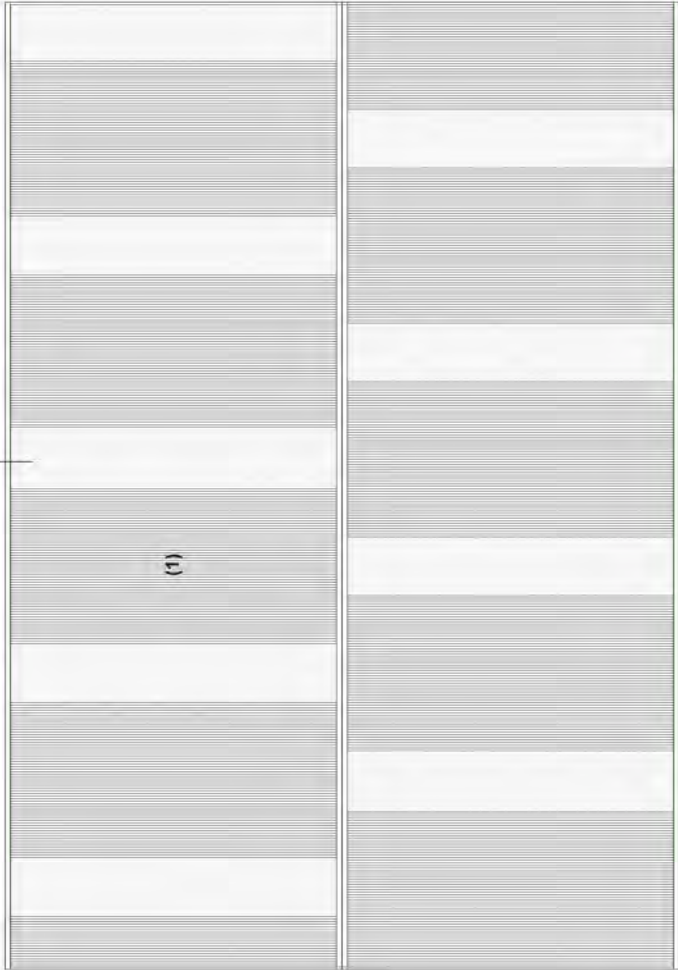
**PROPOSED BARN PLAN**  
 RURAL ACTIVITIES AND GARDEN CENTRE,  
 WEST DRAYTON ROAD,  
 URBIDGE, UBB 3LG

SCALE	DRAWN BY	CHECKED BY	DATE
1:100 (A3)	DB		AUG 2019
DRAWING NO			REV
2019/D287/P/09			A



**MATERIAL KEYS:**  
(1) 0.7mm thick trapezoidal profiled sheet steel with black leather grain plastisol coating with integrated non drip membrane to inner face, with 7 x 1m wide roof lights as shown on roof plan.

translucent roof lights in shown lighter tone



NOTES

The Contractor shall verify all dimensions at the site before setting out. Dimensions shown on drawings are approximate. Any discrepancies must be referred to the architect. DO NOT SCALE FROM THIS DRAWING

A	Plan increased along long axis due to re-align.	DB	06/11/19
Rev	Revisions notes	Issued	Date



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LONDON

RESIDENTS SERVICES: CAPITAL PROGRAMME  
26/10, CINC CENTRE, UXBRIDGE, UBB 3LG  
Tel: 01895 250 111  
Fax: 01895 277 224

PROJECT  
RURAL ACTIVITIES AND GARDEN CENTRE,  
WEST DRAYTON ROAD,  
UXBRIDGE, UBB 3LG.

DESCRIPTION  
PROPOSED BARN ROOF PLAN

SCALE	DRAWN BY	CHECKED BY	DATE
1:100@A3	DB		AUG 2019
DRAWING NO.			REV

2019/D287/P/10  
A



- 1) Black timber effect cladding with integrated non drip membrane to inner face.
- 2) Clear profiled sheet rooflight and black metal 0.7mm thick trapezoidal profiled
- 3) Black 3 nos motorised garage doors



Scale 1:100

  
**WILLINGTON**  
(LONDON)

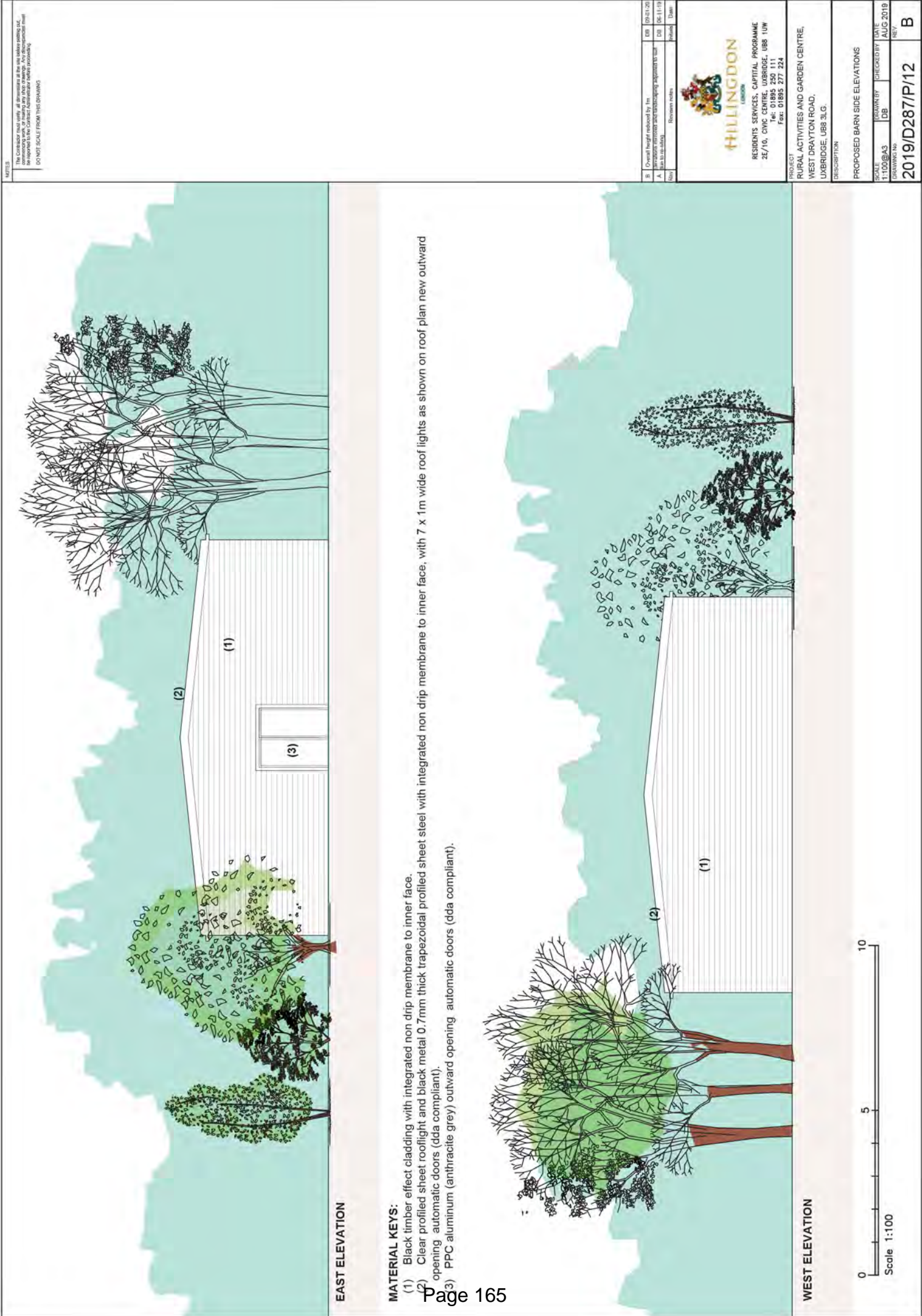
RESIDENTS SERVICES, CAPITAL PROGRAMME  
2E/10, CIVIC CENTRE, UXBIDGE, UB8 1UW  
Tel: 01895 250 111  
Fax: 01895 277 224

PROJECT  
RURAL ACTIVITIES AND GARDEN CENTRE,  
WEST DRAYTON ROAD,  
JYXBRIDGE, UB8 3LG.

DESCRIPTION
PROPOSED BARN LONG ELEVATION

SCALE	DRAWN BY	CHECKED BY	DATE
1:100@A3	DB		AUG 2019
DRAWING No			REV.
2019/D287/P/11			B





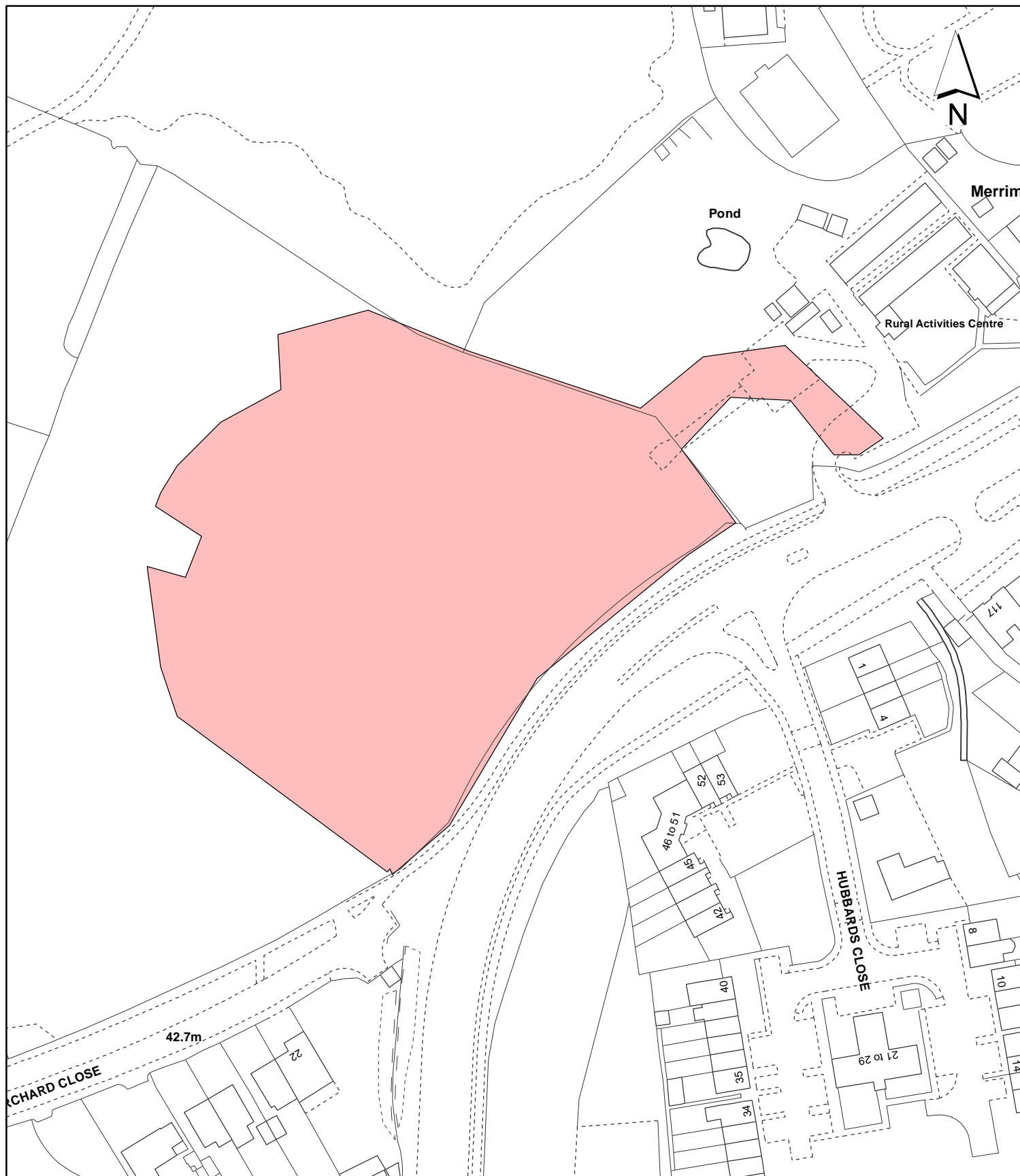


EXAMPLES OF SIMILAR TIMBER CLADDING DESIGNED FOR THE CAFE



EXAMPLES OF SIMILAR METAL CLADDING DESIGNED FOR THE AGRICULTURAL BARN





# Notes:

 Site boundary

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Site Address:

## Rural Activity Garden Centre

Planning Application Ref:

**68554/APP/2019/3071**

Scale:

**1:1,250**

Planning Committee:

**Major** Page 167

Date:

**January 2020**

## LONDON BOROUGH OF HILLINGDON

**Residents Services  
Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 01895 250111



**HILLINGDON**  
LONDON

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

**Address**                    GETHCELN HOUSE DAWLEY ROAD HAYES

**Development:**        Proposed demolition of existing office and warehouse/workshops and erection of one flexible use class B1(c)/B2/B8 building comprising 3 units with associated access and parking.

**LBH Ref Nos:**        71737/APP/2019/1979

**Date Plans Received:**    11/06/2019                    **Date(s) of Amendment(s):**    11/06/2019

**Date Application Valid:**   14/06/2019



35.

Dealville

DAWLEY ROAD

Works

Gethceln House

Rev	Date	Description	Init

MR BALBIR SINGH

Project Title  
PROPOSED DEMOLITION OF THE EXISTING WAREHOUSE  
AND ERECTION OF NEW 3 INDUSTRIAL WAREHOUSE  
GETHCELN HOUSE, DAWLEY ROAD, UB3 1BH  
Drawing Title

LOCATION PLAN

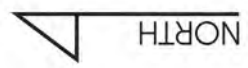
Code	Sheet Size	Scale
P101	A4	1:1250
Drawn by	Drawn Date	Approved by
KP	MAR 2019	NJ
Project No	Drawing No	Revision
1627	P101	-

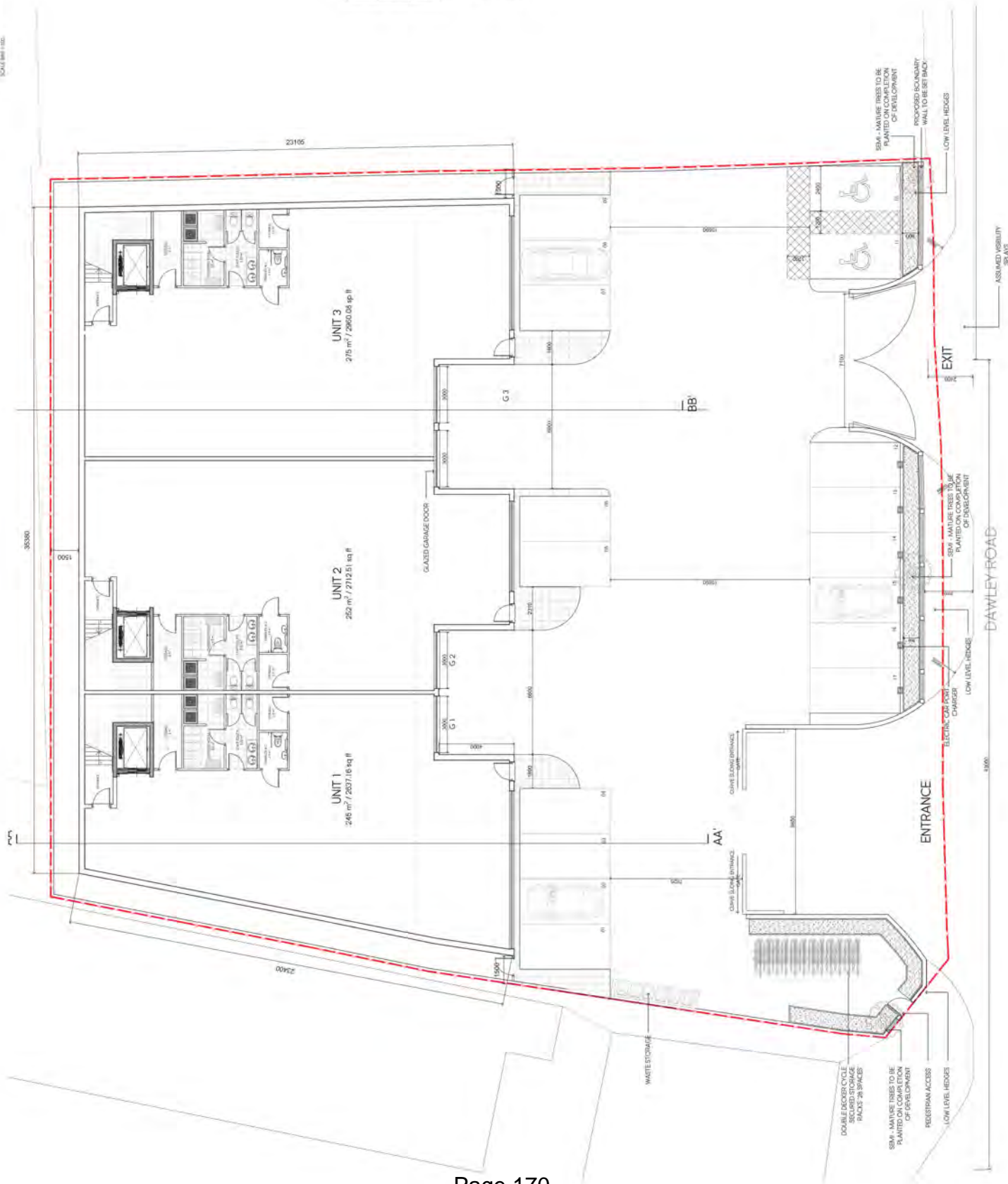


Angyle House, Joel Street,  
Northwood Hills, Middlesex, U4E 1NW  
101922 840071 101923 840076  
info@jutla-architects.com  
jutla-architects.com

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PLANNING ISSUE





	UNIT 1	UNIT 2	UNIT 3	TOTAL
GROUND FLOOR	245 m <sup>2</sup>	252 m <sup>2</sup>	275 m <sup>2</sup>	772 m <sup>2</sup>
FIRST FLOOR MEZANINE	255 m <sup>2</sup>	275 m <sup>2</sup>	295 m <sup>2</sup>	825 m <sup>2</sup>
GRAND TOTAL	500 m <sup>2</sup>	527 m <sup>2</sup>	570 m <sup>2</sup>	1597 m <sup>2</sup>

PARKING: MINIMUM OF 17 PARKING SPACES

**PROPOSED 17 PARKING SPACES**

- **PLANNING POLICY :**

2 spaces plus 1 space per 100 sq.m for all floorspace in excess of 235

1 space per 50 sq. m. for cycle parking"

ID	Date	Description	Yr.
K1	08/12/19	AMENDED TO-BUY PLANKS COMMENTS	67
K2	07/12/19	AMENDED TO-BUY PLANKS COMMENTS	68
K3	12/11/19	AMENDED TO-BUY TRANSPORT STATEMENT	69
K4	04/11/19	AMENDED TO-BUY TRANSPORT STATEMENT	70
K5	30/10/19	AMENDED TO-BUY TRANSPORT STATEMENT	71
K7	28/10/19	AMENDED TO-BUY HIGHWAY COMMENTS	72
K8	18/10/19	AMENDED TO-BUY HIGHWAY COMMENTS	73
K9	15/09/19	AMENDED TO-BUY HIGHWAY COMMENTS	74
J4	10/09/19	AMENDED TO-BUY HIGHWAY COMMENTS	75

J. R. R. SINGH

**Project Title**  
PROPOSED DEMOLITION OF THE EXISTING WAREHOUSE  
AND ERECTION OF NEW 3 INDUSTRIAL WAREHOUSE  
GETHWELN HOUSE, DAWLEY ROAD, U33 1EH

THE UNIVERSITY OF CHICAGO

Long Map	Sheet Size	Scale
001	A1	1:100
Drawn by	Drawing Date	Approved by
JP	MAR 2019	NJ
Project No.	Drawing No.	Revision
627	P301	H



ing the House, Joel Street.

Electro-Industry, 4111175

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## PLANNING ISSUE





LOCATION PLAN  
SCALE 1:1250

	UNIT 1	UNIT 2	UNIT 3	TOTAL
GROUND FLOOR	245 m <sup>2</sup>	252 m <sup>2</sup>	275 m <sup>2</sup>	772 m <sup>2</sup>
FIRST FLOOR MEZZANINE	255 m <sup>2</sup>	275 m <sup>2</sup>	295 m <sup>2</sup>	825 m <sup>2</sup>
GRAND TOTAL	500 m <sup>2</sup>	527 m <sup>2</sup>	570 m <sup>2</sup>	1597 m <sup>2</sup>

PARKING: MINIMUM OF 17 PARKING SPACES

PROPOSED 17 PARKING SPACES

28 CYCLE PARKING SPACES

PLANNING POLICY :

\* 2 spaces plus 1 space per 100 sq.m for all floorspace in excess of 235

sq.m

\* 1 space per 50 sq. m. for cycle parking

G	18.03.19	AWARDED TO SUIT PLANNING COMMENTS	VP
S	20.05.19	AWARDED TO SUIT PLANNING COMMENTS	VP
C	14.11.19	AWARDED TO SUIT PLANNING COMMENTS	VP
D	04.11.19	AWARDED TO SUIT PLANNING COMMENTS	VP
C	20.10.19	AWARDED TO SUIT PLANNING COMMENTS	VP
B	18.09.19	AWARDED TO SUIT PLANNING COMMENTS	VP
A	18.09.19	AWARDED TO SUIT PLANNING COMMENTS	VP
Rev	Date	Description	Nil
Client			

MR BALDWIN SINGH

Project Title  
PROPOSED DISTRIBUTION OF THE EXISTING WAREHOUSE  
AT 100 DAWLEY ROAD, LONDON, SE10 0JH  
DRAWING NO. 100 DAWLEY ROAD, LONDON, SE10 0JH  
DRAWING TITLE

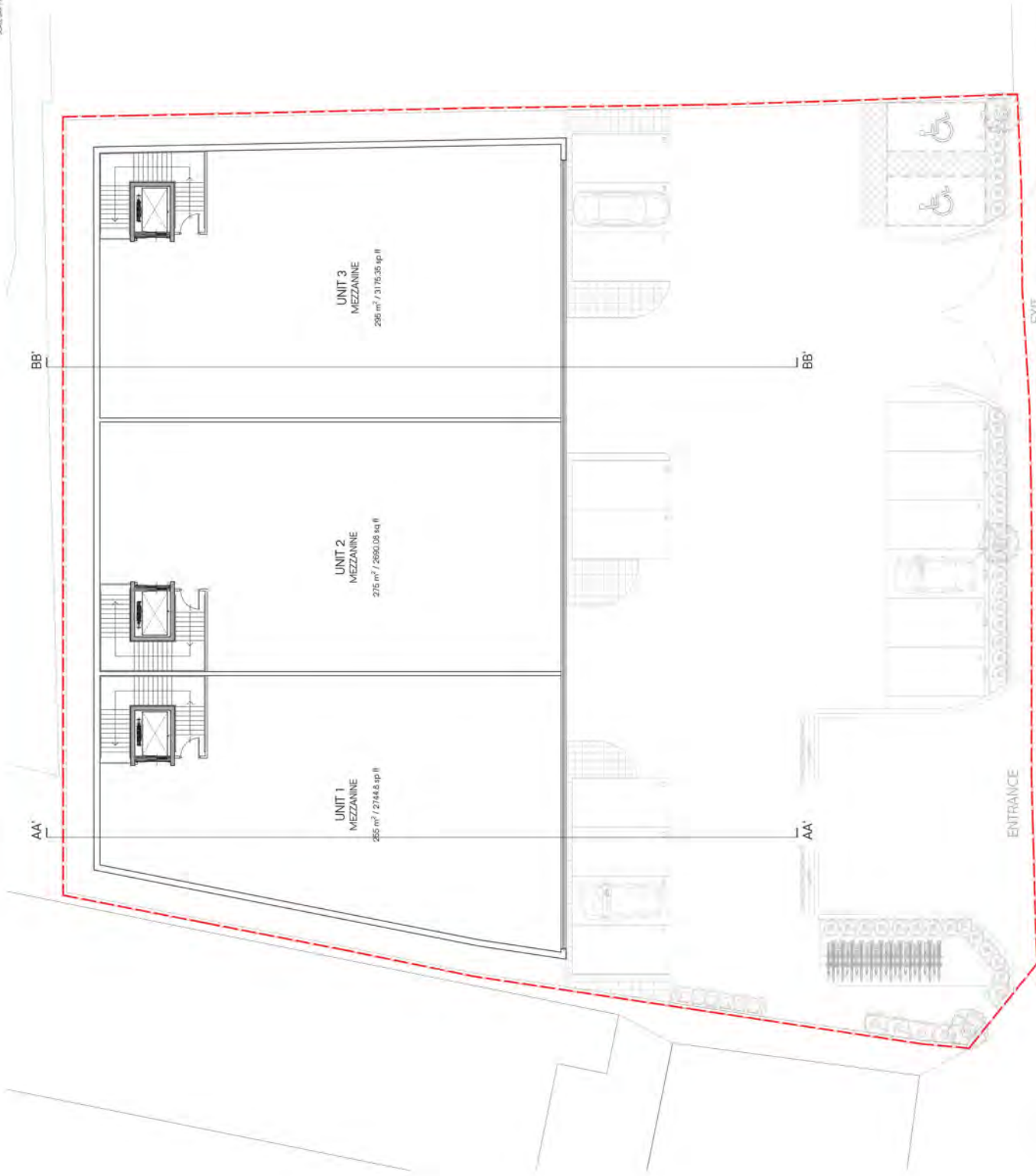
PROPOSED FIRST FLOOR PLAN

Scale	Sheet Size	Scale
Drawn By	Drawn Date	Approved By
GP	MAR 2019	NJ
Project No.	1627	P302
Revision		G

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Jutla Architects Ltd  
100 DAWLEY ROAD, LONDON, SE10 0JH  
020 7461 1111  
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PLANNING ISSUE



PROPOSED FIRST FLOOR PLAN

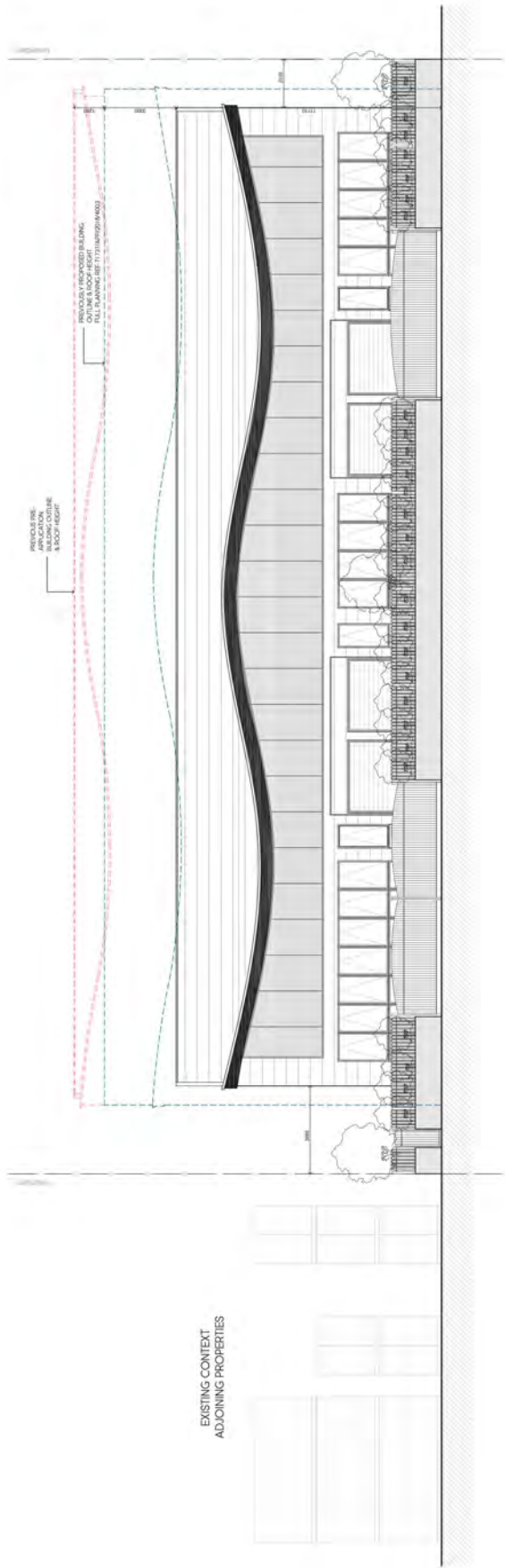




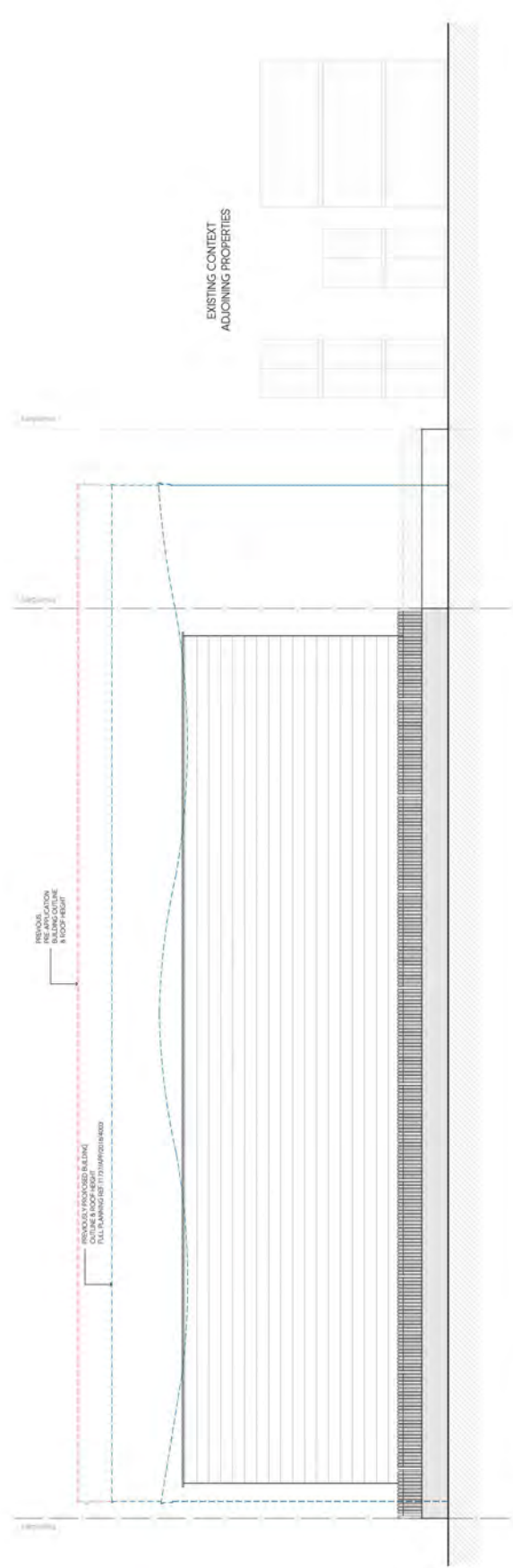




LOCATION PLAN  
SCALE 1:1250



PROPOSED FRONT ELEVATION



PROPOSED REAR ELEVATION

D	18/11/19	AWARDED TO SUB TRANSPORT STATEMENT	EP
C	04/11/19	AWARDED TO SUB TRANSPORT STATEMENT	EP
B	18/09/19	AWARDED TO SUB HIGHWAY COMMENTS	EP
A	18/09/19	AWARDED TO SUB HIGHWAY COMMENTS	EP
Rev	Date	Description	Rev
Client			

MR BALUR SINGH

Project Title  
PROPOSED DEMOLITION OF THE EXISTING WAREHOUSE  
AND CONSTRUCTION OF A NEW WAREHOUSE AND  
GETTICKEN HOUSE, DAWLEY ROAD, UGB 1B1

Drawing Title  
PROPOSED ELEVATIONS

Code File	Sheet Size	Scale
1627	A40	1:100
1627	P40	1:100
1627	D	1:100

Drawn By  
Checked By  
Approved By  
Date  
MAR 2019  
NJ  
Drawing No.  
Revision  
1627

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110022 160717 111022 160718  
110022 160717 111022 160718  
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PLANNING ISSUE



PROPOSED SECTION AA\*



PROPOSED SECTION BB\*

Item	Code	Description	Unit
E	00.12.19	AMENDED TO SUB PLANNERS COMMENTS	SP
D	07.12.19	AMENDED TO SUB PLANNERS COMMENTS	SP
C	14.11.19	AMENDED TO SUB TRANSPORT STATEMENT	SP
B	15.09.19	AMENDED TO SUB HIGHWAY COMMENTS	SP
A	15.09.19	AMENDED TO SUB HIGHWAY COMMENTS	SP

MR BALBIR SINGH

Project Title  
PROPOSED DEMOLITION OF THE EXISTING WAREHOUSE  
AND ERECTION OF NEW 3 INDUSTRIAL WAREHOUSE  
GETHELN HOUSE, DAWLEY ROAD, URG 1EH

### PROPOSED SECTIONS

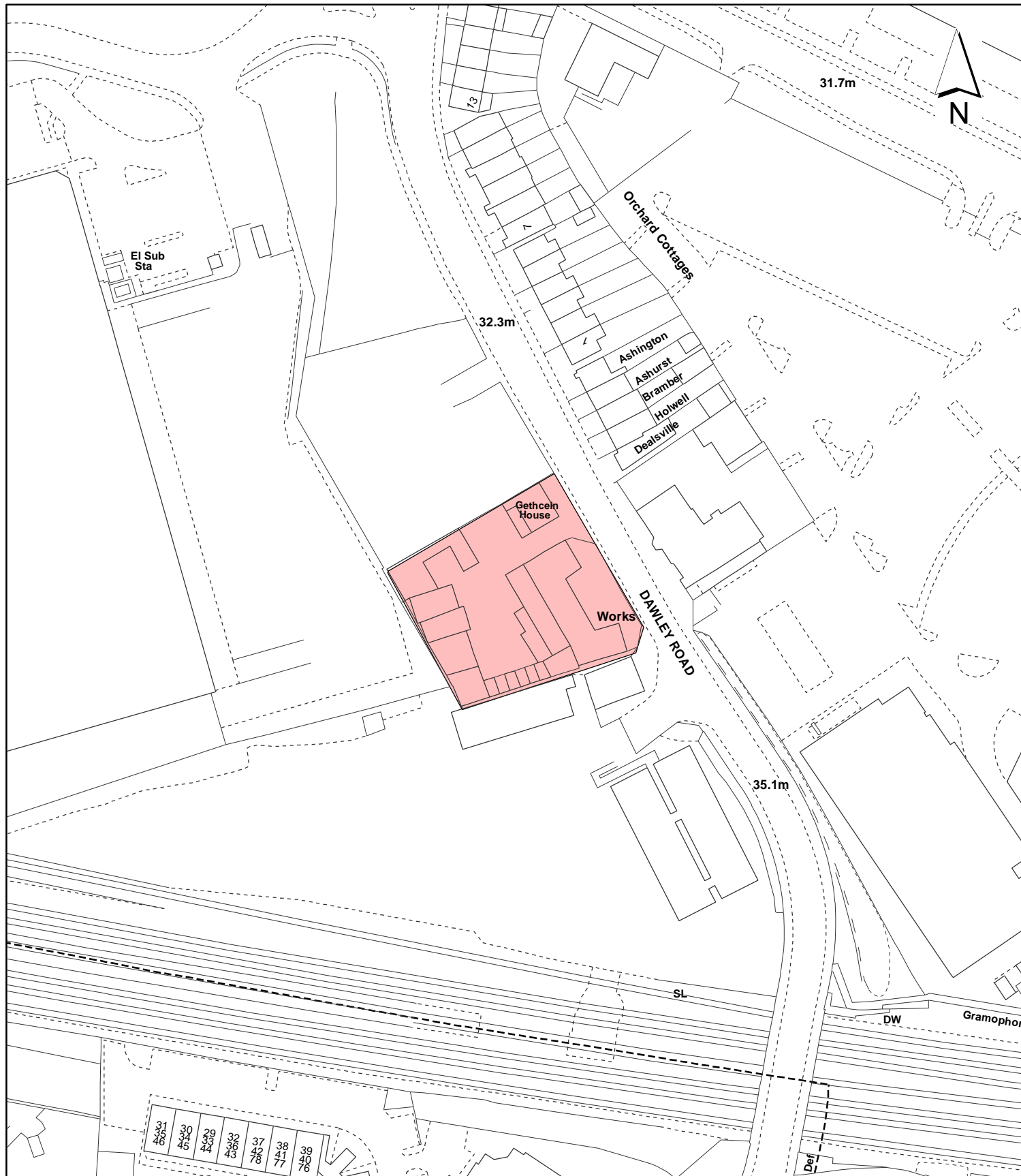
Cost File	Sheet Size	Scale
P001	A1	1:100
Drawn by	Drawing Date	Approved by
GP	MAR 2019	NJ
Project No.	Drawing No.	Revision
1627	P501	D



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info@fragility-artists.com

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Site Address:

**Gethcein House**

Planning Application Ref:

**71737/APP/2019/1979**

Scale:

**1:1,250**

Planning Committee:

**Major Page 176**

Date:

**January 2020**

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services  
Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 01895 250111



**HILLINGDON**  
LONDON

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

**Address** GEORGES YARD SPRINGWELL LANE HAREFIELD

**Development:** Retention of two agricultural barns and change of use of one to equestrian use and formation of a riding arena with associated internal and external alteration and hardstanding works.

**LBH Ref Nos:** 2078/APP/2019/150

**Date Plans Received:** 15/01/2019

**Date(s) of Amendment(s):**

**Date Application Valid:** 05/02/2019



REV A: DEO LINE AMENDED : TREE PLANTING

**Willis & Co.**

Chartered Town Planners  
30 The Causeway, Colchester, Essex, SN15 3CB  
Telephone: 01246 44875 Facsimile: 01246 655566  
Email: Willisplan@aol.com

Client: Mr & Mrs Huppenthalle.  
Title: Georges Yard, Springfield Lane, Harefield.  
Location Plan.

Scale: 1:1250 @ A3 Date: November 2018 Drawing no: JH-EPP-01/A

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Track

Arena

Hardcore Yard & Track

Stables

Open Sided Barn

0 10 20 30m

**Willis & Co.**

Chartered Town Planners  
30 The Causeway, Chippenham, Wiltshire, SN15 3DE.  
Telephone: 01249 444975 Facsimile: 01249 655556  
Email: Willisplan@aol.com

Client: Mr & Mrs Heppelthwaite.  
Title: Georges Yard, Springwell Lane, Hanfield.  
Site Plan.

Scale: 1:500 @ A3 Date: November 2018 Drawing no: JH-HEPP-02

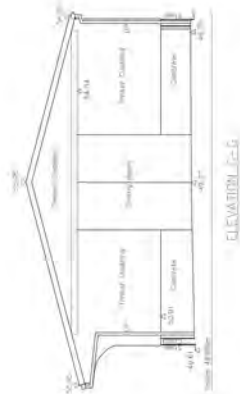
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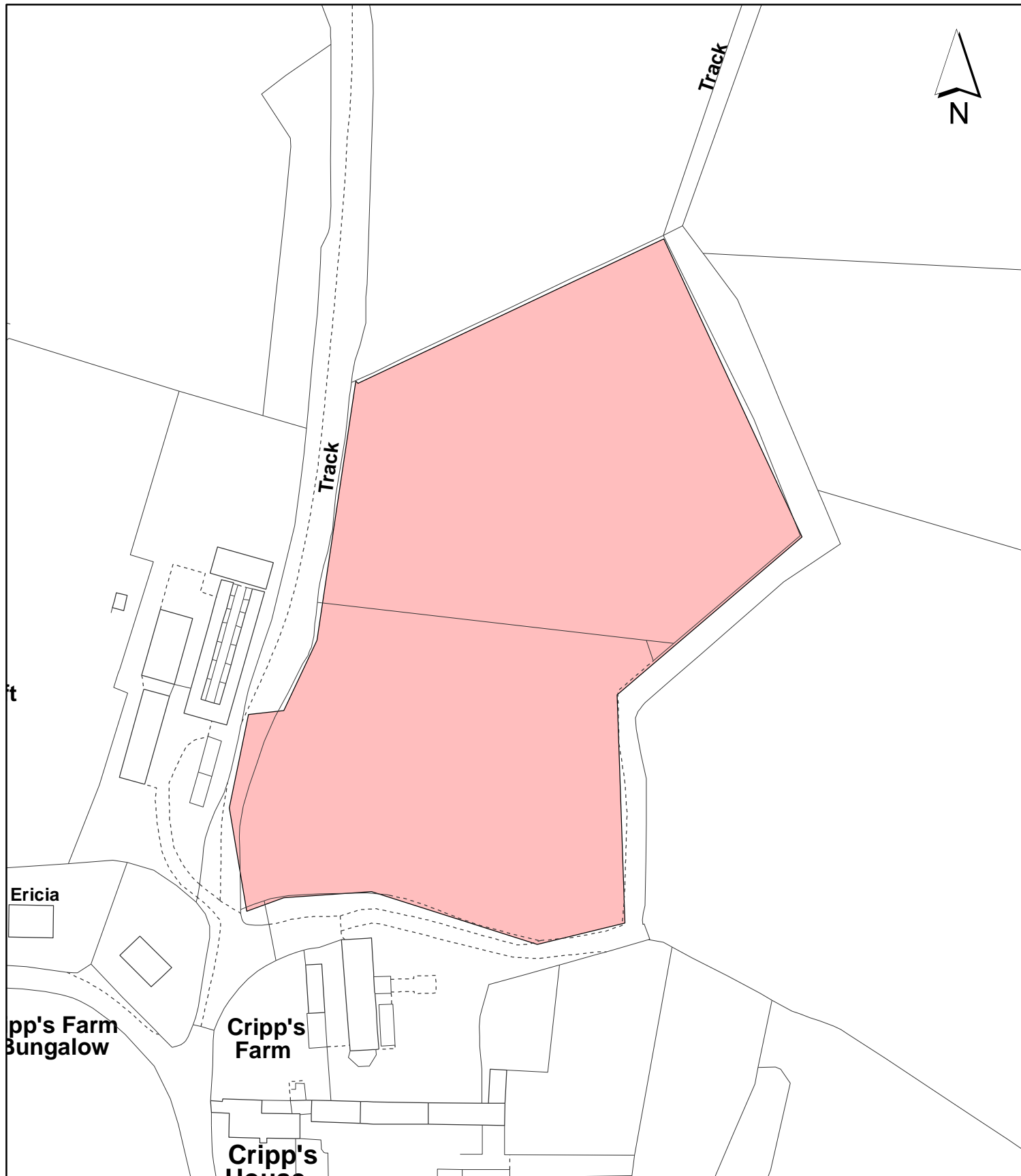
**Note**

The following study was approved by the local research ethics committee. The study was conducted in accordance with the Declaration of Helsinki. The study was conducted in accordance with the Declaration of Helsinki. The study was conducted in accordance with the Declaration of Helsinki.

<p>Case: _____</p> <p>MR &amp; MRS HEPPLETHWAITE</p> <p>WE'VEBOARDS FARM</p> <p>HILL END ROAD</p> <p>WILTON ROAD</p> <p>WILTON</p> <p>LE19 4LH</p>	<p>Job Title: _____</p> <p>SURVEY AT</p> <p>GEORGE'S YARD</p> <p>SPRINGWELL LANE</p> <p>WILTON</p> <p>LE19 4LH</p> <p>LUXBROOK</p>	<p>Drawing Title: _____</p> <p>ELEVATIONS</p>	<table border="1"> <tr> <td>Drawing No:</td> <td>18033B-102</td> <td>Rev No:</td> <td>1</td> </tr> <tr> <td>Client:</td> <td>_____</td> <td>Date:</td> <td>10/01/2018</td> </tr> <tr> <td>Drawn By:</td> <td>_____</td> <td>Scale:</td> <td>1:100</td> </tr> <tr> <td>Checkd By:</td> <td>_____</td> <td>Sheet:</td> <td>1 of 1</td> </tr> <tr> <td>Rev No:</td> <td>_____</td> <td>Sheet Size:</td> <td>A1</td> </tr> </table>	Drawing No:	18033B-102	Rev No:	1	Client:	_____	Date:	10/01/2018	Drawn By:	_____	Scale:	1:100	Checkd By:	_____	Sheet:	1 of 1	Rev No:	_____	Sheet Size:	A1
Drawing No:	18033B-102	Rev No:	1																				
Client:	_____	Date:	10/01/2018																				
Drawn By:	_____	Scale:	1:100																				
Checkd By:	_____	Sheet:	1 of 1																				
Rev No:	_____	Sheet Size:	A1																				







# Notes:

 Site boundary

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Site Address:

**Georges Yard  
Springwell Lane**

Planning Application Ref:

**2078/APP/2019/150**

Scale:

**1:1,400**

Planning Committee:

**Major Page 183**

Date:

**January 2020**

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services  
Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 01895 250111



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

**Address** 20 WATFORD ROAD AND 1 BROOKDENE DRIVE NORTHWOOD

**Development:** Demolition of two detached dwellings and erection 1 new building to provide 12 residential apartments with alterations to existing vehicular accesses, on site parking, bin and cycle storage and amenity space.

**LBH Ref Nos:** 71665/APP/2019/2293

**Date Plans Received:** 08/07/2019

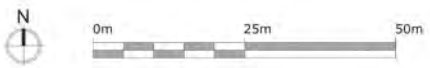
**Date(s) of Amendment(s):**

**Date Application Valid:** 08/07/2019





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Project  
**20 Watford Road**  
**Rickmansworth**

Client  
**Clearview Homes**

Project No	Drawing Title		
314	Site Location Plan		
DWG Type	DWG No	Rev	Scale
PL	010	00	1:1250
Date	Drawn	Checked	Status
24/09/18	BW	SM/DG	For Approval

**wam**  
 architecture

Castle Hill House, 12 Castle Hill  
 Windsor, Berkshire, SL4 1PD

**RIBA**   
 Chartered Practice





Project No	314	Drawing Title	Proposed Site Plan	Scale	1:500
DWG Type	PL	DWG No	00	Rev	00
Date	24/09/18	Author	BW	Checked	SM/DG
		For Approval			

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Project  
20 Watford Road  
Rickmansworth  
Client  
Clearview Homes

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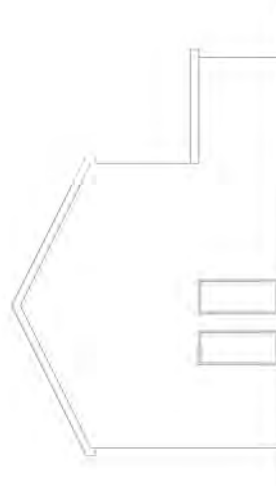
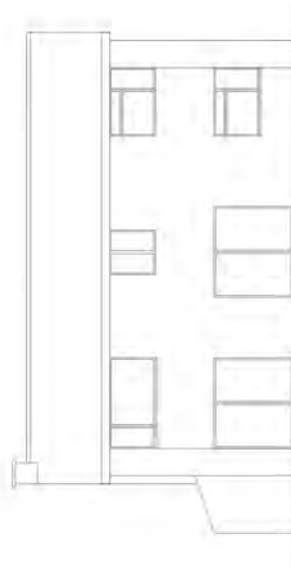
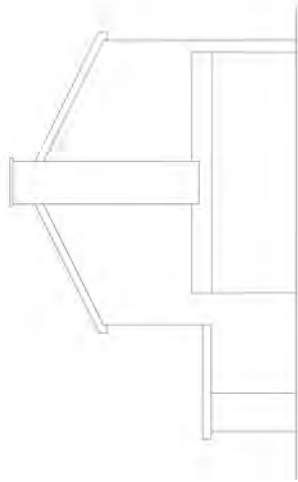
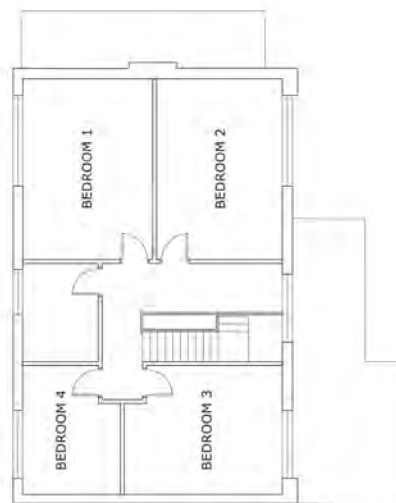
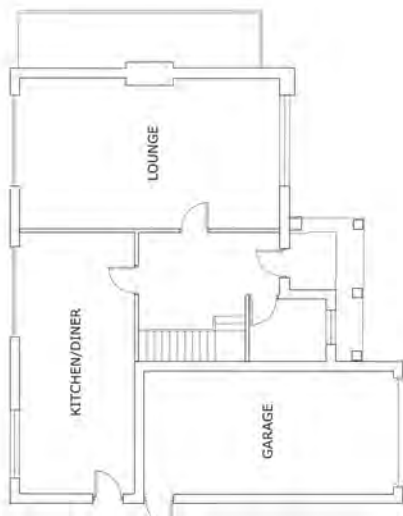
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DWG Type	PL	DWG No	00	Rev	00
Date	24/09/18	Author	BW	Checked	SM/DG
				Approved	For Approval

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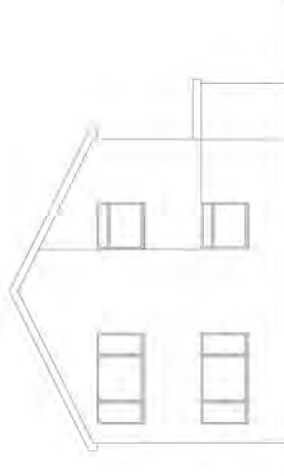
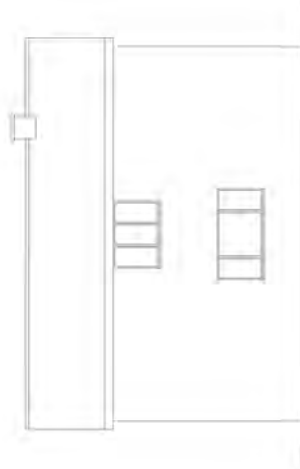
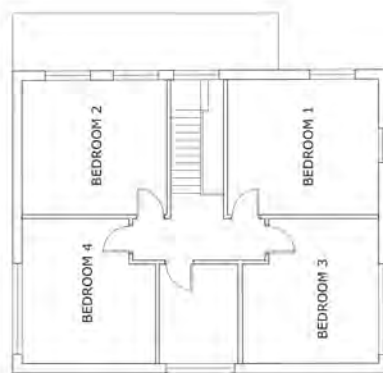
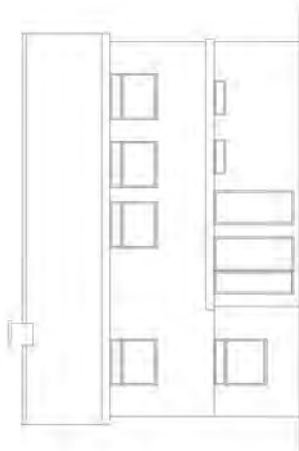
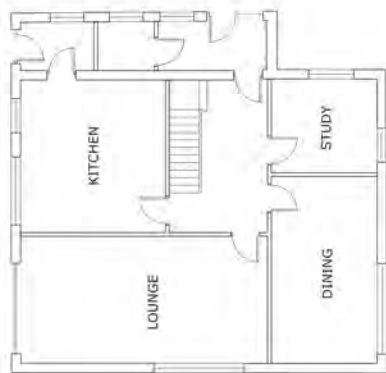
Project  
20 Watford Road  
Rickmansworth  
Client  
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## 20 Watford Road. Existing Plans and Elevations

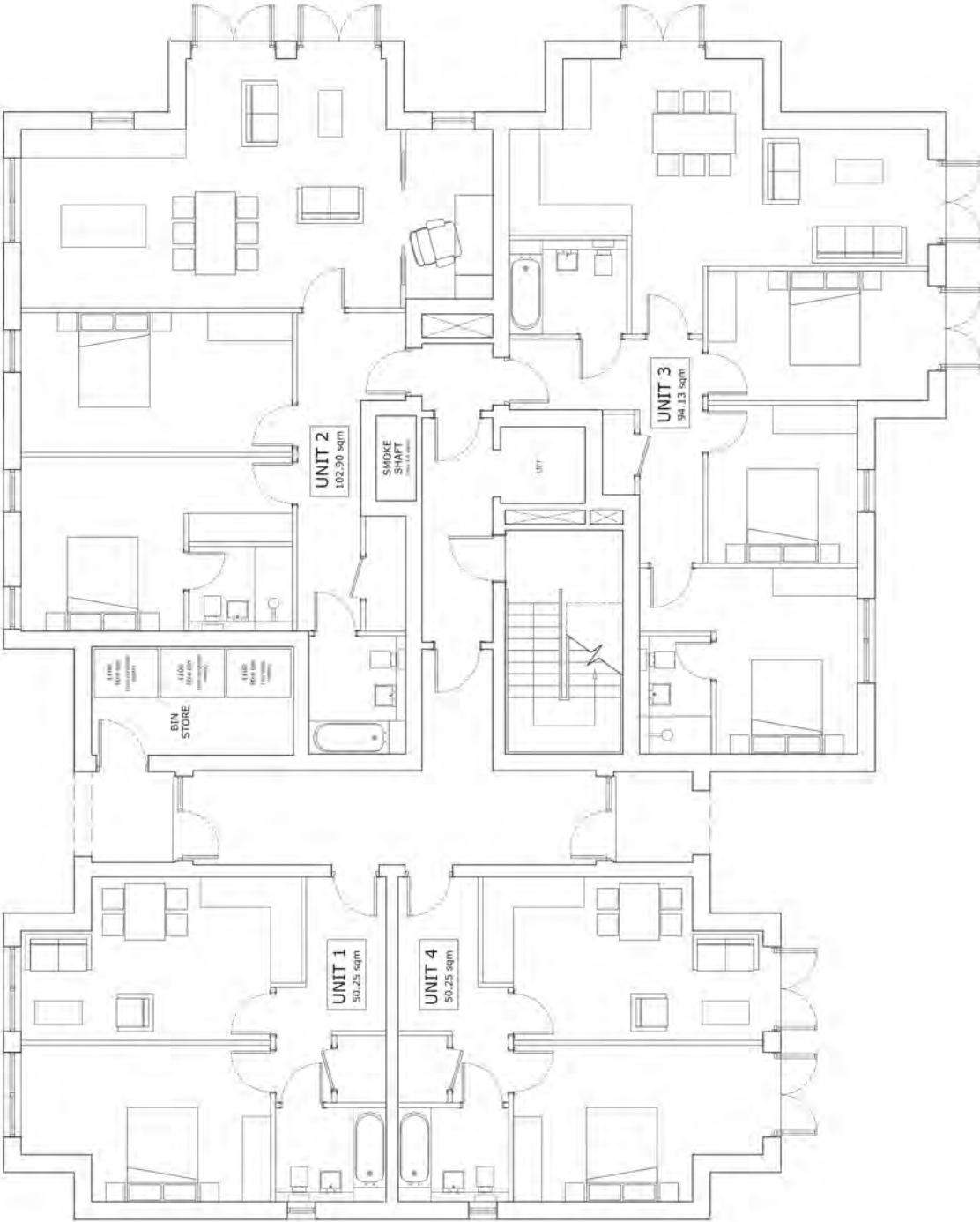


1 Brookdene Drive. Existing Plans and Elevations

20 Watford Road  
Rickmansworth  
Clearview Homes

Project No:	314	1 Brookdene Drive Existing plans	Scale:	1:100
Client:	PL	013	00	
Date:	24/09/18	HW	SH/DG	For Approval





Project  
 20 Watford Road  
 Rickmansworth  
 Herts  
 Client  
 Clearview Homes

Project No.	314	Drawing Title	Proposed Ground Floor
DWG Type	PL	DWG No.	200
Date	11/06/19	Client	02
		Drawn	SM/DG
		Check	SM/DG
		Scale	1:100
		For Approval	

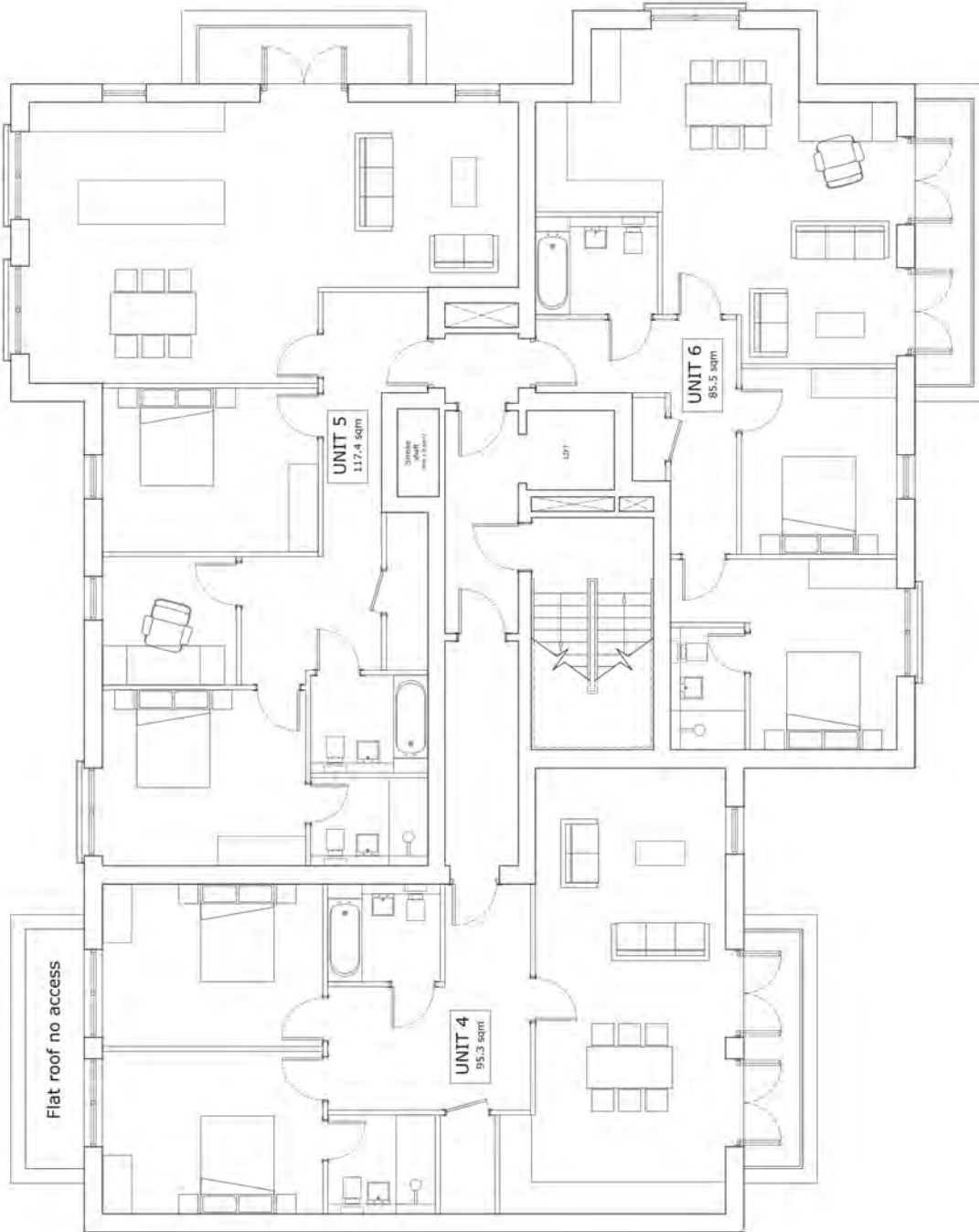




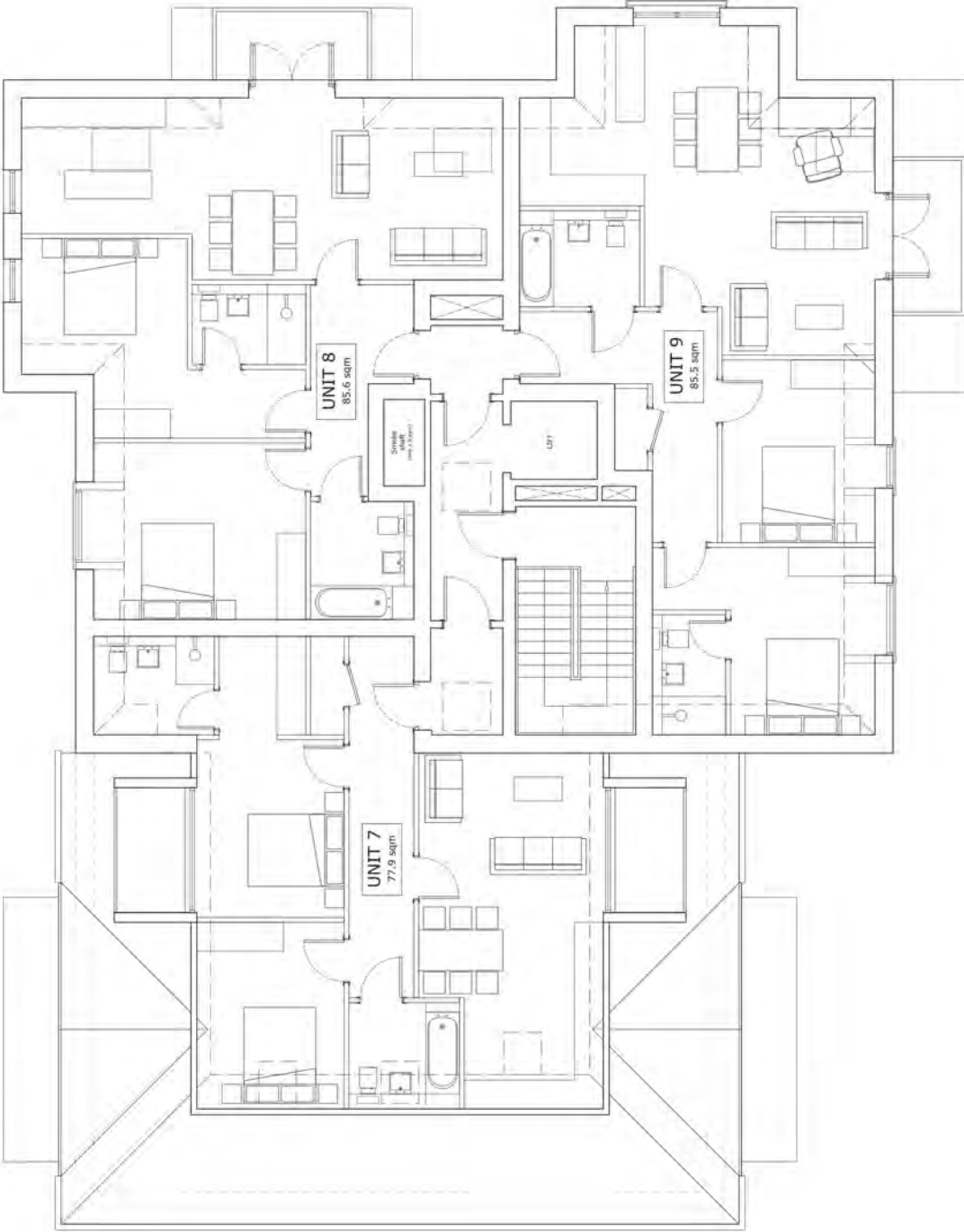
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Drawing Title: Proposed First Floor  
Drawing No. 201  
Date: 08/02/19  
Scale: 1:100  
Revision: 01  
Check: SM/DG  
For Approval

20 Watford Road  
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Herts  
Clearview Homes

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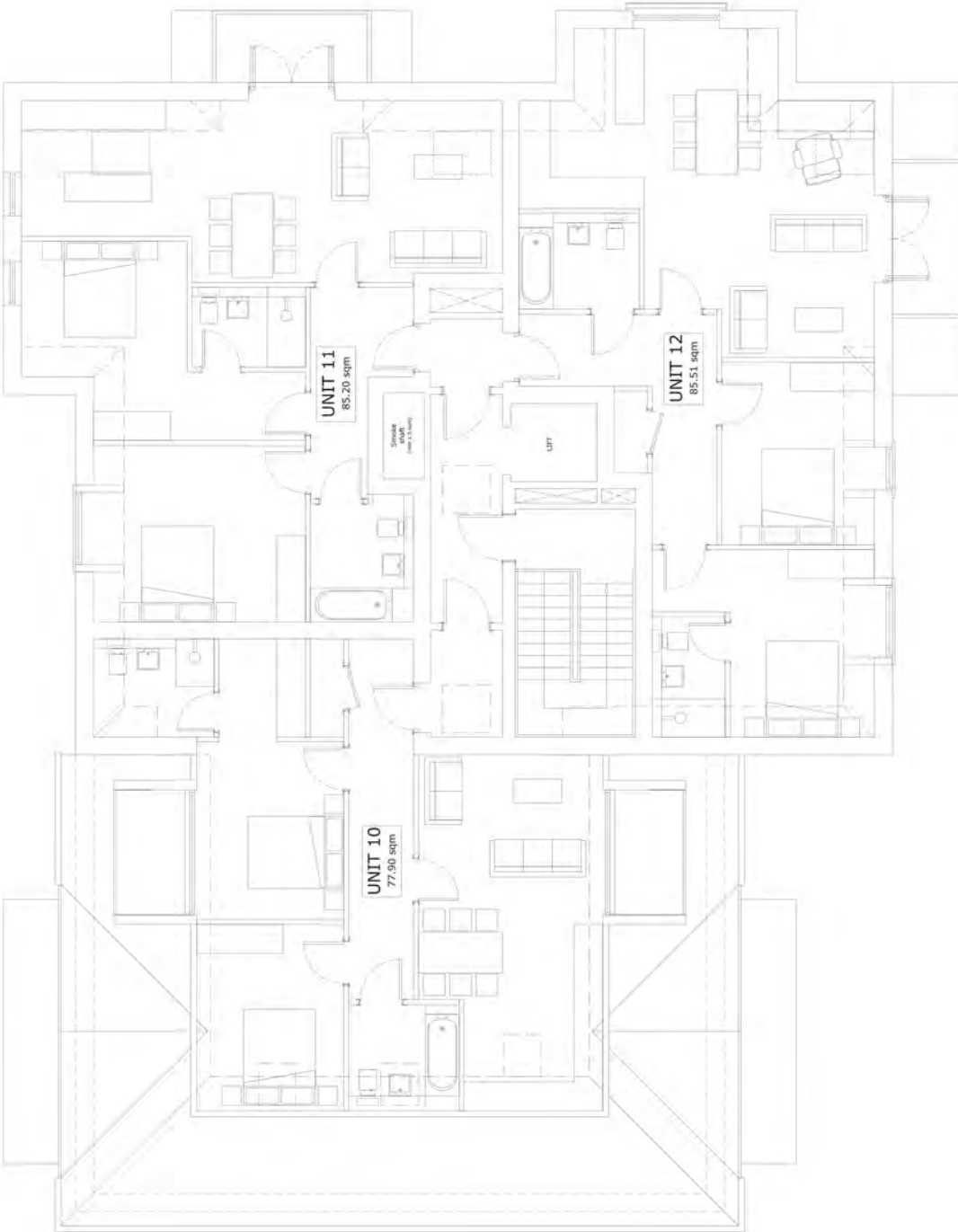


Project No.	314	Drawing Title	Proposed Second Floor	Scale	1:100
Drawn	PL	Drawn	202	Rev	01
Check	08/02/19	Check	BW	Check	SM/DG
For Approval					

Project  
 20 Watford Road  
 Rickmansworth  
 Herts  
 Cleanview Homes



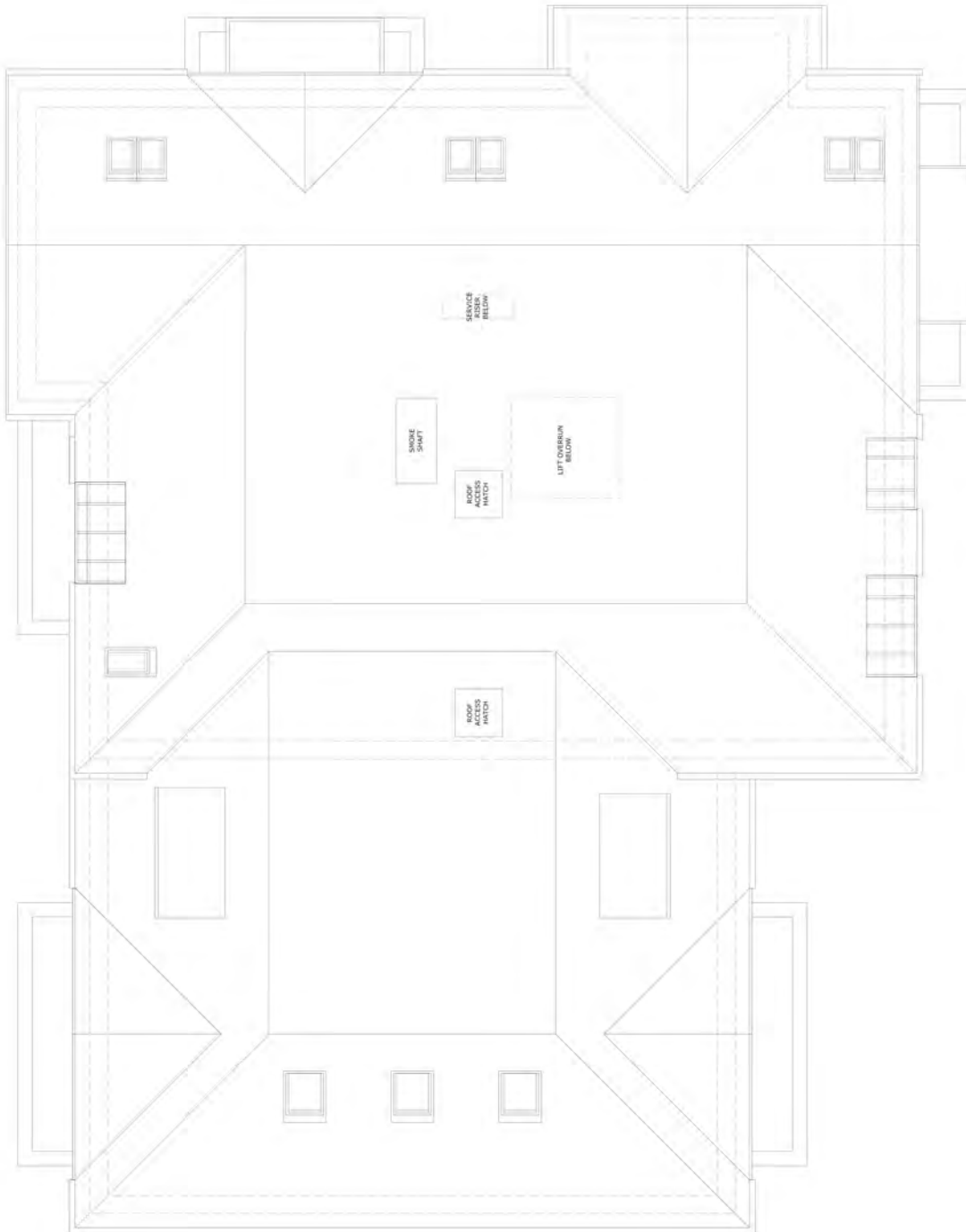




Project No	314	Drawing Title	Proposed Second Floor	Scale	1:100
DWG Type	PL	DWG No	202	Rev	02
Date	11/06/19	Drawn	BW	Checked	SM/DG
For Approval					
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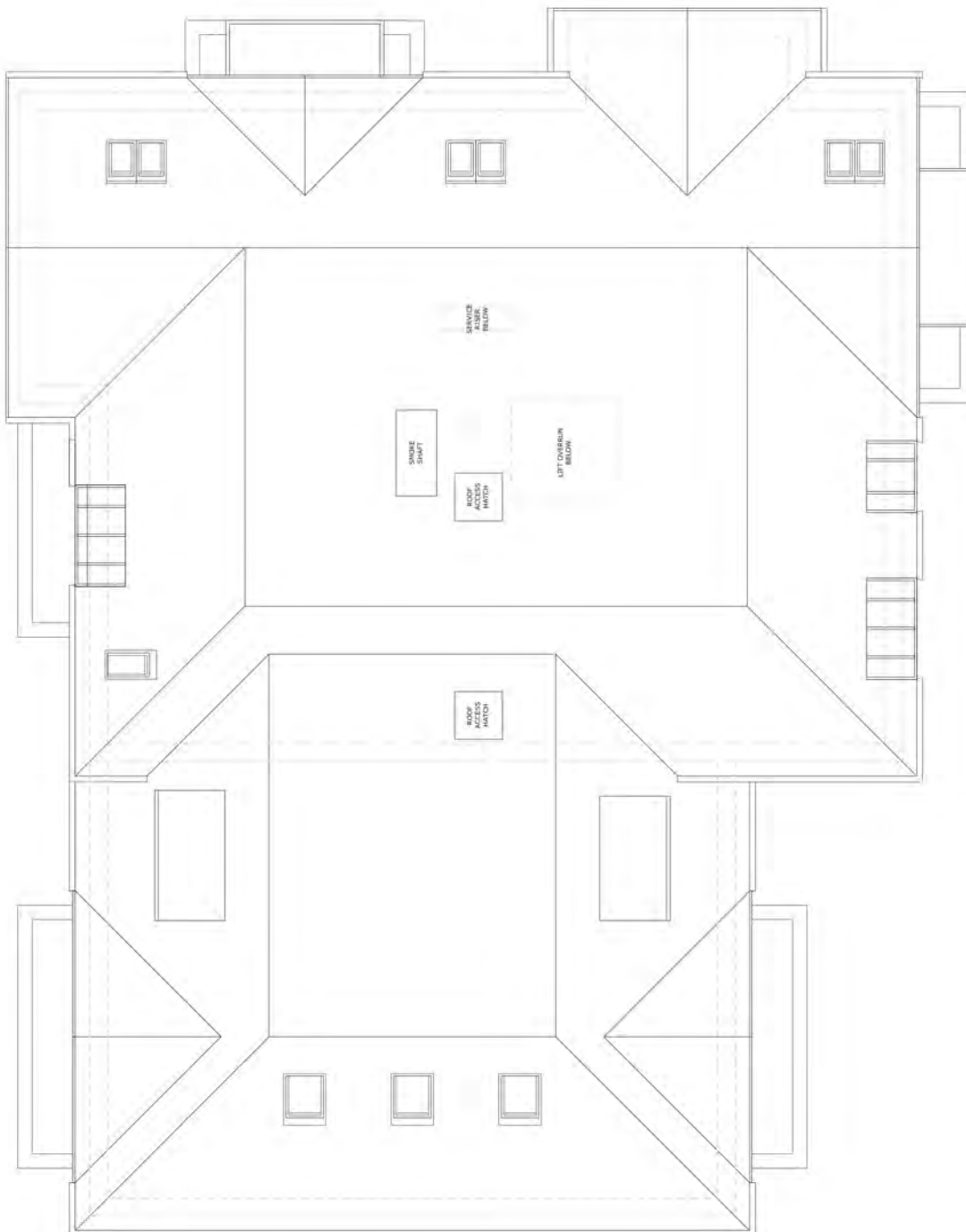


Project  
20 Watford Road  
Rickmansworth  
Client  
Cleanview Homes

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Project No	314	Drawing Title	Proposed Roof Plan	Scale	1:100
DWG Type	PL	DWG No	203	Rev	01
Date	11/06/19	Drawn	BW	Checked	SM/DG
				Status	For Approval

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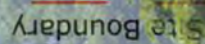


Project  
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Client  
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Project No	314	Drawing Title	Proposed Roof Plan	Scale	1:100
DWG Type	PL	DWG No	203	Rev	00
Date	10/10/18	Drawn	BW	Checked	SM/DG
				For Approval	SM/DG

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Project No	Drawing Title	Scale
314	Proposed West Elevation	1:100
DWG Type	Rev	Revisions
PL	300	00
Date	24/09/18	SM/DG
	BW	For Approval

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Site Boundary

Site Boundary

Project  
20 Watford Road  
Rickmansworth  
Client  
Clearview Homes

Project No	DWG Type	Rev	Scale
314	PL	01	1:100
11/06/19	11/06/19	11/06/19	11/06/19
Proposed East Elevation	Proposed East Elevation	Proposed East Elevation	Proposed East Elevation
302	01	01	01
BW	SM/DG	SM/DG	SM/DG
For Approval	For Approval	For Approval	For Approval

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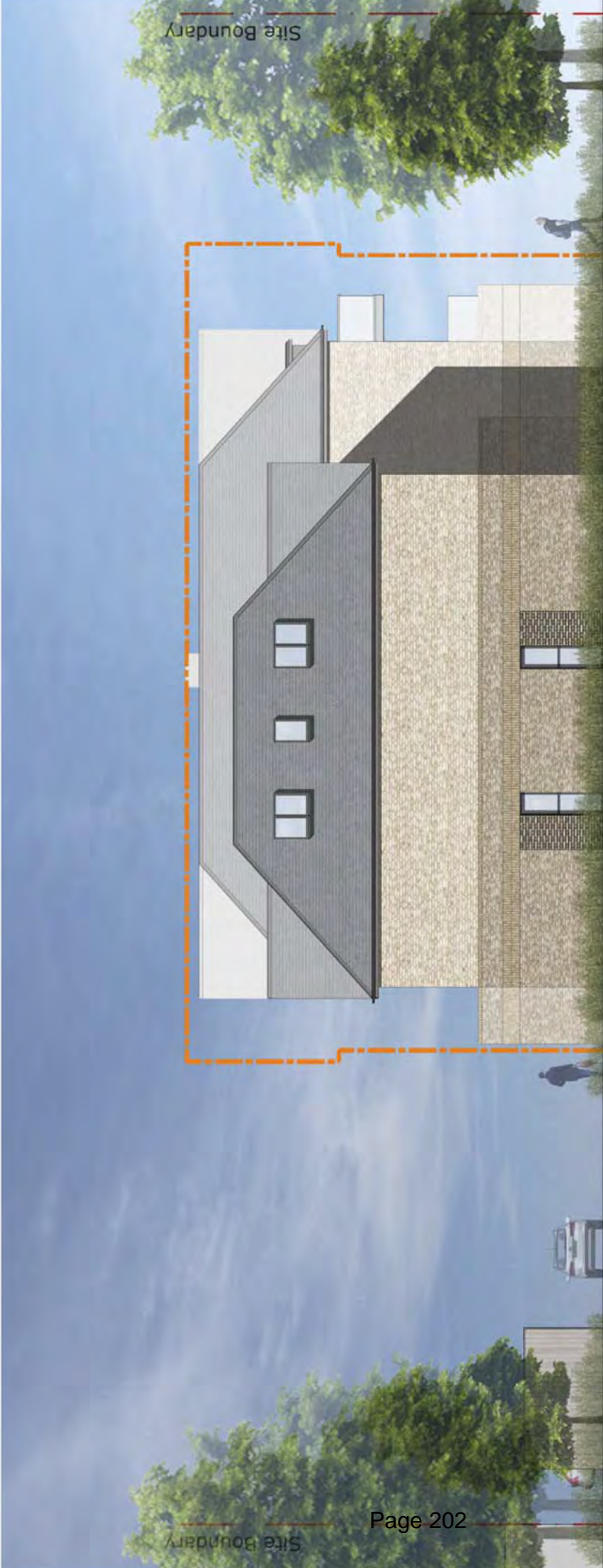
Site Boundary

Site Boundary

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20 Watford Road  
Rickmansworth  
Client  
Clearview Homes

Project No	314	DWG Type	PL	Drawn	24/09/18	Checked	SM/DG	Scale	1:100	For Approval
Drawing Title	Proposed East Elevation	DWG No	302	Rev	00	Drawn	SM/DG	Scale	1:100	For Approval
Project No	314	DWG Type	PL	Drawn	24/09/18	Checked	SM/DG	Scale	1:100	For Approval

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architecture  
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Watford, Hertfordshire, UK WD17 7JG  
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Project  
**20 Watford Road**  
**Rickmansworth**  
Client  
**Clearview Homes**  
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Project No	314	Drawing Title	Proposed North Elevation
DWG Type	PL	DWG No	303
Date	11/06/19	Rev	01
		Checked	SM/DG
		Scale	1:100
		Shade	For Approval

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Project  
20 Watford Road  
Rickmansworth  
Client  
Clearview Homes

Drawing Title  
Proposed South Elevation  
DWG No 301  
Rev 01  
Checked SM/DG  
For Approval

Project No 314  
DWG Type PL  
Date 11/06/19  
Scale 1:100  
Status For Approval

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Watford, Hertfordshire, SG4 1PD.  
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Rickmansworth  
Client  
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Project No	314	Drawing Title	Proposed South Elevation
DWG Type	PL	DWG No	301
Rev	00	Rev	00
Client	24/09/18	Drawn	SM/DG
		Checked	SM/DG
		Scale	1:100
		For Approval	For Approval

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architecture  
Castle Hill House, 12 Castle Hill,  
Watford, Hertfordshire, UK WD17 7PD  
RIBA #  
Chartered Practitioner







9 Poplar Way  
Burnham  
SLOUGH  
SL1 7DS  
Tel: 01753 643 760  
Mob: 07854 056 025  
info@ghatrees.co.uk  
www.ghatrees.co.uk

Site: Watford Road & Brookdene, Northwood, H&S 3NT

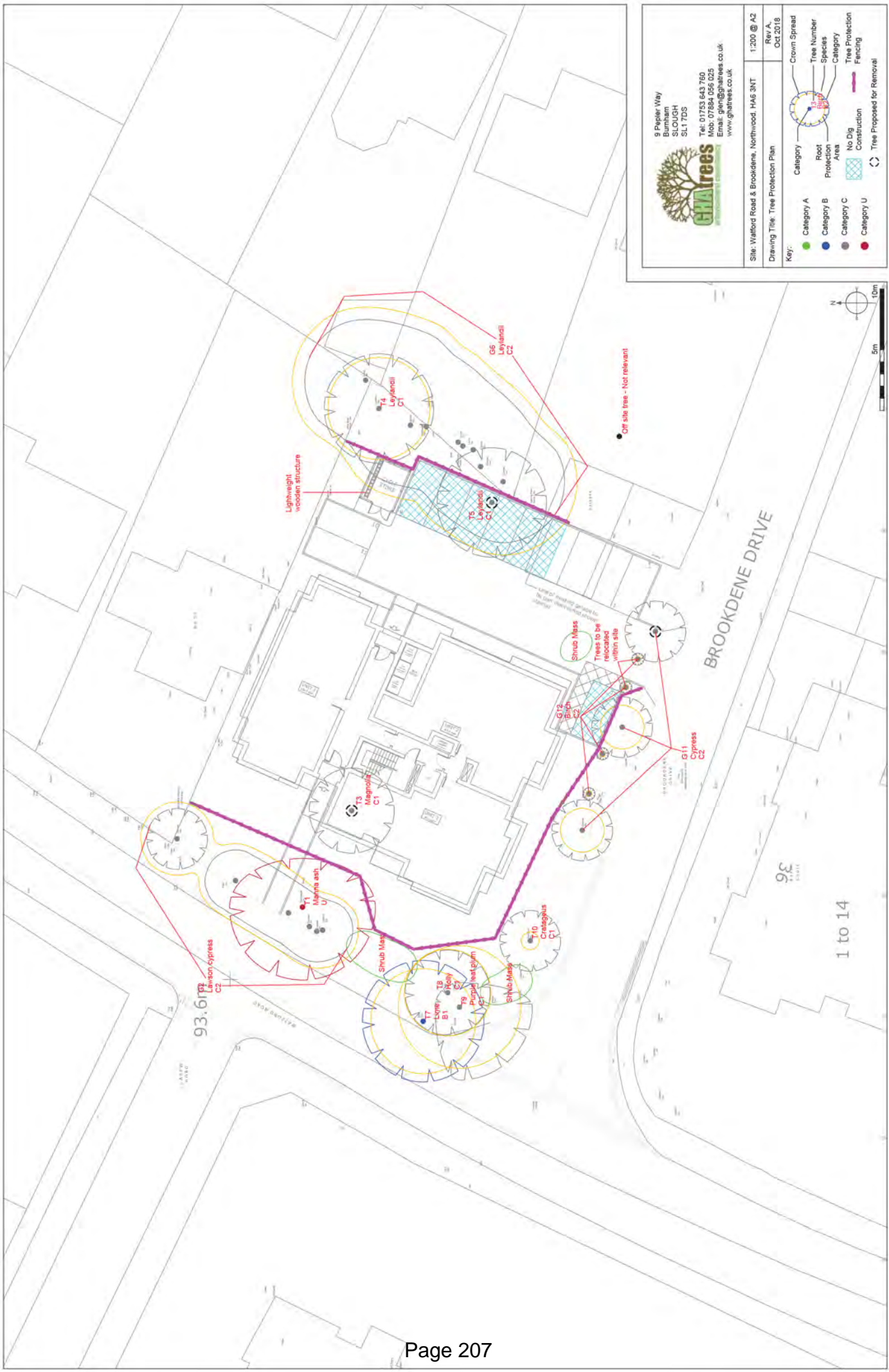
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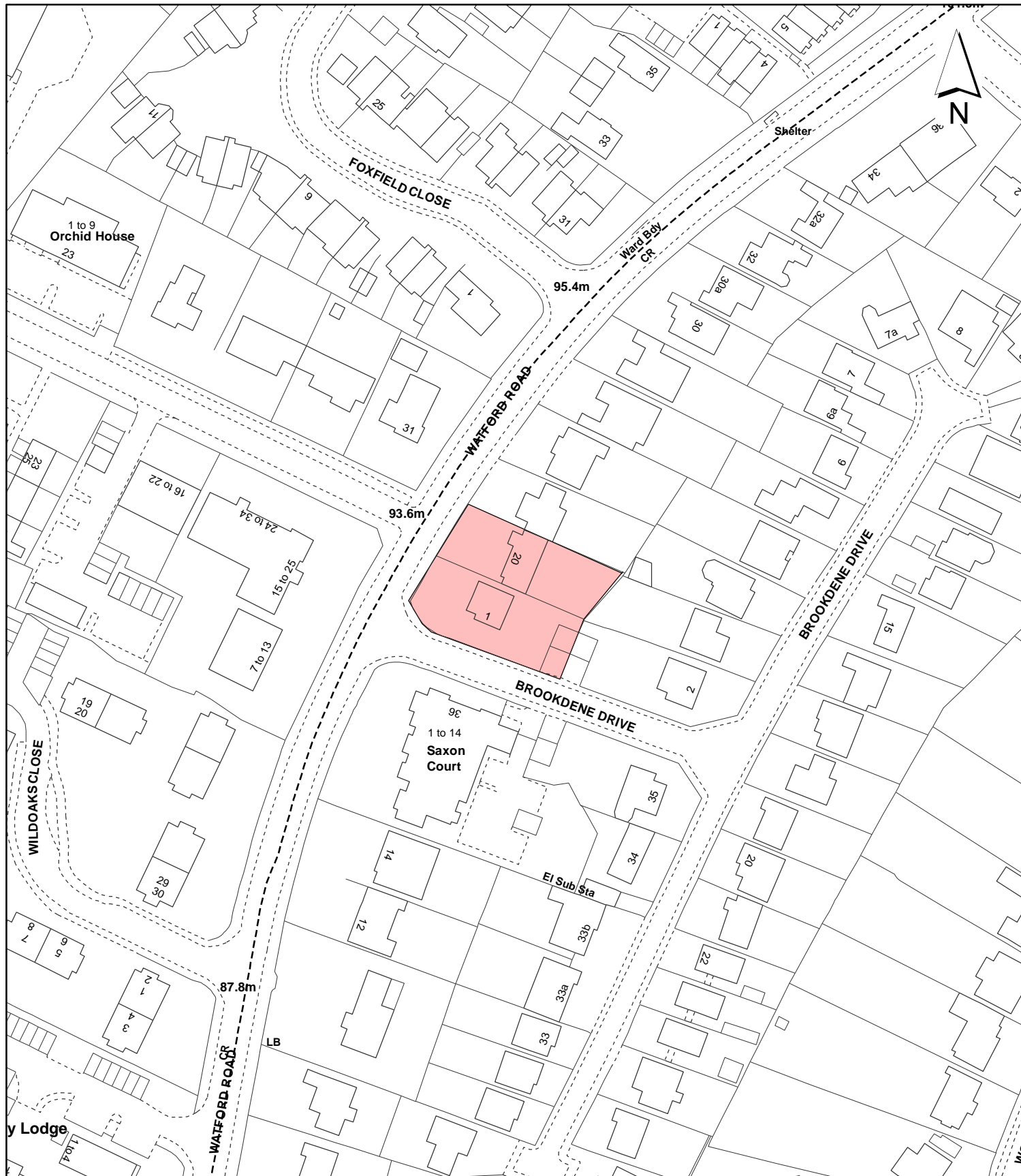
Scale: 1:200 @ A2

Rev A:  
Oct 2018

Key:

Category A	Category B	Category C	Category U
Crown Spread	Tree Number	Species	Category
Root Protection Area	No Dig Construction	Tree Protection Fencing	Tree Proposed for Removal





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Site Address:

**20 Watford Road and 1 Brookdene Drive  
Northwood**

Planning Application Ref:

**71665/APP/2019/2293**

Planning Committee:

**Major Page 208**

Scale:

**1:1,250**

Date:

**January 2020**

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services  
Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 01895 250111



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