



HILLINGDON  
LONDON



# Major Applications Planning Committee

**Date:** WEDNESDAY, 18 MARCH  
2020

**Time:** 6.00 PM

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

**Meeting  
Details:** Members of the Public and  
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## To Councillors on the Committee

Councillor Edward Lavery (Chairman)

Councillor Steve Tuckwell (Vice-  
Chairman)

Councillor Janet Duncan

Councillor Martin Goddard

Councillor John Morgan

Councillor John Morse

Councillor John Oswell

Councillor Henry Higgins

Councillor Carol Melvin BSc (Hons)

**Published:** Tuesday, 10 March 2020

**Contact:** Liz Penny

**Tel:** Please enter via main reception and  
visit the security desk to sign-in and  
collect a visitors pass. You will then be  
directed to the Committee Room.

**Email:** [epenny@hillington.gov.uk](mailto:epenny@hillington.gov.uk)

**Putting our residents first**

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

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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 - 8
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

## PART I - Members, Public and Press

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

### Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	Yiewsley & West Drayton Leisure Centre, Harmondsworth Road/Rowlheys Place, West Drayton - 75127/APP/2019/3221	West Drayton	Redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated works.  <b>Recommendation: Approval + Sec 106</b>	9 – 70  294-316



## Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
7	T C M House, Newport Road, Hayes - 61202/APP/2019/3510	Charville	Demolition of three existing buildings (Use Classes B1(a) and B1(c)) and erection of a four storey residential hostel building (Sui Generis) containing 28 units, comprising 12 x 1-bedroom, 8 x 2-bedroom and 8 x 3-bedroom dwellings with associated car parking, landscaping and children's play area.  <b>Recommendation: Approval</b>	71 – 114  317-325
8	Land North of Cranford Lane, Harlington - 2373/APP/2019/3747	Heathrow Villages	Variation of Conditions 14 (Permitted Timeline) and 15 (Phasing) of planning permission Ref: 2373/APP/2005/2815 dated 12/12/2006 (Extraction of sand and gravel; backfilling (including fresh water lagoon) with inert waste; use of land for the recycling of inert construction and demolition waste and retention of temporary buildings for a period of 10 years; restoration of land to agricultural/wildlife habitat) to amend the permitted timeline and phasing of works for completion by 30th November 2022.  <b>Recommendation: Approval</b>	115-144  326-334
9	Northwood College Educational Foundation, Maxwell Road, Northwood - 2082/APP/2019/3720	Northwood	Continued use of temporary classroom accommodation comprising of a two storey building of 1,600sqm until 14 September 2023 (as previously approved in planning application reference 2082/APP/2014/600 and 2082/APP/2017/2086)  <b>Recommendation: Approval</b>	145-164  335-340

10	Northwood College Educational Foundation - 2082/APP/2019/4091	Northwood	<p>The erection of a 3-storey science block within the existing car park; re-surfacing of the play space fronting Vincent House to facilitate re-located car parking spaces and associated works</p> <p><b>Recommendation: Approval + Sec 106</b></p>	<p>165-204</p> <p>341-359</p>
11	Land Adjacent to Whiteheath Junior School, Whiteheath Avenue, Ruislip - 64510/APP/2019/1412	West Ruislip	<p>Erection of 2 x 4 bed dwellings with associated landscaping, car parking and ecological area to the rear of the site (amended plans 17.02.19)</p> <p><b>Recommendation: Approval</b></p>	<p>205-234</p> <p>360-368</p>
12	Former Chantry School Site, Falling Lane, Yiewsley - 5746/APP/2019/2403	Yiewsley	<p>Demolition of the existing school and a comprehensive redevelopment of the site to provide a new two storey school building; provision of a Multi-Use Games Area (MUGA); an All Weather Pitch (AWP); increased car and cycle parking facilities; landscaping; and associated works. Provision of temporary construction access across Philpots Farm and a temporary compound and associated development.</p> <p><b>Recommendation: Approval + Sec 106</b></p>	<p>235-288</p> <p>369-385</p>
13	Slough Borough Council, Out of Borough, Middlesex - 39710/APP/2020/17		<p>Out of Borough consultation for a replacement Energy from Waste (EfW) facility including a High Temperature Incinerator (HTI), provision of a new access road and new junction with the A4, visitor centre, car parking, temporary construction compound, associated works, ancillary buildings and structures.</p> <p><b>Recommendation: Objection</b></p>	<p>289-292</p> <p>386-387</p>

## Minutes



**MAJOR Applications Planning Committee**

**19 February 2020**

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

	<p><b>Committee Members Present:</b> Councillors Steve Tuckwell (Vice-Chairman), Janet Duncan, Martin Goddard, John Morgan, John Morse, Henry Higgins, Carol Melvin, Mohinder Birah and Becky Haggar</p> <p><b>LBH Officers Present:</b> Glen Egan (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>
105.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor Eddie Lavery, with Councillor Steve Tuckwell substituting and Councillor John Oswell, with Councillor Mohinder Birah substituting.</p>
106.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>Councillor Steve Tuckwell declared a non-pecuniary interest in agenda item 8 Bourne Court Site, Ruislip (11891/APP/2019/3855) as he had prior involvement with residents regarding the site. He did not vote and left the room during discussion of the item.</p>
107.	<p><b>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETINGS</b> (<i>Agenda Item 3</i>)</p> <p><b>RESOLVED:</b> That the minutes from the meetings held on 16 January 2020 and 22 January 2020 be approved as correct records.</p>
108.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 4</i>)</p> <p>None.</p>
109.	<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 would be considered in Part I.</p>
110.	<p><b>LITTLE BRITAIN LAKE, PACKET BOAT LANE, COWLEY - 52368/APP/2017/1844</b> (<i>Agenda Item 6</i>)</p>

### **Proposed footbridge over the River Colne at the north end of Little Britain Lake.**

Officers introduced the application, highlighted the addendum and made a recommendation for approval.

A representative on behalf of the petitioners, Baron Randall of Uxbridge, spoke in objection of the application. It was noted that intention of the bridge was to give access to environmental agencies monitoring the far side of the island. However, it was submitted that there was already access granted to the Environment Agency for them to access the island via a padlocked gate and this had been used by them previously. The Local Authority had done an excellent job around maintaining Little Britain and it was highlighted that there may be a red listed bird that would come back as that was the last place it had been seen. It was acknowledged that the bridge would be unsuitable for housing and it was unlikely that the Local Authority would develop on the land. Although the bridge would be padlocked, concerns were raised regarding the safety as there was a risk of people being able to jump across and gain access. It was questioned why this site was being looked at when there were already a number of other issues affecting residents including fly tipping, litter and it was suggested that CCTV would enhance this area further. The Local Authority was urged to withdraw their application.

Responding to questions from the Committee, it was explained that the petitioners were unsure why the bridge was being built and the Environment Agency already had access to the area. It was noted that when the application came before Committee in 2017, officers had indicated that the reason the bridge was being opened was to allow public access. The impact on the biodiversity were explored at that point. There was a concern that once the bridge was there it would open the risk to other issues in an area of good habitat such as dogs and predators that might cause harm to species already there.

Members were mindful of the recent motion that took place at a Council meeting where all parties were in agreement regarding climate change and a programme and strategy for conservation was being drawn up. The information regarding flood risks needed to be reassessed in light of the new climate change decision. There was a concern that there had been no human contact with species habitating in Little Britain which might cause harm. The application would cause ecological damage and counter the climate change motion, given that there was clear evidence of litter and abuse.

The Head of Planning reminded the Committee that the key consideration in this application was not whether there was a need but rather if the application complied with planning policies. The recommendation for approval was supported by conditions that would prevent unfettered public access and conditions 10, 11, and 13 mitigated ecological harm. This was a result of concerns regarding ecological harm that were previously raised by the Committee. Although it was not essential to demonstrate need, it was explained that there was still a need to be able to access the bridge by the Environment Agency to undertake their work. It was also emphasised that there would be no loss of trees.

It was noted that there was already a bridge there that was fit for purpose and it was questioned why this extra bridge was required. It was reiterated that access was required by the Environment Agency however they did already have access via another bridge that was on private land. The Committee questioned how often access would be required by the Environment Agency to enable them to do what they needed to do.

Members discussed deferring the item, however were advised that deferring the application would need to be on ecological grounds and the conditions recommended regulated this.

Concerns were raised regarding environmental impacts of the proposed development on the unique location. Members considered whether they could grant the application and then review it in a year to consider what the impact was. Although the conditions proposed were good, questions were raised regarding the enforceability of them. Officers explained that the Council's enforcement team would enforce the conditions, the presence of wardens would protect the area and it was in the Council's interest to enforce the conditions.

The Legal Advisor cautioned the Committee in relation to property issues and explained that as the proposed the bridge was on land owned by the Council, access and control had to be agreed by the Council. In the past the Environmental Agency had to serve statutory notices to gain access to the land via the bridge already in place as the access had been restricted. Further, the Committee was advised that there was public interest in the Council and Environmental Agency being able to carry out works to improve the area without delay. The Committee was reminded to judge the case on material planning considerations and if Members were minded to refuse the application then clear refusal reasons needed to be provided.

It was noted that the weir had been maintained for a period of time and access in the past had been made possible. The Committee discussed Hillingdon planning policies HE1 heritage, policy EM3 and the Natural and Environmental Rural Communities Act 2006 s41 and some Members were of the view that this did not conform to Hillingdon's planning policies.

Officers and the Legal Advisor clarified the impact of the proposed planning policies and appropriateness of them in considering the application. It was emphasised that the application could only be rejected on planning considerations.

A motion to refuse the application was made on the basis that the application did not meet Hillingdon Planning Policies HE1 and EM3 was moved and seconded. When put to a vote there were four votes in favour, one vote in against and three abstentions.

**RESOLVED: That the application be refused on the grounds that they did not meet Hillingdon Planning Policies HE1 and EM3. Delegated authority was given to the Head of Planning to issue to the Chairman and Labour Lead the exact wording of the reason for refusal.**

111. **FORMER MASTER BREWER SITE, FREEZELAND WAY , HILLINGDON - 4266/APP/2019/3088** (*Agenda Item 7*)

**Construction of a residential-led, mixed-use development comprising buildings of between 2 and 11 storeys containing 514 units (Use Class C3); flexible commercial units (Use Class B1/A1/A3/D1); associated car (165 spaces) and cycle parking spaces; refuse and bicycle stores; hard and soft landscaping including a new central space, green spaces, new pedestrian links; biodiversity enhancement; associated highways infrastructure; plant; and other associated ancillary development.**

Officers introduced the report, highlighted the addendum and made a recommendation for refusal.

Representatives from the Ickenham Residents Association and Oak Farm Residents Association spoke in objection of the application and submitted that the proposed plans amounted to an overdevelopment of the site. The residential density level were double the acceptable levels set out in the Hillingdon development plans. The design of the development was discordant with the setting of the current location, far too tall and bulky, and would do substantial harm to the settings of the heritage assets. The development would cause insufficient parking and additional traffic. It was noted that the applicants had not shown how the development would be protected from noise and air pollution and it did not meet amenity space and sunlight standards. The proposal failed to recognise local needs and it was submitted that the GLA's opinion of the development was "at odds" with the local plan guidance. The officer's report was endorsed and the Committee was asked to refuse the application.

Representatives of the application addressed the Committee and submitted that the residential led mixed use scheme intended to positively regenerate the long term vacant site to deliver substantial benefits to the public. It was explained that the planning application was the outcome of over 12 months work in collaboration with officers and other stakeholders in the community. There had been consultations events, face to face meetings and leaflet drops in the surrounding areas. The scheme would include a number of benefits including sustainable regeneration of the vacant site, the creation of new residential neighbourhood providing much needed new homes, 182 affordable new homes, provision of mixed commercial uses that would promote enhanced vitality of the local centre leading to long term employment opportunities, landscaping improvements, a net gain in biodiversity, improvement in public services and an urban greening factor. The proposal would be pedestrian and cycle led. It was noted that the site in question was a challenging site however the proposed development could accommodate the more ambitious proposals as detailed in the application.

Responding to questions from the Committee, it was confirmed that the air quality impact assessment supported the site and was based upon associated traffic assessment data alongside additional monitoring as discussed with the Local Authority. The applicant had also identified mitigation in terms of damages contribution to support the scheme. The approach on how to manage air quality was explained to the Committee.

The Chairman read an email from Councillor Alan Chapman, Ward Councillor for Hillingdon East. Concerns were raised regarding the scale, height, size and density of the proposals as they were not in character with the local area. Further, the proposals had a negative impact on the local Green Belt, the parking provisions were inadequate and the added vehicle movement would increase traffic flows. There was also concerns in relation to the increase in both air and noise pollution in the surrounding area. The Committee was asked to support the officer's recommendation and refuse the application.

The Committee supported the officer's recommendation and welcomed refusal reason five on air quality. It was emphasised that air quality could not be compromised. Concerns were raised regarding the size of the development, air pollution and, overall, Members considered that the application was out of character with the local area.

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

**RESOLVED: That the application be refused as per officer's recommendation, subject to the changes in the addendum.**

112.	<p><b>BOURNE COURT SITE, RUISLIP - 11891/APP/2019/3855</b> (<i>Agenda Item 8</i>)</p> <p><b>Deed of Variation to Section 106 Schedule 1 (Affordable Housing) associated with planning permission ref: 11891/APP/2018/3414, dated 17/06/19 (Redevelopment to provide 87 residential units in two blocks, together with associated access, car and cycle parking; communal and private amenity space; and landscaping) to remove the requirement for a commuted sum and replace it with an affordable housing obligation for an on-site provision with 54 shared ownership units in Block A and 33 affordable rented units in Block B.</b></p> <p>Officers introduced the report and made a recommendation for approval and section 106.</p> <p>Members moved, seconded and unanimously agreed the officer's recommendation.</p> <p><b>RESOLVED: That the application be approved as per officer's recommendation and section 106.</b></p>
113.	<p><b>CRANFORD PARK, HAYES - 14009/APP/2019/4088</b> (<i>Agenda Item 9</i>)</p> <p><b>The erection of a detached cafe building, outdoor seating area with access, and minor alterations to the listed cellars beneath, minor alterations to the listed stable block with change of use to B1, extension to the existing car park, alterations to the existing information centre building and construction of bin store including all associated external works.</b></p> <p>The Head of Planning declared a non- pecuniary interest in this item and left the room during vote and discussion of the item. Officers introduced the report and made a recommendation for approval.</p> <p>It was acknowledged that this was a valuable site. Members welcomed the proposals and considered that it would be an asset to Hillingdon.</p> <p>Members moved, seconded and unanimously agreed the officer's recommendation.</p> <p><b>RESOLVED: That the application be approved as per officer's recommendation.</b></p>
114.	<p><b>CRANFORD PARK, HAYES - 14009/APP/2019/4090</b> (<i>Agenda Item 10</i>)</p> <p><b>The erection of a detached cafe building, outdoor seating area with access, and minor alterations to the listed cellars beneath, minor alterations to the listed stable block with change of use to B1, extension to the existing car park, alterations to the existing information centre building and construction of bin store including all associated external works (application for listed building consent).</b></p> <p>The Head of Planning declared a non- pecuniary interest in this item and left the room during vote and discussion of the item. Officers introduced the report and made a recommendation for approval.</p> <p>It was acknowledged that this was a valuable site. Members welcomed the proposals and considered that it would be an asset to Hillingdon.</p> <p>Members moved, seconded and unanimously agreed the officer's recommendation.</p>



	<b>RESOLVED: That the application be approved as per officer's recommendation.</b>
115.	<p><b>BRIDGE HOUSE, UXBRIDGE - 40050/APP/2019/1865</b> (<i>Agenda Item 11</i>)</p> <p><b>Section 73 application to vary the approved plans list condition of application reference 40050/APP/2017/2438 dated 01/09/2017 for (Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to residential units (Class C3) together with ancillary car parking, cycle storage and waste and recycling storage (as amended by application reference 40050/APP/2019/3869 dated 21/01/20).</b></p> <p><b>The amendments to the approved plans propose: No longer including the 6th floor of Bridge House (7 x 1 bedroom units) and allow the change in the mix of units at Bridge House from 9 x Studios and 114 x 1 bedroom units to 16 x studios, 43 x 1 bedroom units and 56 x 2 bedroom units.</b></p> <p>Officers introduced the report and made a recommendation for approval and section 106.</p> <p>It was noted that this application was a prior approval.</p> <p>Members moved, seconded and unanimously agreed the officer's recommendation.</p> <p><b>RESOLVED: That the application and section 106 be approved as per officer's recommendation and changes in the addendum.</b></p>
116.	<p><b>19-22 CHIPPENDALE WAY, UXBRIDGE - 67544/APP/2019/1978</b> (<i>Agenda Item 12</i>)</p> <p><b>Erection of a block of 12 No. flats comprising of 7x1 bed, 4x2 bed and 1x3 bed apartments with associated parking, landscaping, access and amenity.</b></p> <p>Officers introduced the report and made a recommendation for approval.</p> <p>Clarification was sought on the storage of bicycles and this was demonstrated by officers on the plans. It was confirmed that the development was required to provide 1 percent disabled unit and as there were only 4 car parking spaces, 2 bays should be allocated to the disabled unit with the remaining parking being allocated to the family unit. The Committee considered that it would be preferential to have two disabled parking bays.</p> <p>Members moved, seconded and unanimously agreed the officer's recommendation, subject to amending condition seven to include two disabled parking bays.</p> <p><b>RESOLVED: That the application be approved as per officer's recommendation, subject to amending condition seven to include two disabled parking bays.</b></p>
117.	<p><b>BATTLE OF BRITAIN MUSEUM AND VISITOR CENTRE, WREN AVENUE, UXBRIDGE - 585/APP/2019/3868</b> (<i>Agenda Item 13</i>)</p> <p><b>Proposed landscaping improvement works including surface water flood mitigation using new rain gardens, reshaping of existing bund, new tree planting and new car park spaces with associated works.</b></p>

	<p>Officers introduced the report and made a recommendation for approval.</p> <p>Members moved, seconded and unanimously agreed the officer's recommendation.</p> <p><b>RESOLVED: That the application be approved as per officer's recommendation.</b></p>
118.	<p><b>THE ARENA, STOCKLEY PARK - 37800/APP/2019/3278</b> (<i>Agenda Item 14</i>)</p> <p><b>Alterations to car parking and erection of 2 substations storage/plant room.</b></p> <p>Officers introduced the report and made a recommendation for approval.</p> <p>Members moved, seconded and unanimously agreed the officer's recommendation.</p> <p><b>RESOLVED: That the application be approved as per officer's recommendation.</b></p>
119.	<p><b>UXBRIDGE MORTUARY, KINGSTON LANE, HILLINGDON - 13102/APP/2019/3950</b> (<i>Agenda Item 15</i>)</p> <p><b>Proposed two single storey side and rear extension to existing Mortuary Building, relocation of existing rooftop plant, new rooftop plant, shielding housing for rooftop plant, installation of roof canopy, installation of 1100mm high safety railing to the rooftop, relocation of the fence and associated works.</b></p> <p>Officers introduced the report, highlighted the addendum and made a recommendation for approval.</p> <p>It was requested that the conditions made specific reference to pollution absorbing trees.</p> <p>Members moved, seconded and unanimously agreed the officer's recommendation.</p> <p><b>RESOLVED: That the application be approved as per officer's recommendation, subject to the changes in the addendum and reference to pollution absorbing trees in the landscaping condition.</b></p>
	<p>The meeting, which commenced at 6.00 pm, closed at 8.12 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

<b>Address</b>	YIEWSLEY & WEST DRAYTON LEISURE CENTRE, HARMONDSWORTH ROAD/ ROWLHEYS PLACE WEST DRAYTON
<b>Development:</b>	Redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated works.
<b>LBH Ref Nos:</b>	75127/APP/2019/3221
<b>Drawing Nos:</b>	Sustainability Statement Ref: 20204.R4 â&ç RIBA Stage 2 LC Scheme Report Flood Risk Assessment and Drainage Report Ref: 3478-ROWH-ICS-XX-RP-C-001A Air Quality Assessment Ref: AQ107192-3 Arboricultural Impact Assessment Ref: TH 2122/B Transport Statement Ref: SJ/SN/ITB14708-001C R Travel Plan Statement Ref: SJ/JN/RW/ITB14708-003A APL001 Rev. B APL002 Rev. A APL003 Rev. A APL016 Rev. A APL020 Rev. A Design and Access Statement dated September 2019 Covering Letter dated September 2019 Archaeological Assessment and Heritage Statement dated September 2019 Acoustic Report Ref: 26535REP-D APL004 Rev. D Preliminary Ecological Appraisal dated July 2019 APL021 Rev. B APL017 Rev. B LBH Population Projection dated January 2019 Assessment of Need dated December 2019 Applicant Consultee Response Flood Risk Assessment and Drainage Strategy dated August 2019 Transport Technical Note Ref: dated November 2019 Acoustic Assessment dated December 2019 APL005 Rev. D APL022 Rev. A APL006 Rev. A APL010 Rev. A APL014 Rev. A APL009 Rev. C APL008 Rev. C APL007 Rev. C APL013 Rev. B APL011 Rev. B APL015 Rev. B APL012 Rev. B APL019 Rev. C

<b>Date Plans Received:</b>	30/09/2019	<b>Date(s) of Amendment(s):</b>	18/12/2019
<b>Date Application Valid:</b>	03/10/2019		23/01/2020
			07/02/2020
			03/10/2019
			04/12/2019

## 1. SUMMARY

This application seeks full planning permission for the redevelopment of the site to provide a new leisure centre (Use Class D2) following the demolition of the existing family centre to the south side of the site and the youth centre to the north of the site (Use Class D1). The leisure centre would provide a range of facilities including indoor play pitches, an eight lane swimming pool and splash pool and a rooftop football pitch. The principle of development is supported. The site lies entirely within the West Drayton Green Conservation Area. The proposal is identified by the Conservation Officer as resulting in less than substantial harm, however the public benefits provided by the proposed development outweigh the identified harm. The proposal would not result in unacceptable harm to the amenities of neighbouring occupants or the local highway network. This application is recommended for approval subject to planning conditions and a legal agreement.

## 2. RECOMMENDATION

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

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

1. To secure all necessary highway works including written agreement from the Local Planning Authority; (Section 278) including funding for controlled parking in Rowleys Place, review of options to install Santander bikes;
2. The provision of a Travel Plan, including a bond of £20,000;
3. Construction Training: either an in-kind scheme delivered during the construction phase of the development or a financial contribution;
4. Air Quality: in line with the SPD and given the site is located in an air quality management area, a contribution in the sum of £108,582;
5. A contribution of £15,000 towards the provision of a Santander Bike Hire scheme;
6. A contribution to mitigate the impact of the development particularly if they may be required off site, as a result of any basement implications following a discussion with the Local Lead Flood Authority; and
7. Project Management and Monitoring Fee: a financial contribution equal to 5% of

the total cash contributions towards the management and monitoring of the resulting agreement.

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

C) If the Legal Agreements have not been finalised by 4th August 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 highways works, travel plan, construction training and air quality contrary to Policy DMT 2, DMT 6, DMCI 7, DMEI 14.'

D) That subject to the above, the application be deferred for determination by the Head of Planning, Transportation and Regeneration under delegated powers.

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

**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 Council).

**2            T8            Time Limit - full planning application 3 years**

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

**REASON**

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

**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: APL001 Rev. B, APL016 Rev. A, APL020 Rev. A, APL004 Rev. D, APL021 Rev. B, APL017 Rev. B, APL005 Rev. D, APL022 Rev. A, APL006 Rev. A, APL010 Rev. A, APL014 Rev. A, APL009 Rev. C, APL008 Rev. C, APL007 Rev. C, APL013 Rev. B, APL011 Rev. B, APL015 Rev. B, APL012 Rev. B, APL019 Rev. C and shall thereafter be retained/maintained for as long as the development remains in existence.

**REASON**

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

**4            COM5            General compliance with supporting documentation**

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

LBH Population Projection dated January 2019

Assessment of Need dated December 2019  
 Applicant Consultee Response  
 Fire Strategy Report Rev. 01 by Alfor  
 Flood Risk Assessment and Drainage Strategy dated August 2019  
 Transport Technical Note Ref: dated November 2019  
 Acoustic Assessment dated December 2019  
 Preliminary Ecological Appraisal dated July 2019  
 Design and Access Statement dated September 2019  
 Covering Letter dated September 2019  
 Archaeological Assessment and Heritage Statement dated September 2019  
 Acoustic Report Ref: 26535REP-D  
 Air Quality Assessment Ref: AQ107192-3  
 Arboricultural Impact Assessment Ref: TH 2122/B  
 Transport Statement Ref: SJ/SN/ITB14708-001C R  
 Travel Plan Statement Ref: SJ/JN/RW/ITB14708-003A  
 Flood Risk Assessment and Drainage Report Ref: 3478-ROWH-ICS-XX-RPC-001A  
 Sustainability Statement Ref: 20204.R4 RIBA Stage 2 LC Scheme 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 Hillingdon Local Plan: Part Two Development Management Policies (2020) and the London Plan (2016).

### **5 NONSC Non Standard Condition**

The youth zone hereby approved shall be provided in accordance with approved plan ref: APL009 Rev. C, prior to the occupation of the unit, details of access arrangements and operation shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the provision shall remain in place for the lifetime of the development.

#### REASON

To ensure the proposal would not result in the loss of an existing community facility in accordance with Policy DMCI 1 of the Local Plan: Part Two Part Two - Development Management Policies (2020), policy 3.19 of the London Plan (2016), policy CI1 of the LPP1 (2012) and para 97 of the NPPF (2019).

### **6 M1 Details/Samples to be Submitted**

Prior to the commencement of above ground construction works, detailed plans and samples shall be submitted to and approved in writing by the local planning authority. The information should include the following:

- 1) Drawings and samples of the facing materials for the proposed Leisure Centre building. Plans should be annotated to show where the materials are to be located and a sample of brickwork showing texture, colour and bond (1m by 1m panel);
- 2) Drawings and samples of the facing materials for the proposed Decked Car Park include manufacturers specifications;

The development shall only be carried out in accordance with the approved details.

#### REASON

To ensure that the development presents a satisfactory appearance in accordance with Policies DMHB 4, DMHB 11 and DMHB 12 of the Local Plan: Part Two - Development



Management Policies (2020), Policy HE1 of the LPP1 (2012) and Policy 7.18 of the London Plan (2016).

## **7 NONSC Non Standard Condition**

The leisure centre building hereby approved shall not include any windows on the western elevation without the grant of further specific permission from the Local Planning Authority

### **REASON**

To protect the residential amenities of neighbouring residents along West Drayton Park Avenue in accordance with Policy DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020).

## **8 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 Local Plan: Part Two - Development Management Policies (2020).

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

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

1. Details of Soft Landscaping
  - 1.a Planting plans (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 and to include pollution absorbing planting.
2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Cycle Storage
  - 2.c Means of enclosure/boundary treatments including shutters to the car parking area and gates/boundary fencing across the development
  - 2.d Car Parking Layouts (including the layout of 25 car parking spaces reserved for blue badge holders, 12 spaces for brown badge holders, 8 spaces for parent and child parking and 10 motorcycle parking spaces and that 20% of all parking spaces are served by electrical charging points and 20% of spaces served by passive electric charging points)
  - 2.e Hard Surfacing Materials
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 4, DMHB 11, DMHB 12, DMHB 14 and DMT 6 of the Local Plan: Part Two - Development Management Policies (2020) and Policies 5.11 and 5.17 of the London Plan (2016).

#### **10 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 Local Plan: Part Two - Development Management Policies (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

### **11 NONSC External Fixtures**

No additional lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials or satellite dishes shall be fixed or installed on the external face of the buildings.

#### REASON

To protect the character of the surrounding Conservation Area in accordance with Policy DMHB 4 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy HE1 of the LPP1 (2012).

### **12 B37 Archaeology - Written Scheme of Investigation**

No demolition or development shall take place on the north site until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing in consultation with GLAAS. 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. The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified for the Local Plan: Colne Valley. 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; and

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 protect and the archaeological interests of site in accordance with Policy DMHB 7 of the Local Plan: Part Two - Development Management Policies (2020), policy 7.18 of the London Plan (2016) and para 189 of the NPPF (2019).

### **13 COM26 Ecology**

Prior to above ground works, a full ecological protection and enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme must include a clear and appropriately scaled plan showing the retention of the ecological features of interest and the specific measures to enhance opportunities for wildlife, including but not limited to; bat and bird boxes appropriately located, artificial refugia within the landscaping areas; wildlife specific planting (i.e. nectar rich planting) and a specific area within the landscaping that is developed specifically to enhance opportunities for

wildlife.

The scheme shall also incorporate a report with a commentary on the proposed enhancement features, how these will benefit wildlife and how the scheme will be managed and maintained to maximise the opportunities for wildlife over the lifetime of the development. The development thereafter proceed in accordance with the approved scheme.

#### REASON

To ensure the development protects and enhances ecology in accordance with the national planning policy framework and EM7 of the Local Plan Part One (November 2012), policy DME1 7 of the LPP2 (2020), policy 7.19 of the London Plan (2016), policy G6 of the Draft London Plan (Intend to publish version 2019) and para 190 of the NPPF (2019).

#### **14 NONSC Non Standard Condition**

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with Heathrow Aerodrome Safeguarding. The submitted plan shall include details of the management of any flat/shallow pitched on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

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

#### REASON

It is necessary to manage the flat roof in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport in accordance with Policy DMAV1 of the Local Plan: Part Two - Development Management Policies (2020).

#### **15 COM30 Contaminated Land**

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

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

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

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

(ii) If during development or works contamination not addressed in the submitted

remediation scheme is identified, an addendum to the remediation scheme must be agreed with the LPA prior to implementation; and

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

#### REASON

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

### **16 NONSC Non Standard Condition**

The development hereby approved shall not be occupied until details of the parking management and allocation arrangements have been submitted to and approved in writing by the Local Planning Authority; and the development shall not be occupied until the approved arrangements have been implemented.

#### REASON

To ensure that adequate car parking facilities are provided and to help mitigate the site's impact local congestion and highways safety in compliance with Policy DMT1 and DMT2 of the Local Plan: Part Two - Development Management Policies (2020).

### **17 COM31 Secured by Design**

The building, car park and site 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 (2016).

### **18 SUS1 Carbon Reduction**

Prior to above ground works, details of the photovoltaic (PV) array shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the specifications of the PV panels to be used, their fixing mechanism to the roof and their impact on the carbon emissions in accordance with the outline energy strategy (Qoda, 20204.R4). The details shall also include roof plans and elevations showing the inclusion of the PV panels. The development must proceed in accordance with the approved details.

#### REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with Policy 5.2 of the London Plan (2016) and policy DMEI 2 of the LPP2 (2020).

## **19 NONSC Non Standard Condition**

All non-Road mobile Machinery (any mobile machine, item of transportable industrial equipment, or vehicle - with or without bodywork) of net power between 37kW and 560kW used on the site for the entirety of the demolition and construction phase of the development hereby approved shall be required to meet Stage IIIA of EUDirective 97/68/EC. The site shall be registered on the NRMM register for the demolition and construction phase of the development.

### **REASON**

Reason: To safeguard the amenities of the adjoining occupiers, the area generally and contribution of developments to the air quality of the borough in accordance with the requirements of Policies policy DMT 2, DMEI 1, and DMEI 14 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

## **20 NONSC Green Wall/Roof**

Prior to the above ground works, a scheme for the inclusion of green/living walls/screens shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate the inclusion of green/living walls/screens that include nectar rich planting on two or more elevations. The development must proceed in accordance with the approved scheme.

### **REASON**

To increase the amount vegetation for the benefit of design, wildlife and air quality improvements in accordance with EM7 and EM8 of the Local Plan: Part One (November 2012) and Policy DMEI 1 of the Local Plan: Part Two - Development Management Policies (2020).

## **21 SUS5 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) Sustainable Drainage:**

i. Surface water discharge - the submitted drainage strategy must confirm the proposed method and location of discharging collected surface water from the site 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. Any proposal that includes an off-site connection through a private sewer network should provide details of the condition and ownership of the entire drainage route to a public sewer or ordinary watercourse.

ii. SuDS - the submitted drainage strategy should incorporate Sustainable Drainage System (SuDS) elements that are embedded, where practicable, within the landscaping plan for the development. Preference should be given to above-ground SuDS elements that provide wider biodiversity, water quality and amenity benefits.

iii. Infiltration drainage - where infiltration drainage is proposed, a ground investigation must be provided to establish the level of groundwater on the site; to demonstrate the suitability of infiltration techniques proposed on the site by providing the results of infiltration testing

in line with BRE Digest 365; and to confirm the suitability of infiltration drainage based on any encountered ground contamination.

iv. Runoff rates - surface water discharge from the site must be no greater than greenfield runoff rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change. Any increases above greenfield rates must be adequately justified and may be subject to developer contributions.

v. Drainage calculations - include calculations to demonstrate the volume of storage and size of drainage features provided is adequate to control surface water for a range of storm duration and rainfall intensities for events up to and including the critical 1 in 100 plus 40% climate change rainfall event.

vi. Exceedance routes - provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event. Where it is intended to store water on the ground surface, the maximum extent of overland flooding should be mapped and include details on flow paths, depths and velocities. Safe access and egress for the site must be demonstrated.

b) Long-term management and maintenance of the drainage system.

i. Provide a Management and Maintenance Plan for the drainage system that includes clear plans showing all of the drainage network above and below ground, and identifies the responsibility of different parties for each component of the drainage network.

ii. Include details of the necessary inspection regimes, maintenance frequencies and responsible authority (Private Management Company, homeowner, etc.).

iii. Where managed flooding of the ground surface is proposed, the plan should include the appropriate actions for those areas and document the actions required to ensure the safety of the users of the site during a rainfall event.

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 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy DME1 10 of the Local Plan: Part 2 Development Management Policies (2020), Policies 5.12, 5.13 and 5.15 of the London Plan (2016), National Planning Policy Framework (2019), and the Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

## **22 NONSC Basement Impact Assessment**

Prior to the commencement of development (excluding site clearance and demolition), a Basement Impact Assessment shall be submitted to and be approved in writing by the



Local Planning Authority. The assessment shall include:

- a. the results of an appropriate site investigation that has identified the nature of the underlying geology and confirmed the depth of any groundwater beneath the site (taking into account the seasonal variability of groundwater);
- b. an assessment to identify any mitigation measures that need to be put in place to maintain the passage of groundwater around the building without impacting local groundwater levels;
- c. details on the planting (including soil depth) above the basement where it extends beyond the footprint of the building; and,
- d. shallow infiltration rates to inform the utilisation of Sustainable Drainage Systems (SuDS) on the site.

The development shall only be undertaken in accordance with those approved details, and the approved scheme shall be implemented prior to the first use of the development hereby permitted and retained for the duration of the development.

#### REASON

The manage groundwater flood risk in accordance with Policy EM6 of the Local Plan: Part One (November 2012), Policy DMHD 3 of the Local Plan: Part 2 Development Management Policies (2020), Policy 5.12 of the London Plan (2016), NPPF (2019) and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

### **23 ST1 Opening Hours**

The leisure centre hereby approved shall only be open to the public between the hours of 06:00 and 22:00 hours and members of staff until 23:00 on any day.

#### REASON

In the interests of neighbouring amenity and to accord with Policy DMT2 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and policy BE1 of the LPP1 (2012).

### **24 NONSC Servicing and Delivery Hours**

Servicing and deliveries to the leisure centre hereby approved shall only take place between the hours of 07:00 and 21:00 hours on any day.

#### REASON

In the interests of neighbouring amenity and to accord with Policy DMT2 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and policy BE1 of the LPP1 (2012).

### **25 OM19 Construction Management Plan**

Prior to development commencing, the applicant shall submit in writing a demolition and construction management plan to the Local Planning Authority for its written approval in consultation with Highways England. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur.
- (iii) Measures to mitigate against noise during construction.
- (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 and manage highways impacts in accordance with Policy DMHB 11, DMT2 and DME114 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

### **26 NONSC Servicing and Delivery Plan**

Prior to the occupation of development details of a Delivery and Servicing Plan which identifies efficiency and sustainability measures to be undertaken once the development is operational shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries/servicing during am and pm peak hours.

#### REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy DMT1 and DMT2 of the Local Plan: Part Two - Development Management Policies (2020).

### **27 OM2 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 and DMHB 12 of the Local Plan: Part Two - Development Management Policies (2020) and Policy BE1 of the LPP1 (2012).

### **28 NONSC External Noise**

External noise level emitted from plant, machinery/ equipment shall be lower than the lowest existing background noise level by at least 5dBA, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity. The noise levels shall be maintained for the lifetime of the development.

#### REASON

To safeguard the amenity of the surrounding area in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and policy BE1 of the LPP1 (2012).

### **29 NONSC Anti-Vibration Measures**

Prior to the use of machinery, plant or equipment, the extract and ventilation system and ducting shall be mounted with proprietary anti-vibration isolators; fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

#### REASON

To safeguard the amenity of neighbouring properties and open spaces in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and policy BE1 of the LPP1 (2012).

#### **30 NONSC Acoustic Screen**

Prior to the commencement of development hereby approved, an acoustic screen shall be erected, along the western boundary of the site and thereafter retained and maintained in its entirety for the lifetime of the development.

#### REASON

To safeguard the amenity of neighbouring properties and open spaces in accordance in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

#### **31 NONSC 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 agreed for this development.

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

#### REASON

To reduce the impact on air quality within an Air Quality Management Area and Focus Area in accordance with policy EM8 of the Local Plan: Part One (November 2012), policy DMEI 14 of the Local Plan: Part Two (2020), London Borough of Hillingdon Air Quality Local Action Plan 2019-2024, Policy 7.14 of the London Plan (2016), and paragraph 170 of the National Planning Policy Framework (2019).

#### **32 NONSC Piling (Thames Water)**

No piling shall take place until a Piling Method Statement detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

#### REASON

To protect ground water resources in accordance with Policy DMEI 11 of the Local Plan: Part Two - Development Management Policies (2020).

#### **33 M3 Boundary treatment - details**

Prior to above ground works, boundary details for the entirety of the site including the positions, design, materials and type of boundary treatment to be erected shall be submitted to and approved in writing by the local planning authority a plan. The boundary treatment shall be completed before the buildings is occupied or in accordance with a timetable agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

#### REASON

To safeguard the visual amenities of the area in accordance with Policy DMHB 4 of the

Local Plan: Part Two - Development Management Policies (2020) and policy BE1 of the LPP1 (2012).

**34 OM11 Floodlighting**

Prior to the above ground works isolux diagrams and illumination calculations based on the actual external lighting products to be used on the site shall be submitted to and approved, in writing, by the Local Planning Authority. Once approved the development should be completed fully in accordance with the approved details

**REASON**

To protect neighbouring amenity and the character of the surrounding Conservation Area in accordance with Policy DMHB 4 and DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020) and policies HE1 and BE1 of the LPP1 (2012).

**35 DIS2 Access to Buildings for People with Disabilities**

Prior to above ground works, details of a dedicated dial-a-Ride or taxi/cab vehicle stop and wait facility, accessible toilet facilities and changing places to meet the needs of people with disabilities shall be submitted to and approved in writing by the Local Planning Authority. The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

**REASON**

To ensure that people with disabilities have adequate access to the development in accordance with Policy DMCI 2 of the Local Plan: Part Two - Development Management Policies (2020).

**36 OM12 External Litter Bins**

Prior to above ground works, a scheme shall be submitted to, and approved in writing by, the Local Planning Authority detailing how an external litter bin facilities for customers will be provided. This shall include a timescale for the provision of this facility. The approved means, siting and timescale for the provision of the facility shall be implemented in accordance with the agreed scheme and thereafter permanently maintained.

**REASON**

To protect the visual amenities of the street scene and the surrounding area and to safeguard the interests of the amenities of the occupiers and adjoining residents, in accordance with Policies DMHB 11 and DMHB 12 of the Local Plan: Part Two - Development Management Policies (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.

DMCI 1	Retention of Existing Community Sport and Education Facilities
DMCI 2	New Community Infrastructure
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
LPP 2.2	(2016) London and the wider metropolitan region
LPP 2.6	(2016) Outer London: vision and strategy
LPP 3.2	(2016) Improving health and addressing health inequalities
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.3	(2016) Sustainable design and construction
LPP 6.9	(2016) Cycling
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
LPP 7.8	(2016) Heritage assets and archaeology
DMCI 6	Indoor Sports and Leisure Facilities
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 4	Conservation Areas
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 3.16	(2016) Protection and enhancement of social infrastructure
LPP 3.19	(2016) Sports Facilities
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 4.6	(2016) Support for and enhancement of arts, culture, sport and entertainment provision
LPP 5.13	(2016) Sustainable drainage
LPP 5.18	(2016) Construction, excavation and demolition waste
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking

LPP 7.21	(2016) Trees and woodlands
LPP 7.3	(2016) Designing out crime
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

### **3            I24            Works affecting the Public Highway - General**

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

### **4            I3            Building Regulations - Demolition and Building Works**

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

### **5            I15            Control of Environmental Nuisance from Construction Work**

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

A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays or Bank Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

### **6            I18            Storage and Collection of Refuse**

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans.

For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

## **7            119            Sewerage Connections, Water Pollution etc.**

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

## **8            160            Cranes**

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn 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 [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp))

## **9**

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, 'Wind Turbines and Aviation' available at <http://www.aoa.org.uk/policy-campaigns/operations-safety>.

### **3.        CONSIDERATIONS**

#### **3.1      Site and Locality**

The application site is situated on the western side of Harmondsworth Road. The application site is bisected by Rowleys Place which runs east-west. The existing site comprises a Youth Centre to the north which is made up of a part single, part 3 storey building and a family centre to the south which is occupied by a single storey building (Use Class D1). The north side contains an area of hardstanding for car parking, a tarmacked sports area, small areas of grass and several associated smaller outbuildings. The south side of the site also contains an area of hardstanding for car parking, surrounding grass and associated smaller outbuildings. The southern edge of the boundary of the site also takes in a small parcel of the West Drayton Cemetery Allotment Site. It is noted that there is approximately a 2m drop between Harmondsworth Road carriageway and the Family Centre. Both buildings are used infrequently and are dilapidated.

Immediately to the north of the site is a community centre, beyond which is a new residential development. To the west is are residential dwellinghouses. To the south is an allotment garden and the site is bound by Harmondsworth Road to the east. To the east of Harmondsworth Road, are a parade of shops and residential dwellinghouses.

The application site is unlisted and it lies entirely within the West Drayton Green



Conservation Area. The Conservation Area encompasses the historically important buildings in the old village and includes the surrounding open areas. The development site is located towards the south eastern corner of the Conservation Area to the north of the Cemetery and close to The Dell public open space to the east. The site also lies within an archaeological priority zone however there are no listed buildings within the vicinity of the application site.

Harmondsworth Road forms part of the Borough's classified road network and benefits from a 30 mph speed limit and street lighting on both sides of the carriageway. There is a grass verge on either side of the Harlington Road behind which is a shared use footway. The nearest bus stops are located on Station Road 300 metres to the north of the application site. These bus stops are served by the 222 Uxbridge - West Drayton - Hounslow services, 350 Hayes - Yiewsley - West Drayton - Heathrow Terminal 5 service and 698 West Drayton - Hayes - Ickenham school service. West Drayton station is located 1.3 kilometres north of the site. The site has a public transport accessibility level of 2.

### **3.2 Proposed Scheme**

The proposal seeks full planning permission for the redevelopment of the site which includes the demolition of existing buildings known as the Youth Centre and Family Centre (Use Class D1) and replacement with a part 2, part 3 storey building and a basement to provide a leisure centre (Use Class D2). The proposal includes new access, car parking, landscaping with associated works.

#### **Amended Plans**

Amended plans were submitted in January 2020 which includes a youth zone at second floor level measuring 232 sq.m. 10 dedicated motorcycle parking bays are proposed

#### **Land Use**

As part of the application, there would be a change of use from a youth centre (Use Class D1) to a new leisure centre (Use Class D2).

#### **Layout and Access**

The main Leisure Centre complex would be sited to the north to the north of Rowheys Place with its associated car parking on the land to the south, with Rowheys Place dividing the site. The proposal includes a new decked car park to the south of Rowheys Place. Access into the site would be from Rowheys Place which currently serves both the West Drayton Young People Centre and the West Drayton Family Centre. The site would be gated to provide security and deter anti-social behaviour. The building and the car park are set away from Harmondsworth Road by 12m at its nearest point, and set back from Rowheys Place by approximately 16m.

#### **Amount**

The proposal seeks to provide a part 2, part 3 storey building and a basement which comprises the following:

- An 8 lane swimming pool;
- Sauna and steam rooms;

- Changing rooms, showers, lockers and toilets;
- Sensory room;
- Fitness gyms and multi use studios;
- Climbing centre;
- Four court sports hall which allows for 5 a side football, hockey, badminton, cricket and other sport;
- Equipment stores;
- Soft play area; and
- Flexible community use space.

The proposal would have a maximum width of 56m and a depth of 58m. The building is proposed to be approximately 17m in height at its highest. Overall, the building would have a footprint of 7,700 sq.m.

### Design

The proposal seeks to erect a part two storey and part three storey building on the northern part of the site which would accommodate the new leisure centre. The leisure centre is expressed as one compact building mass with the facade being broken up into a series of bays separated by brick pillars. The main entrance is on the southern face of the building, with the lobby, cafe, soft play, climbing area and main circulation areas located just off the main building entrance. The pool area occupies the northern portion of the ground floor with associated changing facilities. On level 01 the gym as well as the double- height sports hall can be found. On level 02 the outdoor football pitch sits directly above the main pool area.

The proposed elevational treatment includes distinctive vertical and horizontal brick features framed glazing and feature brick panels. The primary facing brickwork is to be blue brick which will be broken up with colourful glazed brick panels and brise-soliel incorporated into the design.

The proposed car park will be on two levels to the south of Rowleys Place on the site currently occupied by the West Drayton Family Centre. The car park will occupy much of the site and will be clad in timber battens with climbing plants to help soften its appearance

### Car Parking

199 car parking spaces are being provided of which 99 would be sited on the upper deck. There are 25 'blue badge' spaces and 12 'brown badge' spaces being made available in the most accessible locations. The proposal also includes parent and child car parking spaces. Twenty percent of all car parking spaces would be provided with active electric vehicle charging points. The car parking area will have ANPR/CCTV cameras and will be managed in line with other leisure centre car park within the London Borough of Hillingdon. The entrance to the car park will include shutters, the final details of which will be agreed by way of a condition.

### Trees and Landscaping

The proposal involves the removal of 37 trees and at least 30 new trees will be planted following the construction of the leisure centre. The proposal involves tree protection measures to ensure retained trees are not affected by construction. Extensive hard and soft landscaping is proposed, particularly around the perimeter of the site along Rowleys Place and Harmondsworth Road.

### **3.3 Relevant Planning History**

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

There is limited planning history related to the site.

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

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

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)

The Local Plan: Part 2 - 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)

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 (Intend to Publish Version, December 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. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October.

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.

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 Local Plan Policies are considered relevant to the application:-

#### **Part 1 Policies:**

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.CI2	(2012) Leisure and Recreation
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM5	(2012) Sport and Leisure
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.HE1	(2012) Heritage

#### **Part 2 Policies:**

DMCI 1	Retention of Existing Community Sport and Education Facilities
DMCI 2	New Community Infrastructure
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
LPP 2.2	(2016) London and the wider metropolitan region
LPP 2.6	(2016) Outer London: vision and strategy
LPP 3.2	(2016) Improving health and addressing health inequalities
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.3	(2016) Sustainable design and construction
LPP 6.9	(2016) Cycling
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
LPP 7.8	(2016) Heritage assets and archaeology

DMCI 6	Indoor Sports and Leisure Facilities
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 4	Conservation Areas
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LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.21	(2016) Trees and woodlands
LPP 7.3	(2016) Designing out crime
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

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

**5.1** Advertisement Expiry Date:- **13th November 2019**

**5.2** Site Notice Expiry Date:- **23rd November 2019**

## 6. Consultations

### External Consultees

The application was consulted on between 08-10-2019 and 23-11-2019 with a further consultation undertaken in December 2019 following the submission of revised plan and again in January 2020. 514 letters were issued alongside a press notice which expired on 13-11-19 and site notices around the application site.

52 individual responses were received which include:

- 21 objections
- 11 comments were received
- 21 responses supporting the application were made

In addition to the individual responses 4 petitions were also lodged to the application. The comments, objections and petitions are summarised below:

### OBJECTIONS

#### Use

- The Council will have to borrow £30+ million along with interest charges. This money would be best used for more essential services within the borough.
- The swimming pool that used to be in Otterfield Road, West Drayton closed many years ago. Due to the increasing housing/flats in the area, the traffic is becoming a real problem in the area. Introducing this leisure centre will only increase the traffic.
- A shuttle bus between West Drayton and Uxbridge should run so residents can access Uxbridge Leisure Centre.
- There are swimming pools at hotels nearby and there is a goals football facility nearby, it would be cost effective for the Council to work with existing businesses and operators.
- the council have not indicated where the Young Peoples Services that currently occupies the site in which the leisure centre will be built, will be accommodated within the borough. This suggests that those services will simply be cut which is unacceptable as the council is going to make vulnerable groups much more isolated from the local community.
- The council needs to provide guarantees that vulnerable groups are not going to lose out in the councils quest to generate additional income from the site.
- Yiewsley had a pool, which was demolished, now the land stands empty, perfect site for a leisure centre no residents to disrupt, car park already in place.
- Nothing has changed since the original application proposal, the proposal will attract crime and anti-social behaviour;
- Has ongoing maintenance costs been factored in?
- Road surveys were done covertly and as such are unethical and unreliable;
- The funding proposal is unclear;
- The revised colour scheme is out of keeping with the Conservation Area;
- Objections to both entrances located off Rowheleys Place which will cause significant disruption to residents and traffic resulting in accidents and potential deaths as neither pavement will be clear for residents or members of the public to cross.

Officer comment: How the leisure centre is funded is not a material planning consideration. It is therefore not taken into account in assessing the application.

#### Design

- Objections to the use of colour which will look garish, it should be muted within the Conservation Area.
- The architecture is inappropriate in this location.
- The proposal would result in an impact on the Conservation Area.
- It makes little to have a leisure centre across two sites with a road running between it, this is more suitable further down Harmondsworth Road.

#### Trees and Landscaping

- At present the trees and shrubbery along Rowlheys Place are not regularly maintained making it extremely difficult for pedestrians to walk along the footpath. Once the facility is completed it is even less likely that the council will be inclined to regularly maintain the new trees that will be planted, given that they will no longer have a budget for the same.
- it is not acceptable for the existing trees and greenery in a conservation area to be removed and not be replaced on a like for like basis. This is going to have a negative effect on the existing habitat in the area.
- a resident of Rowlheys Place, had to recently undergo substantive planning through the council to remove two trees at the front of their property, due to the trees being within a conservation area, no such application has been submitted for the removal of the 30, in order to clear the land for the facility.
- It is unfair that residents are expected to go through different avenues and the council.
- The Woodland Trust has invited everyone to pay £1.50 for an extra tree to be planted. Why are established trees being cut down?

#### Amenity

- Rowlheys Place and Stainby Close is a quiet cul-de-sac location where young families and retired people live. The proposal is going ahead despite objections.
- This would result in huge disruption to the residents of Rowlheys Place and Stainby Close
- The proposal would result in littering and anti social behaviour
- The proposal would result in dust, light spillage and noise pollution
- With opening hours from 6.00am to 10.00pm this will result in the lives of the residents in Rowlheys Place & Stainby Close being blighted.

#### Highways Safety

- The entrance should be re-routed from Rowlheys Place
- The proposal would disrupt the cycle way and pedestrian footway resulting in safety concerns for existing residents
- The proposed coach drop off is dangerous.
- The proposed road layout will create a huge amount of disruption, both during construction and continuously afterwards in operation.
- Using the proposed car park as a lay-down area during construction means that every nut, bolt, brick, joist and pane of glass will need to be carried across Rowlheys Place with inevitable impact on the residents who require access to their homes in this cut-de-sac.
- If Rowlheys Place were to be re-routed to go around the proposed car park and emerge on to Harmondsworth Road adjacent to the allotments then no pedestrians would be at risk and no residents would be inconvenienced.
- primary relates to the proposed design, there are strong concerns that the leisure centre and its car park being on opposite sides of Rowlheys Place;
- there will be major disruption during construction and we would like routing to be directed away from Rowhleys Place;
- the proposal would result in traffic and congestion worsening air quality within the local area;
- The proposed narrowing of the road would result in delays should emergency vehicles;

- Change speed profiles and in some circumstances can lead to higher emission and noise levels. Changes in speed have been shown to bring about changes in injury accidents;
- Cyclists and Motorcyclists would be uncomfortable and dangerous Pinch points can make matters worse because motorists sometimes accelerate to overtake cyclists ahead of them. In doing so, they may leave insufficient clearance when passing and cut in too early. Unless cyclists can bypass a narrowing, riders can feel threatened by having to squeeze through a gap shared with passing motor vehicles; and
- Narrow carriageway, where there is traffic flow, can cause further congestion We are already disrupted with the build of the leisure centre should it go ahead and the changes in traffic flow on our streets, we wouldn't want to add another disadvantage to the list, therefore we oppose to it. Road narrowing measures should be removed.

#### Car Parking

- Concerns that if users of the gym are charged for car parking, they are likely to park on surrounding roads,
- The leisure centre development should fund a car parking zone which should come at no cost to the existing residents

#### Air Quality

- The proposal fails to take into account the impact of increase in vehicle numbers once Heathrow expansion has taken place which will cause a substantive increase in air pollution with flights having changed their circling direction prior to having clearance for landing at the current runways.
- Once building starts we have all the noise, mess and disruption of that for 2 years. Why should a quiet road as ours be subjected to this. We have enough now with planes taking off over our houses this year, never heard a plane up to then.

#### Other

- The information provided and the data supplied appear to be inconsistent and incomplete relating to public consultation exercises.
- None of the documents provided have been produced without bias, the data is inaccurate and unethical.
- The data is not conclusive and the proposal does not address the issues residents had raised.
- it is not in the residents benefit to have a local council drowning in debt who will then need to increase local taxation via council tax to bail out their poor financial planning.
- This largely serves the residents of Yiewsley ward and not West Drayton.
- Other similar facilities in the borough are in locations with existing businesses that operate under similar hours and in high foot fall locations they are not on a quiet leafy conservation road and therefore have little impact on the lives of their residents.
- Why is money being borrowed to fund this.

#### SUPPORT

- The leisure centre is welcomed
- the project because it will hugely benefits the residents of Yiewsley and West Drayton and beyond. A leisure centre is much needed here.
- this looks like a great potential fitness centre and hope it is build to a high standard with adequate access and parking.
- This will be an asset to the area.
- This is a long overdue for local residents.
- This is a perfect location as it will provide leisure facilities in a part of the borough which doesn't have any.



- There are 5 primary schools in this area which will benefit hugely from this.
- It will enhance the work of the large community centre next door. It is also on the edge of two large housing estates with many young families and very close to the ever increasing Drayton Garden Village.
- the leisure centre would greatly improve the area;
- this will be a huge boost to the local community, as we are growing at an ever increasing rate. There are very few amenities in the area, apart from the community centre. This will give the area a much needed boost.
- This would support the growth of the local community, residents look forward to the new provision;
- It is fantastic to have a local leisure facility here, it will be used greatly;
- The new leisure centre would be good for West Drayton and will keep young people off the street;
- It should be built as soon as possible;
- West Drayton needs a leisure centre, it's too far to go to Uxbridge;
- It is a great idea.

## COMMENTS

- Ensure that the cafe sells choices of meals and snacks that are Gluten Free; Vegan etc. Currently it is common place for example to offer Gluten free brownies as the only choice for someone with coeliac disease. Neither a healthy, satisfying snack or light meal.
- Gates should be secured at night
- The council should ensure there will be discounted rates for residents.

## PETITIONS

To date 4 petitions have been received which are summarised below:

### Petition 1

A petition was received with 40 valid signatures which asked the Council to consider the following:

- that a new library be placed within the new leisure centre as the existing library is difficult to reach and does not have readily accessible car parking spaces;
- A new library would provide more flexibility for the space to be used in different ways to meet the needs of the growing population.

### Petition 2

A petition was received with 25 signatures which asked the Council to consider the following in respect the narrowing of the carriageway:

The proposal does not add benefits and will cause disruption and result in the following:

- The proposal would will adversely affect the response times of emergency service vehicles, particularly fire engines and ambulances;
- Change speed profiles may result in higher emissions and noise levels and the change in speed is likely to result in injury and accidents;
- Cyclists and Motorcyclists would be uncomfortable and dangerous because motorist may overtake cyclist ahead of them. In doing so, the proposal would result in a narrow gap being left.
- The proposal would result in congestion by limiting traffic flow.

### Petition 3

A petition was received with 12 signatures which objected to the application on the following grounds:

- Access will place an unacceptable stress on the junction which is already difficult for residents to use;
- The proposal would be detrimental to local roads, particularly at peak times;
- The cost of parking in the car park would result in cars being parked on surrounding residential streets;
- In the event the application proceeds, local residents would need to be consulted on a proposed car parking management scheme;
- Traffic calming measures should be considered to deter leisure centre users from progressing into Rowhleys Place and Stainby Close in addition to additional signs directing users away from Rowhleys Place.

#### Petition 4

A petition was received with 24 signatures which objected to the proposal on the following grounds:

- Whilst it is acknowledged the proposed Leisure Centre would increase public amenities in West Drayton, there are grave concerns about the access arrangements to the car park.
- There are concerns relating to the loss of community facilities. The existing Youth Centre provides a range of opportunities and youth have ownership over this space. Once removed, young people will not have a permanent young people centred facility for development.
- The residents call upon the Council to provide a designated space for young people in the form of a youth centre or an appropriate facility within reasonable distance of West Drayton.

#### STATUTORY CONSULTEES

##### West Drayton Conservation Area Advisory Panel

This property is in the West Drayton Green Conservation Area. The new facilities provided by the proposed leisure centre with its associated car parking and landscaping are welcomed. We note the amendments made to the original application and in particular the use of a more muted palette for the coloured panels on the external elevations which partially addresses our previous concern about the use of bright colours, out of keeping with the existing buildings in the Conservation Area. The drawings showing that the building would be largely screened by trees are also reassuring in this respect.

##### Highways England

Highways England is interested in the potential impact that the development might have upon the SRN, in particular, at M4 Junction 4. We are interested as to whether there would be any adverse safety implications or material increase in queues and delays on the SRN as a result of development. We have read through the Transport Statement provided and from our understanding it is clear there will be an increase in vehicle trips to and from the site. It is noted there will be an additional 33 trips in the AM peak and an additional 92 trips in the PM peak. However, noting the location of likely users and trip distributions we consider it unlikely for these additional trips to impact the SRN despite the sites close proximity to M4 Junction 4. Given that the site is located within the Hillingdon AQMA, Highways England is encouraged to see an Air Quality Management Plan provided as part of this application. However, we note a Construction Traffic Management Plan has not been submitted at this stage. Highways England will be interested in understanding the routing of the construction vehicles, given the sites close proximity to M4 Junction 4. Without this, we are not able to assess the construction impacts and if this would affect the safety or operation of the SRN (the tests set out in DfT paras 9 & 10 and MHCLG NPPF para 109). Within our formal response

attached, we have recommended a condition concerning the inclusion of a Construction Traffic Management Plan. If the Construction Traffic Management Plan demonstrates that there is the potential for a severe impact on the SRN, further assessments may be required.

#### Environment Agency

Part of the site lies on an historic landfill, 'North of Laurel Lane'. This means that all risks to groundwater and surface waters from contamination need to be identified so that appropriate remedial action can be taken. This should be in addition to the risk to human health that your Environmental Health Department will be looking at.

We expect reports and Risk Assessments to be prepared in line with our Groundwater Protection guidance (previously covered by the GP3) and CLR11 (Model Procedures for the Management of Land Contamination). In order to protect groundwater quality from further deterioration:

- No infiltration-based sustainable drainage systems should be constructed on land affected by contamination, as contaminants can re-mobilise and cause groundwater pollution.
- Piling, or any other foundation designs using penetrative methods, should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution.
- Decommission of investigative boreholes to ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies, in line with paragraph 170 of the National Planning Policy Framework.

All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person. The competent person would normally be expected to be a chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.

We recommend you consult with your Environmental Health Department in relation to the nature of the material in the historic landfill any potential issues that may arise from that.

#### Transport for London

The site is accessed by 4 bus routes, with the nearest bus stops located on Station Road and Porters Way. Access to the rail network is gained via West Drayton station, approximately 1.3kms to the north of the site and thus outside of the maximum walking parameters used in PTAL calculations. West Drayton station will be part of the Elizabeth Line when it becomes operational. The site records a public transport access level (PTAL) of 2, on a scale of 0 to 6b, with 6b being the best. The nearest part of the Transport for London Road Network the A4 Bath Road to the south of the site, at nearly 2kms. The nearest part of the Strategic Road Network is A408 Stockley Road, approximately 1km to the east of the site. The cycle parking is compliant with the draft London Plan. The application includes details of the location and form of long-stay cycle parking for members/staff and short-stay cycle parking for visitors. Visitor cycle parking is located outside the main entrance of the site. The proposal includes 199 car parking spaces, including 8 blue badge spaces near the main entrance and 17 blue badge spaces in the car park. The applicant sought to justify the level of car parking based on a parking occupancy survey undertaken at a comparable site in the borough. Instances of maximum occupancy of the car park were observed but the survey also observed periods when only a small number of vehicles were parked in the car parking. It is also noted that the car park of a larger leisure facility than the subject proposal was surveyed, suggesting that maximum occupancy at the proposed car park is likely to be less than assumed. In TfL's view, notwithstanding that the site has moderate access to public transport, the level of car parking does not reflect an ambition to promote walking and cycling. It is accepted that private car remains the predominant mode of travel to such facilities but the applicant should demonstrate how they have

maximised opportunities for public transport and active modes. Vehicle access to the site is taken from Rowhleys Place. The access arrangements is considered acceptable. A new pedestrian crossing will be introduced in Rowhleys Place, providing a safe pedestrian route between the car park and the main entrance. It is assumed that the pedestrian crossing has been road safety audited. Additionally, it is noted that a lay-by to accommodate coaches will be provided in Harmondsworth Road along the frontage of the car park. The lay-by will ensure that coaches do not need to enter Rowhleys Place and is therefore supported from the perspective of Vision Zero. The proposed highway safety improvements in Rowhleys Place is noted, such as the narrowing of the carriageway and provision of adequately wide footway and the setback of the car park with planting on its perimeter. These enhancements are consistent with TfL's Healthy Streets approach. In summary, TfL does not submit an objection to the proposal and accepts that a high proportion of journeys will be made by car but it is felt that car parking levels do not reflect an ambition to promote travel by public transport and active modes. Cycle parking accords with the draft London Plan. The highway improvements accords with Healthy Streets and Vision Zero. Servicing and delivery and coach provision are acceptable. A CLP and Parking Design and Management Plan should be conditioned.

#### Heathrow Aerodrome Safeguarding

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions relating to Bird Hazard Management Plan and informatives are attached relating to cranes and wind turbines.

#### Sport England (Summary)

Sport England assesses this type of application in light of the National Planning Policy Framework (NPPF) and against its own planning objectives, which are; Protect - To protect the right opportunities in the right places; Enhance - To enhance opportunities through better use of existing provision; and Provide - To provide new opportunities to meet the needs of current and future generations. Further information on the objectives and Sport England's wider planning guidance.

The application proposes a new leisure centre containing an 8-lane 25m swimming pool, leisure pool, courts, sports hall, climbing wall, gym, exercise studio, artificial grass pitch (AGP), soft play and other facilities. Sport England is unaware that the Council has a Built Sport Facility Strategy, or equivalent, that sets out the borough's strategic need for built sports facilities. The submitted documentation also does not adequately explore the strategic need for the facility. As a result, the need for the proposed facility and the facility mix in this particular location within the borough is not clear therefore Sport England would question whether the proposal is based on a robust assessment for need and modelling. Sport England has examined its Facility Planning Model (FPM) for the borough which suggests that there is a current undersupply of sports halls but an oversupply of waterspace. It must be stressed this is based on borough wide current need rather than focused in the particular area of the site and taking into consideration local trends and future needs. Further examination suggests, however, that the highest unmet demand for sports halls and swimming pools in the borough appears to be in the Yiewsley, West Drayton and west Haynes area but further bespoke modelling and forecasting would be required to consider whether this level on unmet demand would be significant to justify a new facility rather than exploring other options. It should also be noted that this is on the basis that the FPM database is up-to-date and correct and takes no account of planned changes in supply (e.g. recent facility closures) or demand (e.g. population growth). In relation to particular sports, the ECB have indicated that there is a significant local demand for indoor cricket facilities for both practice and matches while the proposed AGP has been identified in the Local Facility Football Plan. Swim England have indicated that given that there is a large amount of waterspace currently in private use/membership only, the area could benefit from a community swimming facility however Hillingdon Leisure Centre is the prime aquatic facility locally.

Sport England would expect to find the strategic need for a facility of this sort to be set out as part of the planning application and based on a robust needs assessment informed by a borough wide strategy. No such justification has been included within the supporting documents which accompany this application and Sport England is not aware of any other robust and extensive local justification for its provision to fundamentally conclude that the proposed Leisure Centre is required in this particular location. As such, it is not possible for Sport England, at this stage, to conclude that this proposal will be of benefit to the development of sport within the borough. Facility Design Sport England notes that the Design and Access Statement indicates that the proposed facilities would be designed and constructed in line with Sport England guidance. Sport England strongly recommends this does happen. Please also ensure that certain elements that are bespoke to particular sports are designed in accordance with the relevant Sport National Governing Body technical guidance, for example indoor cricket nets should meet ECB TS3 guidance.

Sport England, however, would have the following initial design observations at this stage: There are no doors or screens on the women's and men's showers in the wet change changing village therefore it appears that as someone leaves the communal shower they will walk directly into an area that is clearly visible from the rest of the changing area. It is not ideal for men to walk through the whole gym to get changed and then once changed having to walk back through the gym area to leave. The gym, sports hall and AGP only have communal changing. Please note that some users may be uncomfortable using communal changing areas or are unable to use them for cultural or religious reasons. In the interest of safety, doors should not open into the sports hall. Furthermore, please ensure doors are flush with the internal sports hall wall including no protruding hinges. Ideally, it would be better if the studios are not accessed through the gym. The AGP and sports hall do not have officials changing which would limit the level of play that those facilities could accommodate. The second floor changing rooms are quite small if the intention is to serve both the AGP and function room. Communal showers are proposed within these changing rooms which deter some users as they may be uncomfortable using communal showers or are unable to use them for cultural or religious reasons. The AGP should be designed and constructed in accordance with FIFA and FA guidance. The plans are not overly clear whether this would be the case. In relation to the swimming pools, Swim England have the following comments: Where would the balance tank access be? Below deck level at deep end, lane rope storage could be utilized. Glare will need checking with such large glazing.

Although the application proposes a new facility it is not clear that the proposed Leisure Centre and its facility mix is based on a clear, robust and up-to-date strategic need that such facility is required in this location within the borough. In addition there are some design aspects that Sport England would recommend are reconsidered. In consequence, as Sport England are unclear on the need it is unable to form a substantive view on the application.

#### Sport England - Summary (December 2019)

Sport England welcome the strategic need for the facility has been set out by the Council in the Assessment of Need document which provides a justification of need. In relation to design/layout, many of Sport England's previous comments have clearly been considered and addressed in the revised design and layout which is welcomed.

#### Sport England - Summary (February 2020)

Sport England have assessed the revised scheme and does not consider that there are any significant amendments that results in it's view on the application having to change. As a result, Sport England's position is as set out in its previous comments sent on 17th December 2019. Sport England confirmed in a follow up email that there are no objections to the application.

Thames Utilities

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>

The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement." Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk) Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. 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 will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwriskmanagement@thameswater.co.uk](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.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Swimming Pools - Where the proposal includes a swimming pool, Thames Water requests that the following conditions are adhered to with regard to the emptying of swimming pools into a public sewer to prevent the risk of flooding or surcharging: - 1. The pool to be emptied overnight and in dry periods. 2. The discharge rate is controlled such that it does not exceed a flow rate of 5 litres/second into the public sewer network.

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.

The proposed development is located within 15m of a Thames Water Sewage Pumping Station. Given the nature of the function of the pumping station and the close proximity of the proposed

development to the pumping station we consider that any occupied premises should be located at least 15m away from the pumping station as highlighted as best practice in Sewers for Adoption (7th edition)'. The amenity of those that will occupy new development must be a consideration to be taken into account in determining the application as set out in the National planning Policy Framework (NPPF) 2019 at paragraphs 170 and 180. Given the close proximity of the proposed development to the pumping station we consider that it is likely that amenity will be impacted and therefore object. Notwithstanding this objection, in the event that the Local Planning Authority resolve to grant planning permission for the development, we would request that the following informative is attached to the planning permission: "The proposed development is located within 15m of a Thames Water Sewage Pumping Station and this is contrary to best practice set out in Sewers for Adoption (7th edition). Future occupiers of the development should be made aware that they could periodically experience adverse amenity impacts from the pumping station in the form of odour; light; vibration and/or noise.

#### NATS

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

#### GLAAS

NPPF section 16 and the London Plan (2011 Policy 7.8) make the conservation of archaeological interest a material planning consideration. NPPF paragraph 189 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest.

The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified for the Local Plan: Colne Valley.

If you grant planning consent, paragraph 199 of the NPPF says that applicant should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public.

The site lies within an area of well documented archaeological potential with particular reference to prehistoric occupation of the Langley Silt (brickearth) geology. The nearest significant recorded remains are the postholes of a Bronze Age roundhouse found behind the cemetery c250m southwest of the application site but any area of surviving undisturbed brickearth in this area has potential for new discoveries.

I agree with the applicant's desk- based assessment's conclusion that the south site has no archaeological potential due to previous quarrying. The north site may also have been quarried in the 19th century but the evidence for the extent of these workings is equivocal so some buried remains could survive.

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. A condition is therefore recommended.

Historic England

Made no comments on this application.

Metropolitan Police

I do not wish to object to this site, but do request that a SBD accreditation condition is given to ensure that the site is built in such a way that it is resilient to the crime types that it will face for this area. If further justification is required for this request please contact me. I met with the representatives from the application in May 2019 and mention of this is made on page 42 of the DAS. A summary of points from our meeting is made, please be aware this is not an exhaustive list and I would advise that I meet the applicant again prior to construction to ensure that they are on track to achieve SBD.

### **Internal Consultees**

Flood Water Management Officer

There are no objections to the proposed Leisure Centre following the submission of the FRA and Drainage Strategy by Infrastructure dated August 2019. However the proposals are dependant on further investigation on site to indicate all the proposals are feasible. This is particularly important where a basement is proposed and only a desktop study has indicated groundwater levels initially. Therefore a SuDs condition should be applied.

Access Officer

In the lead up to this application submission, the Council's Accessibility Officer has had involvement early on in the design process, however, the following matters should be resolved at this planning stage:

1. Although a 'drop off' point is shown on plan, it is unclear how the arrangement would work in practice. The facility should allow for a Dial-a-Ride or taxicab vehicle to stop and wait (up to 30 minutes) within an enlarged 6 x 6 m parking bay, but without blocking other parked vehicles or restricting traffic movements.
2. Many of the accessible toilet facilities shown on the 1st and 2nd floors are too small. All such facilities should be designed to BS 8300-2:2018. As such, they should provide internal dimensions of 2.2 m long by 1.7 m wide, clear of finished wall surfaces.
3. The 'Changing Places' facility should similarly be designed and fitted to meet the requirements of BS 8300-2:2018, subsection 18.6.

Conclusion: acceptable, subject to the conditions.

Planning Policy Officer

The proposal would result in the loss of both the West Drayton Young People's Centre situated to the north and the Family Centre situated to the south. From the information provided to date, both of these facilities are considered to operate under the D1 use class in terms of the Town and Country Planning Use Class Order.

It is noted that, in addition to offering occupational training, the West Drayton Young People's Centre can also be utilised for activities that are defined under Assembly and Leisure (D2), such as a dance studio and basketball court. It is considered that equivalent facilities would be reprovided within the proposed development, through for example the multi-use studios and sports hall.

In regards to the proposed loss of the D1 facilities through this redevelopment, the Local Plan: Part 1



- Strategic Policies (2012) outlines in Policy CI1 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. This is to be achieved through the following:

1. Resisting of the loss of community facilities, and where the loss of these facilities is justified it will seek to ensure that resulting development compensates these uses to ensure no net loss;
4. Encouraging the development of multi-purpose facilities that can provide a range of services and facilities to the community at one accessible location;
9. Providing facilities and services that are accessible and inclusive to all potential users regardless of age, ability, gender or socio-economic status;

Policy 3.16 of the London Plan (2016) also outlines that proposals that would result in a loss of these types of facilities in an area of need would not be supported unless there is realistic re-provision of these facilities.

The Local Plan: Part 2 - Development Management Policies (2020) outlines in greater detail how the loss of community facilities such as these should be assessed in Policy DMCI 1. Of particular importance to this scheme will be demonstration that the loss of these facilities will not lead to a shortfall in provision within the local catchment area, either by replacing them on site or confirmation that they can be relocated to a facility of at least equal quality. This includes clarification as to whether any of the facilities could be relocated to the 330 sqm 'Multi-Function Room' outlined within the proposal.

Further evidence is therefore required to demonstrate the extent to which these existing facilities will be relocated locally or re-provided on site, in order to allow the case officer to assess whether an over-riding public benefit exists to permit the development.

The scheme proposes a new large facility to provide high quality sports and leisure for the local area. The proposals include the provision of an eight-lane 25 metre swimming pool, a leisure pool, a sports' hall with four marked courts, a climbing wall and soft play area for younger visitors. Other facilities include a gymnasium, exercise studios, a health suite, ancillary cafe and an outdoor sports pitch on the roof of the building.

The Local Plan: Part 1 - Strategic Policies (2012) outlines in Policy CI2 that the Council will see to secure good quality leisure and recreational facilities to meet the needs of the local community. This includes improving the geographical spread of leisure and recreational facilities across the borough.

Policy 3.19 of the London Plan (2016) also outlines that proposals that increase or enhance the provision of sports and recreation facilities will be supported. This includes additional support for multi-use public facilities for sport and recreational activity, as well as the provision of sports lighting, subject to any potential harm to the local community or biodiversity.

The Local Plan: Part 2 - Development Management Policies (2020) outlines in greater detail how the proposals for indoor sports and leisure will be supported in principle subject to the following:

- i) They are of a scale and type intended to cater for local demands and needs of people living within a 1.6 km radius of the site; or
- ii) They are intended to serve a wider public and are located in town centres or other areas where they are accessible by public transport for all potential users; and
- iii) They are not detrimental to the amenity of the surrounding area.

Details of the specific catchment area have not been provided, however it is considered that this

facility would meet the local demand of residents who are not currently within the local catchment area of either Hillingdon Sports and Leisure Complex or Botwell Green Sports and Leisure Centre. The scheme is within 400m of West Drayton Town Centre and would be served by nearby Porters Way bus stop, from which users would have access to three different bus services. The scheme is therefore considered to be accessible by public transport. Comments relating to any potential impacts on local amenity should be sought from the appropriate specialist officer.

Notwithstanding the requirement for further information in relation to the loss of D1 facilities, there is clear in principle support within the Development Plan for new high quality leisure facilities of this type.

As part of an ongoing Council wide capital investment programme, existing facilities have been reviewed and it found that retrofitting the existing centre would be costly and the facilities would remain sub-standard. The applicant has provided details noting the existing community uses are proposed to be relocated or incorporated into the new leisure centre. A breakdown of the re-provision is as follows:

- the existing motor vehicle workshop to be relocated to a more suitable site within West Drayton;
- the relocation of the family centre which is a borough wide service to the Mezzanine of the Civic Centre so it is more centrally located and accessible to all residents; and
- relocation of the youth zone within the leisure centre at second floor level.

Highways Officer

The main Leisure Centre complex is to the north of Rowheys Place with its associated car parking on the land to the south. Car parking would be provided within a new decked car park, the proposed Leisure Centre would have a gross internal floor area of 5,850sqm. A total of 199 car parking spaces are proposed including 25 'blue badge' spaces and 12 'brown badge'. Twenty percent of all car parking spaces would be provided with active electric vehicle charging points.

The Local Plan: Part 2 Development Management Policies (2020) Policy DMT6: Vehicle Parking states that development proposals must comply with the relevant parking standards. For a development of this type it is required that the quantum of car parking provided is determined 'on an individual basis using a transport assessment and a travel plan, and in addition provision for taxi and bus/coach access and parking'. The applicant in their Transport Assessment explains that the figure of 199 car parking spaces has been derived from parking surveys carried out similar sites in comparable locations. The highways authority is satisfied that the comparable locations provide robust comparisons for the purposes of calculating the number of car parking spaces needed at the proposed development. The provision of 199 car parking spaces at a smaller Leisure Centre is considered adequate and in accordance with the Local Plan: Part 2 Development Management Policies (2020) Policy DMT6: Vehicle Parking.

The proposed development would generate much more vehicular traffic than the site in its current use. It is therefore important to understand by how much road traffic will increase and whether the local road network is able to cope with this uplift. This matter is discussed in a Transport Statement submitted alongside this planning application which considers the existing trip generation of the West Drayton Young People Centre and the West Drayton Family Centre currently on the site compared to the proposed Leisure Centre. To determine how well the Rowheys Place / Harmondsworth Road junction would perform both 'with' and 'without' the leisure centre development, traffic surveys have been undertaken as it necessary to include also include vehicular trips generated by the residential dwellings at the far end of Rowheys Place / Stainby Close. To help forecast how much traffic the leisure centre development would generate, the applicant has referred to the TRICS database. The TRICS database is the industry accepted source of trip generation data. The sites used for comparison purposes have been reviewed and are considered

representative. The results forecast that at its busiest time, the PM peak 17:00 to 18:00 hours, the Leisure Centre development would generate 159 two-way vehicle movements. The applicant reports that the existing use the West Drayton Young People Centre and West Drayton Family Centre generates 67 two-way trips; as these building will be demolished and will no longer generate trips the net uplift in vehicular trips will be 92 two-way vehicle movements.

Having established the amount of traffic the Leisure Centre development will generate, the applicant has then gone on to establish where visitors to the Leisure Centre will originate. Based on the drive time to the Leisure Centre and population size, the applicant forecast that nearly half of all visitors would come from the West Drayton area itself with a round a quarter originating from Harmondsworth / Sipson. Just under a fifth would come from Yiewsley. The Highway Authority considers that the methodology used is appropriate and that the results provide a good indication of the Leisure Centre developments trip distribution profile. Overall, three quarters of visitors will be travelling from the north Borough.

The applicant reports that it is anticipated that the Leisure Centre will open in 2022. To be able to assess the net impact of the development on the local highway network when it opens, road traffic growth must also be taken into account. The applicant has done this by applying TEMPRO growth factors to the observed 2019 flows. At the busiest time, the net impact of the development would result in traffic flows along Harmondsworth Road north bound in the PM Peak increasing from 869 to 939 vehicles or by 8%. Using these figures the applicant has gone on to test the performance of the Rowlheys Place / Harmondsworth Road junction 'with' the development and background road traffic growth. In 2022 'with' the new development and background traffic growth during the PM peak there would be a 10 second delay to traffic queuing along Rowlheys Place along as they wait to join Harmondsworth Road. The Highway Authority considers this acceptable.

As some visitors to the Leisure Centre would arrive by coach a coach layby is proposed on the western side of Harlington Road just south of Rowlheys Place. The Highway Authority raised objections to the original design of this coach lay-by as passengers would be set down on the shared use footway placing them at risk of being hit by a cyclist. At the request of the Highway Authority the coach lay-by and shared use footway has been redesigned, cyclists will now be required to cycle on-street around the lay-by. This arrangement has overcome the Highway Authorities original concerns. Engineers have checked the design of the coach lay-by and can confirm that the requisite visibility splays have been achieved.

Also as part of the development the applicant is proposing to provide a zebra crossing on Rowlheys Place providing a pedestrian link between the Leisure Centre and the car park. The Highway Authority supports the installation of this zebra crossing and requires that the developer funds in full the cost of its provision. This obligation should be secured by way of a S278 agreement.

The developer is also proposing to narrow Rowlheys Place with kerb build-outs just west of the proposed zebra crossing and car park entrance. This would reduce the carriageway width to one-way working requiring drivers to give way to one another. The purpose of this 'pinch point' is to deter Leisure Centre visitors from proceeding along Rowlheys Place into the residential area either to park or pick up / set down passengers etc. The design of this 'Pinch Point' would need to be carefully considered as the Highway Authority would not want it to create a situation where people giving way to drivers coming in the opposite direction leads to a queue of cars forming outside the Leisure Centre and car park entrance possibly as far back as the proposed zebra crossing. In principle and subject to detailed design and a Road Safety Audit the Highway Authority does see merit in this 'pinch point'. Similar to the proposed zebra crossing the developer would be expected to fund in full the cost of providing this 'pinch point'. This includes the cost of both formal and informal consultation with residents.

In support of their planning application the applicant has also provided a Technical Note (Ref;

SJ/AI/ITB14708-004 TN) that summarises the points raised at a consultation event with local residents. One of the concerns raised was Leisure Centre visitors parking along Rowlhelys Place. They may be incentivised to do this if for example the cost of the parking in the Leisure Centre car park was considered expensive. As mentioned above the Highway Authority is satisfied that the number of parking spaces to be provided is sufficient to cater for demand. These operate by prohibiting on-street parking except for permit holders who would be the residents of Rowlhelys Place and Stainby Close. Usually using Transport for London (TfL) Local Implementation Plan funds the Council does implement residents parking management schemes but only where these are requested by and supported by those residents affected. The Council does not impose these schemes on local residents. Requests for residents parking management schemes are usually made by way of a petition. If local residents themselves made request a residents parking management scheme and if it is supported as part of the informal consultation process together with no objections at the formal consultation process stage the Highway Authority would have no objections to one being introduced; again this should be funded in full by the developer, this funding should be secured by way of a S278 agreement. As mentioned above a Transport Statement was submitted alongside this planning application. This considered the traffic impact the development would have on the surrounding network. This matter was further discussed in the Technical Note. The methodology used has been assessed and the results are considered valid.

Alongside the planning application a Travel Plan has been submitted. Overall this is considered satisfactory however there are a number of comments including details regarding the number of employees working at the Leisure Centre and an explanation of the measures proposed to reduce the number of driver only staff member car trips they generate. Within the Travel Plan the Highway Authority would welcome a commitment to work with the Council upon initiatives that encourage and enable safe travel by bicycle, scooter and walking such as the Council's 'Led Rides', hosting Dr Bike events and supporting Bikeability.

The Highway Authority supports the expansion of the Brunel University Santander Bike Hire Scheme. It is considered that the Leisure Centre is an ideal location for the installation of new Santander Bike Hire Scheme cycle racks. Furthermore a developer's contribution towards the operation of this scheme in the West Drayton area is considered appropriate.

All servicing will take place on-site, swept path drawings have been provided that demonstrate there is sufficient room for vehicles to manoeuvre and leave the site in a forward gear. Refuse collection will be managed by Leisure Centre maintenance staff who will bring the bins to a temporary on-site bin collection point close to Rowlhelys Place on collection day. Again drawings have been provided that show there is room for refuse vehicle to manoeuvre and leave the site in a forward gear.

The Highway Authority requires that any forthcoming planning approval should include a suitably worded condition requiring the applicant to prepare and submit a Construction Logistics Plan and Service and Delivery Plan. These should be produced based on the guidance produced by TfL tailored to the development and local circumstances. This guidance is available at:-

Construction Logistic Plans:-

<http://content.tfl.gov.uk/construction-logistics-plan-guidance.pdf>

Service and Delivery Plans:-

<http://content.tfl.gov.uk/delivery-and-servicing-plans.pdf>

The developer should be aware that the Local Plan: Part 2 (2020) requires that cycle parking spaces are provided. These must be located in a safe, secure and accessible location and covered parking should be provided wherever possible. Cycle spaces should be located as near as possible to the building entrance

As a minimum, cycle parking should normally take the form of Sheffield stands or a similar stand

which allows both the frame and wheels of a cycle to be secured without risk of damage. Further design guidance is available in TfL's Cycling Design Standards.

The Local Plan: Part 2 Development Management Policies (2020) Policy DMT6: Vehicle Parking states that development proposals must comply with the relevant parking standards. For a development of this type, the Highway Authority requires that 10% of car parking must be for blue badge holders. This equates to 20 spaces, the 25 proposed is more than adequate. Parking provision for electric vehicles should be in accordance with the 2016 London Plan which requires that at least 20% of spaces should have active charging facilities, with a further 20% having passive provision. The parking spaces for motorcycles, mopeds and scooters should be provided at the rate of 5% of car parking spaces. Policy DMT% requires that a development of this type provide a maximum of 1 bicycle parking space per 10 members of staff and 1 bicycle parking space per 20 peak period visitors. Parking for disabled people, active electric vehicle charging points, passive electric vehicle charging points, motorcycle parking and bicycle parking should be secured by way of a suitably worded condition.

There are no highway objections to this application.

Contaminated Land Officer

No objection to the application subject to condition.

Sustainability Officer

No objections to the proposed development as it achieves the 35% onsite reduction in CO2 emissions however, the position is subject to condition.

Ecology Officer

There are no objections to the application on ecology grounds. The updated ecology appraisal the recommendations from the Phase 1 habitat survey and includes more specific survey data.

This shows the site is of limited value for ecology and the impacts would be minimal. The retention of the tree belt to the north eastern part of the site is important for the protection of bat foraging areas. Consequently, it is not considered likely that European protected species (bats) would be harmed and their conservation undermined.

Notwithstanding that, a condition is necessary to seek to secure an enhanced ecological footprint on the site following completion of the development.

EPU Officer

The applicant has demonstrated the following:

That the noise climate is dominated by road traffic noise from Harmondsworth road, which is relatively low during the day but is still the dominant noise in that vicinity. noise from traffic and future traffic flow because of the proposed development have been calculated and have been described as both "negligible" and "minor adverse impact". The assessment aim is to show the changes in noise levels across the entire day.

Nearest sensitive receptors have been identified as residential properties, particular those having gardens facing the development. The noise climate has been assessed between the hours of 06.00 to 23:00, which is similar to the hours of operation for the leisure centre.

External noise from the Roof top Football Pitch as been assessed as 31 dB(A) at the boundary of properties on West Drayton Park Avenue ,this is deemed acceptable according to WHO guidelines for external noise in amenity places.

External noise criteria for plant and equipment has been provided and is satisfactory.

The applicant has shown that the residential dwellings that exist above the commercial units a long Harmondsworth Road will not be affected by the noise at the proposed site as the activities will be masked by dominant traffic noise. Roof top activity noise levels are lower than road traffic noise, cited as 49 and 63 dB(A) respectively.

The acoustic report has shown that through the noise assessments and calculations noisy activities from the proposed leisure centre , will be adequately controlled through acoustic features of specified acoustic fencing , external glazing to the building envelope , will be controlled.

There are no objections to the proposed development, subject to planning conditions.

#### Conservation and Design Officer (Summary)

The development is located within the West Drayton Conservation Area. The development is considered to have 'less than substantial harm' in accordance with paragraph 196 of the National Planning Policy Framework. Since the proposal is considered to have some harm to the conservation area the local planning authority therefore needs to consider in the context of the benefits of the development. Paragraph 196 states:

This harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

If the planning authority considers that the harm is outweighed by the benefits of the scheme then the following needs to be considered:

The building could be improved if it was made less prominent by the replacement of the vibrant coloured glazed bricks with more muted colours. This will help the building to sit more quietly within its context and not draw further undue attention than necessary. It is, therefore, suggested that dark green coloured glazed bricks be considered as an alternative so that it blends in better with the canopies of the trees.

Further planting could also be introduced to thicken the screening and further soften the development so that the buildings are less noticeable and the verdant character of this part of the conservation area is retained as much as possible.

The proposals will require two buildings to be demolished in the conservation area the Youth Centre and the West Drayton Family Centre. The buildings are of no architectural or historic interest and date from the second half of the 20th century. Their modest size and functional designs largely screened by mature trees and hedging allow the buildings to sit quietly within the conservation area. The buildings are considered to be neutral contributors to the character and appearance of the West Drayton Conservation Area as they blend into the townscape by virtue of their form, scale and materials. Their overall design quality, however, fails to make a positive contribution to the conservation area and there is no objection to their demolition.

The height scale and bulk of the leisure centre and car park is substantial and occupy much of their plots. The buildings are at odds with the wider conservation area which comprises smaller buildings and suburban houses which have spacious and verdant settings. The large blocks would neither preserve nor enhance the character and appearance of this part of West Drayton Conservation Area.

Notwithstanding the above the detailed design of the leisure centre and car park are generally considered to be of a higher standard for buildings of their type. They include more architectural detailing than more standardised leisure centre and car parking facilities that quite often have an industrial shed like or utilitarian appearance. The elevational treatment has distinctive vertical and horizontal brick features framing glazing and feature brick areas provide a visual quality and richness to the leisure centre helping to prevent a stark monolithic appearance. Mitigation measures have also been introduced into the elevational treatment of the car park with softer materials comprising timber slatted cladding and climbing plants.

The Statutory and Locally Listed Buildings within the conservation area would not be affected by the proposals as they are a sufficient distance away and the development site is well screened by mature tree coverage.

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

In this respect, the harm identified above would be less than substantial and it is necessary in line with NPPF (2019) paragraph 196 that the identified harm is weighed against the public benefits of the proposal including where appropriate, securing its optimum viable use.

Notwithstanding the above it is still considered that the scheme could be amended to further reduce its impact on the character and appearance of the conservation area. The building could be made less prominent by the replacement of the vibrant coloured brickwork to the elevations with more muted colours so that it sits more quietly within its context and does not draw further undue attention. It is, therefore, suggested that dark green coloured tiles be considered as an alternative so that it blends in better with the tree canopies. Further planting could also be introduced to thicken the screening and further soften the development so that the buildings are less noticeable and the verdant character of this part of the conservation area is retained as much as possible.

#### Trees and Landscaping Officer

This site is composed of two plots of land located to the west of Harmondsworth Road. A Youth Centre and games court with parking and open space is situated to the north of Rowleys Place, with a Family Centre and car park to the south - at a lower level than Harmondsworth Road. Both sites are defined on the east boundary by mixed native hedging. The Youth Centre site features some mature specimen trees, which are clearly visible from the road and the surrounding area - and contribute to the character and appearance of the area. All trees (with a stem diameter of 75mm (+), measured at 1500mm above ground level), are protected by virtue of their presence within the West Drayton Green Conservation Area.

A tree report, dated September 2019, by Trevor Heaps has been submitted as a supporting document. The report identifies and assesses the condition and value of 97 individual trees, groups of trees, hedges and shrubs in accordance with BS5837:2012. Six trees have been classified as 'A' grade trees; T3, T5, T32, T34, T41 and T43. 20 trees have been classified as 'B' grade trees. 'A' and 'B' grade trees are the most valuable trees which are normally worthy of retention on development sites. Six trees are 'U' grade trees which should be removed in the interest of good management, with the remaining trees classified as 'C' grade. The report confirms that two 'A' grade trees, T3 and T32 will be removed to facilitate the development as will 20 of the 'B' grade trees and 15 'C' grade trees. Approximately 37 of the 97 trees will be removed to facilitate the development with others potentially affected by indirect causes. The report provides tree protection and working method statements to safeguard the retained trees. A schedule of recommended arboricultural monitoring and tree protection supervision is also provided. The site layout has been designed to safeguard some of the most prominent individual trees (including the two oaks, T43 and T44) and most of the

boundary trees. The retention of T28, T29, T34, T35 and T84 is proposed, however, these trees appear to be particularly vulnerable due to their proximity to road and footpath access. The proposed layout indicates replacement planting where space permits on the leisure centre site, however the car park landscape is disappointing, with inadequate tree planting and no safe /dedicated pedestrian routes through the car park.

No objection subject to the above comments and landscape conditions. Arboricultural supervision and monitoring as specified in section 12.0 of the tree report must be adhered to as per pre-commencement condition COM8. Post-commencement conditions COM9 (parts 1,2,3,4,5 and 6) and COM10.

Air Quality Officer (Summary)

The application is not air quality neutral as it generates NOx and PM2.5 emissions from associated transport for at an equivalent damage cost of £108,582.

Therefore, a section 106 agreement with the LAP of £108,582 is to be paid to contribute to 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 reduce human exposure to pollution levels. Conditions are also recommended requiring a Green Wall and Travel Plan.

Waste Strategy Officer

Suitable for waste and recycling requirements.

## **7. MAIN PLANNING ISSUES**

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

Loss of Existing Community Facilities

Paragraph 97 of the NPPF (2019) notes that existing sport and recreational buildings should not be built on unless:

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

London Plan (2016) and draft London Plan (2019) recognise the importance of social and recreation facilities in community wellbeing. Specifically, London Plan Policy 3.19 and draft London Plan (2019) Policy S5 seek to enhance sports and recreation facilities, where multiple uses of the facilities have been secured, it resists the loss of any existing facilities unless it can be demonstrated that there is no ongoing or future demand. London Plan Policy 3.19 and draft London Plan Policy S5 state that applications for sports facilities on existing open space must be considered carefully in light of protecting open space

Policy CI1 of the Local Plan: Part One (November 2012) ensures that community and social infrastructure provided in Hillingdon caters for the needs of the existing community by encouraging the development of multi-purpose facilities that can provide a range of services and facilities to the community at one accessible location. It requires health facilities, and leisure facilities to be provided in town centres or other accessible locations to maximise community access, sustainable transport and build a sense of local community identity.



Policy DMCI 1 of the Local Plan: Part Two (2020) requires proposals involving the loss of existing community facilities to demonstrate:

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

The proposal seeks to replace existing community facilities that although valued by service users, are utilised by a relatively modest number of people compared with the likely usage of the proposed leisure centre. As part of an ongoing Council wide capital investment programme, existing facilities have been reviewed and it found that retrofitting the existing centre would be costly and the facilities would more efficiently be provided at alternative locations. The applicant has provided details to satisfy that the existing community uses are proposed to be relocated or incorporated into the new leisure centre. A breakdown of the re-provision is as follows:

- the existing motor vehicle workshop to be relocated to a more suitable site within West Drayton;
- the relocation of the family centre which is a borough wide service to the Mezzanine of the Civic Centre so it is more centrally located and accessible to all residents; and
- relocation of the youth zone within the leisure centre at second floor level. Condition 05 secures the youth zone within the development and ensures it is retained for the lifetime of the development.

The proposal would not result in the loss of community facilities as existing services are being located to other sites that are more convenient to its users and accessible. Furthermore, the redevelopment of the site would provide an over-riding benefit to the local community by providing a leisure centre that is accessible to all. The leisure centre includes a range of services and activities to facilitate healthy lifestyles and improve the well being of the local community.

#### Proposed Leisure Centre

At the heart of the National Planning Policy Framework (NPPF) is a presumption in favour of sustainable development, requiring development proposals that accord with the Development Plan to be approved without delay (para 11). The NPPF requires Local Planning Authorities to proactively drive and support sustainable economic development to businesses and infrastructure and thriving places that the country needs; encourage the effective use of land by reusing land that has been previously developed (brownfield land); promote mixed use developments and encourage multiple benefits from the use of land in urban areas; and focus significant development in locations which are or can be made sustainable (para 118).

Paragraph 91 of the NPPF (2019) requires planning decisions to achieve healthy, inclusive and safe places which enable and support healthy lifestyles, especially where this would address identified local health and well-being needs for example through the provision of safe and accessible green infrastructure and sports facilities.

Draft London Plan Policy S5 (2019) and London Plan (2016) Policy 7.18 seek to maximise the multiple use of facilities, including the co-location of services for sports facilities, schools and community groups.

The application proposal seeks to replace an existing facility that is used infrequently and replace it with a multi use leisure centre to serve Yiewsley and West Drayton. The proposed leisure centre will provide: the provision of an eight-lane 25 metre swimming pool, a leisure pool, a sports' hall with four marked courts, a climbing wall and soft play area for younger visitors. Other facilities include a gymnasium, exercise studios, a health suite and cafe and an outdoor sports pitch on the roof of the building. In addition, the provision of a multi-function space is being considered which could be used by local groups. It is understood that the proposed leisure centre would be used by local schools. The proposal is supported by the above mentioned policies.

Policy CI2 of the Local Plan: Part One (November 2012) states the Council will seek to secure good quality, well maintained leisure and recreation facilities to address identified deficiencies and meet the needs of local communities, particularly deprived groups.

Policy DMCI 6 of the Local Plan: Part Two notes the Council will promote a network of accessible local sports halls and centres throughout the Borough. Accordingly it will regard proposals in developed areas of the Borough for indoor sports and leisure and entertainment facilities as acceptable in principle provided

- i) they are of a scale and type intended to cater for local demands and needs of people living within a 1.6 km radius of the site; or
- ii) they are intended to serve a wider public and are located in town centres or other areas where they are accessible by public transport for all potential users; and
- iii) they are not detrimental to the amenity of the surrounding area.

The applicant has provided an Assessment of Need in support of the proposed leisure centre in this location. Some of the key issues highlighted in the Assessment include:

- Hillingdon experiences a higher prevalence of cardiovascular disease (1.19%) and diabetes (7.43%) than England and London;
- In West Drayton, the life expectancy is estimated at 78.6 years for males and 80.5 years for females. This is below the averages for Hillingdon and England.
- The prevalence of mental health issues in Yiewsley is 0.91%, which is higher than England;
- The prevalence of osteoporosis in Yiewsley is 0.98%, which is higher than England, London and Hillingdon; and
- The prevalence of obesity in West Drayton is 9.95%, which is higher than England, London and Hillingdon.

The report highlights there is a need within this part of the Borough to provide accessible opportunities for residents to take part in physical activity and to drive up participation levels that would improve their health and well being. The report also notes that a total of 1,112 new homes will be built within West Drayton and Yiewsley by 2024. The Need Assessment highlights the latest population projections 2019 (source: LBH Business Performance Team Joint Strategic Needs Assessment Population Projections 2019) shows the population is expected to increase by 27,762 by 2029. The current population catchment is approximately 17,000 within 1 mile of the new leisure centre. The population will increase with new housing developments by approximately 2,557 based on an average household of

2.3 persons. Whilst there are swimming pools in hotels serving Heathrow Airport, there are no publicly available swimming pools in the catchment of the proposed new leisure centre. The Needs Assessment provides that there is an identified need for swimming pool within this location.

The proposed leisure centre would provide a safe and inclusive environment that facilitate sports and recreation to the local area. The proposed leisure centre would be full accessible to regardless of age, background or ability and would provide opportunities to improve physical and mental wellbeing, individual development, social development and economic benefits through jobs and services.

The proposal would not result in the loss of existing community facilities as the existing services are either being incorporated into the multi-purpose leisure centre, or services are being provided at more accessible location to better serves the needs of the Borough. In accordance with Policy DMCI 6 of the Local Plan: Part Two (2020), the applicant has demonstrated the proposed leisure centre would serve the needs of residents within Hillingdon, particularly the residents within Yiewsley and West Drayton and the principle of development is supported by the NPPF, London Plan and Local Plan policies.

#### **7.02 Density of the proposed development**

Not applicable to this application.

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

The application site lies within an archaeological priority zone and the West Drayton Green Conservation Area. However there are no listed building within the vicinity of the application site.

##### **Archaeology**

Paragraph 189 of the NPPF 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 (Archaeological Priority Area) identified for the Local Plan: Colne Valley.

Policy 7.8 of the London Plan (2016) expects new development should make provision for the protection of archaeological resources, landscapes and significant memorials. The physical assets should, where possible, be made available to the public on-site. Where the archaeological asset or memorial cannot be preserved or managed on-site, provision must be made for the investigation, understanding, recording, dissemination and archiving of that asset.

Policy DMHB 7 of the Local Plan: Part Two (2020) ensures 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.

The Greater London Archaeological Advisory Service (GLAAS) has commented on this application noting the site lies within an area of well documented archaeological potential with particular reference to prehistoric occupation of the Langley Silt (brickearth) geology. The nearest significant recorded remains are the postholes of a Bronze Age roundhouse found behind the cemetery c250m southwest of the application site but any area of surviving undisturbed brickearth in this area has potential for new discoveries.

GLAAS agree with the desk based assessment which concludes that the south site has no archaeological potential due to previous quarrying. The north site may also have been quarried in the 19th century but the evidence for the extent of these workings is equivocal so some buried remains could survive. GLAAS recommend field evaluation is needed to determine appropriate mitigation.

Although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, GLAAS advise that given the archaeological interest and practical constraints, a two stage archaeological condition could provide an acceptable safeguard. A condition is included within the draft decision notice attached to this report and subject to the inclusion of the condition, the proposal complies within Policy DMHB 7 of the Local Plan: Part Two (2020) and Policy 7.8 of the London Plan (2016).

### Impact on Conservation Area

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

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

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

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

Policy HE1 of the Local Plan: Part One (November 2012) seeks to conserve and enhance the distinct and varied environment of the West Drayton Green Conservation Area.

Policy DMHB 4 of the Local Plan: Part Two (2020) requires new development within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area.

The proposal seeks to provide a part 2, part 3 storey building to the north of the site and a

decked car park to the south of the site following the demolition of the existing buildings. The Conservation Officer has commented on this application noting the proposal will require two buildings to be demolished in the conservation area the Youth Centre and the West Drayton Family Centre. The buildings are of no architectural or historic interest and date from the second half of the 20th century. Their modest size and functional designs largely screened by mature trees and hedging allow the buildings to sit quietly within the Conservation Area. The buildings are considered to be neutral contributors to the character and appearance of the West Drayton Conservation Area as they blend into the townscape by virtue of their form, scale and materials. Their overall design quality, however, fails to make a positive contribution to the conservation area and there is no objection to their demolition.

With regards to the proposal for the leisure centre, the Conservation Officer has commented noting: "the height scale and bulk of the leisure centre and car park is substantial and occupy much of their plots. The buildings are at odds with the wider Conservation Area which comprises smaller buildings and suburban houses which have spacious and verdant settings. The large blocks would neither preserve nor enhance the character and appearance of this part of West Drayton Conservation Area."

The Conservation Officer goes on to note that "notwithstanding the impact on the Conservation Area, the detailed design of the leisure centre and car park are generally considered to be of a higher standard for buildings of their type. They include more architectural detailing than more standardised leisure centre and car parking facilities that quite often have an industrial shed like or utilitarian appearance."

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

In this respect, the harm identified above would be less than substantial and it is necessary in line with NPPF (2019) paragraph 196 that the identified harm is weighed against the public benefits of the proposal including where appropriate, securing its optimum viable use.

Historic England Guidance notes that public benefits can cover a wide range of considerations and may go beyond straightforward heritage issues. The Government's Planning Practice Guidance (PPG) states that public benefits can be anything that arises from a development that delivers economic, social or environmental progress, as defined by paragraph 7 of the NPPF (2019). The public benefits that this proposal will deliver are as follows:

- A new publicly maintained multi purpose leisure centre in Yiewsley and West Drayton where there is an identified need for this use;
- The proposed leisure centre would encourage people to become physically and socially active improving the sense of community and health of local residents;
- The new swimming pool would be used for competitive sports as well as recreational use. The pool would be accessible and available for those with physical impairments;
- There are eight schools nearby that could benefit from the use of this facility, the dedicated coach parking would facilitate visits allowing children to participate in physical sport and learn to swim;
- The proposal, whilst it is a large footprint, has been designed to respond to the

characteristics of the Conservation Area. Key features such as mature trees are retained,

- A set back from sensitive views and landscaping have been retained within the proposed development;
- The proposal would employ the equivalent of 150 staff as well as provide associated local businesses with increased footfall and the proposal is likely to benefit the viability of local businesses in the local area.

The harm identified is considered to be less than substantial. Consequently, the test set out in paragraph 196 of the NPPF is appropriate to the decision making process in this instance. The harm identified is the scale of the proposed building and its site coverage in an area that is generally characterised by a suburban setting. Notwithstanding the size of the building, the proposal has retained features of the site which contribute considerably to the site's setting such as mature trees and soft landscaping. The building has been set back from Harmondsworth Road by at least 8m stepping back to 16m and from Rowhley Place by 18m and the proposal seeks to include soft planting along the perimeter boundary of the site to mitigate against the impact of the building. The perimeter boundary includes soft landscaping and the replacement of trees. The proposal has been designed carefully to mitigate its impact on the West Drayton Green Conservation Area.

In assessing this proposal, considerable weight to the desirability of preserving the setting of the West Drayton Green Conservation Area. However, the limited number of adverse impacts identified in this case, and its localised nature would not significantly and demonstrably outweigh the benefits of delivering a multi purpose leisure centre, when assessed against the policies of in the Framework taken as a whole. The proposal is therefore considered to be consistent with the NPPF and Policy HE1 of the Local Plan: Part One (2012) and Policy DMHB 4 of the Local Plan: Part Two (2020).

#### **7.04 Airport safeguarding**

Policy DMAV1 of the Local Plan: Part Two (2020) notes that the Council will support the continued safe operation of Heathrow Airport and will consult with the airport operator on proposals in safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.

NATS and Heathrow Aerodrome Safeguarding were consulted on this application and raised no objections to the proposals subject to a condition requiring a bird hazard management plan and informatives relating to wind turbines and cranes. The relevant condition and informatives are attached the draft decision notice and the proposal complies with Policy DMAV1 of the Local Plan: Part Two (2020).

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

The application does not fall within land that is designated as Green Belt. As such, the proposal would not impact the Green Belt.

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

Paragraph 131 of the NPPF (2019) requires that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Policy 7.6 of the London Plan (2016) requires new developments to make be of the highest architectural quality and be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm.

Policy D1B of the draft London Plan (2019) requires all development to make the best use

of land by following a design led approach that optimises the capacity of sites. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth

Policy BE1 of the Local Plan: Part One (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) re-emphasises the importance of good design in new development by A) requiring all new buildings and extensions to be designed to the highest standards, which incorporate principles of good design, such as harmonising with the local context by having regard to the scale, height, mass and bulk of surrounding buildings; using high quality materials and finishes; having internal layouts and design which maximise sustainability and the adaptability of the space; protecting features which contribute positively to the area and providing landscaping that enhances amenity, biodiversity and green infrastructure; B) avoiding adverse impacts on the amenity, daylight and sunlight of adjacent property and open space; C) safeguarding the development potential of adjoining sites and D) making adequate provision for refuse and recycling storage.

Policy DMHB 12 of the Local Plan: Part Two (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.

The proposal seeks a comprehensive redevelopment of the site. The proposed Leisure Centre is located on the northern part of the site with the associated car park being located on the southern end, with Rowheys Place dividing the two sites. The Leisure Centre is expressed as one building with the facade being broken up into a series of bays separated by brick pillars. The main entrance is on the southern face of the building, with the lobby, cafe, soft play, climbing area and main circulation areas located just off it. The service road is located to the west of the proposed building which provides bin stores and cycle stores. The pool area occupies the northern portion of the ground floor with associated changing facilities. On level 1 the gym as well as the double-height sports hall can be found. On level 2 the outdoor football pitch sits straight above the main pool area.

The proposed car park will be on two levels measuring upto 4.1m in height to the south of Rowheys Place. The car park will occupy much of the site and will be clad in timber battens with climbing plants to help soften its appearance and mitigate against light spillage.

The layout responds positively to the site's geometry, offering strong frontage onto Rowheys Place that strengthens its primacy as the main route into the site. The car parking layout has been amended to provide a stronger pedestrian link between the car park and the proposed crossing leading to the front entrance of the proposed leisure centre.

The elevational treatment has distinctive vertical and horizontal brick features framed glazing and feature brick panels. The primary facing brickwork is to be blue brick which will be broken up with colourful glazed brick panels and brise-soliel incorporated into the design.

The overall scale of the leisure centre building is greater than the existing buildings with dimensions of 56 metres by 58 metres and a maximum height of 17 metres, but this is necessary given the mix of facilities proposed. The scale of the building proposed, its siting and the design approach adopted, would sufficiently break up the overall mass and would reduce any potential visual impact and would provide a suitable architectural response. In addition, the site would be well landscaped to further reduce the impact of the development.

The detailed design of the leisure centre and car park are generally considered to be of a high quality design that includes architectural detailing. The elevational treatment has distinctive vertical and horizontal brick features framing glazing and feature brick areas provide a visual quality and richness to the leisure centre helping to prevent a stark monolithic appearance. Mitigation measures have also been introduced into the elevational treatment of the car park with softer materials comprising timber slatted cladding and climbing plants. The proposal would not result in an adverse impact to the visual amenities from West Drayton allotments as a result of the proposed decked car park.

Given the proposed leisure centre use of the proposed building its appearance is generally dictated by the need to meet the set standards in terms of the sporting facilities within the building. Nevertheless, the design approach adopted is appropriate in this location responds to the site's context and is of an appropriate form. The proposal is considered to accord with Chapter 12 of the NPPF, Policy 7.6 of the London Plan (2016), Policy BE1 of the Local Plan: Part One (2012) and Policies DMHB 11 and Policy DMHB 12 of the Local Plan: Part Two (2020).

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

Policy DMHB 11 (2020) requires that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The nearest residential property is located 27.5m to the west of the site. At this point, the height of the application site is approximately 15m. The application site has been designed to minimise its impact on the residential properties backing onto the site by locating the servicing area to this part of the site. There are no windows proposed along the western elevation and as such the proposal would not result in the loss of privacy to residents situated to the west of the leisure centre. A condition is attached to limit servicing between 07:00 and 21:00 to minimise the impact of noise and disturbance to residents along West Drayton Park Avenue. An acoustic fence is also proposed along this boundary secured by condition.

The nearest residential building to the north is located 57 m away, the building is separated by the community centre and a service road and as such, it is envisaged that the proposal would not result in a detrimental impact of the amenities of residents to the north.

To the south of the application site, the residential properties along Stainby Close are sited approximately 40m from the proposed decked car park. The decked car park would be 4m in height and as such with soft landscaping along the boundary, it is not expected to result in overshadowing to neighbouring properties or their gardens. The proposal is considered to comply with Policy DMHB 11 of the Local Plan: Part Two (2020).

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

Not applicable to this application.

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

Policy DMT 2 of the Local Plan: Part Two (2020) notes development proposals must



ensure that safe and efficient vehicular access to the highways network is provided to the Council's standards.

Policy DMT 6 of the Local Plan: Part Two (2020) states that development proposals must comply with the relevant parking standards. For a development of this type it is required that the quantum of car parking provided is determined 'on an individual basis using a transport assessment and a travel plan, and in addition provision for taxi and bus/coach access and parking'.

The application site is situated on the western side of Harmondsworth Road, West Drayton just south of the busy Station Road / Thornton Road / Sipson Road / Harmondsworth Road signalised junction. Harmondsworth Road forms part of the Borough's classified road network and benefits from a 30 mph speed limit and street lighting on both sides of the carriageway. There is a grass verge on either side of the Harlington Road behind which is a shared use footway.

Access into the site would be from Rowheys Place which currently serves both the West Drayton Young People Centre and the West Drayton Family Centre. Footways are provided on either side of Rowheys Place as well as street lighting on both sides of the carriageway. Rowheys Place dissects the site and leads on to Stainby Close serving a number of residential dwellings.

The Local Plan: Part 2 Development Management Policies (2020) Policy DMT6: Vehicle Parking states that development proposals must comply with the relevant parking standards. For a development of this type it is required that the quantum of car parking provided is determined 'on an individual basis using a transport assessment and a travel plan, and in addition provision for taxi and bus/coach access and parking'. The applicant in their Transport Assessment explains that the figure of 199 car parking spaces has been derived from parking surveys carried out similar sites in comparable locations. The highways authority is satisfied that the comparable locations provide robust comparisons for the purposes of calculating the number of car parking spaces needed at the proposed development. The provision of 199 car parking spaces at a smaller Leisure Centre is considered adequate and in accordance with the Local Plan: Part 2 Development Management Policies (2020) Policy DMT6: Vehicle Parking.

A Transport Statement submitted alongside this planning application considers the existing trip generation of the West Drayton Young People Centre and the West Drayton Family Centre currently on the site compared to the proposed Leisure Centre. To determine how well the Rowheys Place / Harmondsworth Road junction would perform both 'with' and 'without' the leisure centre development, traffic surveys have been undertaken as it necessary to include also include vehicular trips generated by the residential dwellings at the far end of Rowheys Place / Stainby Close. To help forecast how much traffic the leisure centre development would generate, the applicant has referred to the TRICS database. The TRICS database is the industry accepted source of trip generation data. The sites used for comparison purposes have been reviewed and are considered representative. The results forecast that at its busiest time, the PM peak 17:00 to 18:00 hours, the Leisure Centre development would generate 159 two-way vehicle movements. The applicant reports that the existing use the West Drayton Young People Centre and West Drayton Family Centre generates 67 two-way trips; as these building will be demolished and will no longer generate trips the net uplift in vehicular trips will be 92 two-way vehicle movements.

Based on the drive time to the Leisure Centre and population size, the applicant forecast that nearly half of all visitors would come from the West Drayton area itself with a round a quarter originating from Harmondsworth / Sipson. Just under a fifth would come from Yiewsley. The Highway Authority considers that the methodology used is appropriate and that the results provide a good indication of the Leisure Centre developments trip distribution profile.

The applicant reports that it is anticipated that the Leisure Centre will open in 2022. To be able to assess the net impact of the development on the local highway network when it opens, road traffic growth is taken into account. The applicant has done this by applying TEMPRO growth factors to the observed 2019 flows. At the busiest time, the net impact of the development would result in traffic flows along Harmondsworth Road north bound in the PM Peak increasing from 869 to 939 vehicles or by 8%. Using these figures the applicant has gone on to test the performance of the Rowlheys Place / Harmondsworth Road junction 'with' the development and background road traffic growth. In 2022 'with' the new development and background traffic growth during the PM peak there would be a 10 second delay to traffic queuing along Rowlheys Place along as they wait to join Harmondsworth Road. On balance the Highway Authority considers this acceptable.

As some visitors to the Leisure Centre would arrive by coach a coach lay by is proposed on the western side of Harlington Road just south of Rowlheys Place. The Highway Authority raised objections to the original design of this coach lay-by as passengers would be set down on the shared use footway placing them at risk of being hit by a cyclist. At the request of the Highway Authority the coach lay-by and shared use footway has been redesigned, cyclists will now be required to cycle on-street around the lay-by. This arrangement has overcome the Highway Authorities original concerns. Engineers have checked the design of the coach lay-by and can confirm that the requisite visibility splays have been achieved.

Also as part of the development the applicant is proposing to provide a zebra crossing on Rowlheys Place providing a pedestrian link between the Leisure Centre and the car park. The Highway Authority supports the installation of this zebra crossing and requires that the developer funds in full the cost of its provision. This obligation should be secured by way of a S278 agreement.

The developer is also proposing to narrow Rowlheys Place with kerb build-outs just west of the proposed zebra crossing and car park entrance. This would reduce the carriageway width to one-way working requiring drivers to give way to one another. The purpose of this 'physical build out' is to deter Leisure Centre visitors from proceeding along Rowlheys Place into the residential area either to park or pick up / set down passengers etc. The design of this 'physical build out' would be agreed with the Highway Engineers to ensure a situation where people giving way to drivers coming in the opposite direction leads to a queue of cars forming outside the Leisure Centre and car park entrance is deterred. In principle and subject to detailed design and a Road Safety Audit the Highway Authority considers the physical build out acceptable. Similar to the proposed zebra crossing the developer would be expected to fund in full the cost of providing this 'physical build out'. This includes the cost of both formal and informal consultation with residents.

In support of their planning application the applicant has also provided a Technical Note (Ref; SJ/AI/ITB14708-004 TN) that summarises the points raised at a consultation event with local residents. One of the concerns raised was Leisure Centre visitors parking along Rowlheys Place. They may be incentivised to do this if for example the cost of the parking

in the Leisure Centre car park was considered expensive. As mentioned above the Highway Authority is however satisfied that the number of parking spaces to be provided is sufficient to cater for demand. Furthermore, in line with leisure centre car parking across the Borough, members of the leisure centre would be able to use the parking at no additional cost. Visitors to the car park from within the Borough would pay a nominal amount. Usually using Transport for London (TfL) Local Implementation Plan funds the Council does implement residents parking management schemes but only where these are requested by and supported by those residents affected. The Council does not impose these schemes on local residents. Requests for residents parking management schemes are usually made by way of a petition. If local residents themselves made request a residents parking management scheme and if it is supported as part of the informal consultation process together with no objections at the formal consultation process stage the Highway Authority would have no objections to one being introduced; again this should be funded in full by the developer, this funding should be secured by way of a S278 agreement. As mentioned above a Transport Statement was submitted alongside this planning application. This considered the traffic impact the development would have on the surrounding network. This matter was further discussed in the Technical Note. The methodology used has been assessed and the results are considered valid.

Alongside the planning application a Travel Plan has been submitted. Overall this is considered satisfactory subject to further details being secured by a legal agreement. Within the Travel Plan the Highway Authority would welcome a commitment to work with the Council upon initiatives that encourage and enable safe travel by bicycle, scooter and walking such as the Council's 'Led Rides', hosting Dr Bike events and supporting Bikeability.

All servicing will take place on-site, swept path drawings have been provided that demonstrate there is sufficient room for vehicles to manoeuvre and leave the site in a forward gear. Refuse collection will be managed by Leisure Centre maintenance staff who will bring the bins to a temporary on-site bin collection point close to Rowleys Place on collection day. Again drawings have been provided that show there is room for refuse vehicle to manoeuvre and leave the site in a forward gear.

The Highway Authority requires that any forthcoming planning approval should include a suitably worded condition requiring the applicant to prepare and submit a Construction Logistics Plan and Service and Delivery Plan. These should be produced based on the guidance produced by TfL tailored to the development and local circumstances.

The Highway Authority supports the expansion of the Brunel University Santander Bike Hire Scheme. It is considered that the Leisure Centre is an ideal location for the installation of new Santander Bike Hire Scheme cycle racks. Furthermore a developer's contribution towards the operation of this scheme in the West Drayton area is considered appropriate.

Policy DMT6 the Local Plan: Part 2 Development Management Policies (2020): Vehicle Parking states that development proposals must comply with the relevant parking standards. For a development of this type, the Highway Authority requires that 10% of car parking must be for blue badge holders. This equates to 20 spaces, the 25 proposed is acceptable and above the requisite standards. These conditions have been included.

Parking provision for electric vehicles should be in accordance with the 2016 London Plan which requires that at least 20% of spaces should have active charging facilities, with a further 20% having passive provision. The parking spaces for motorcycles, mopeds and

scooters should be provided at the rate of 5% of car parking spaces. Policy DMT6 requires that a development of this type provide a maximum of 1 bicycle parking space per 10 members of staff and 1 bicycle parking space per 20 peak period visitors. Parking for disabled people, active electric vehicle charging points, passive electric vehicle charging points, motorcycle parking and bicycle parking are secured by way of a suitably worded condition.

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

Design has been addressed in paragraph 7.07 of this report.

##### **Security**

Paragraph 7.13 of the London Plan (2016) requires development proposals to contribute to the minimisation of potential physical risks and include measures to deter crime and anti social behaviour. The Metropolitan Police has commented on this application noting a meeting was held with the Applicant and physical measures have been incorporated that design out crime. A secured by design condition has been recommended within the draft decision. The proposal accords with Policy 7.13 of the London Plan.

#### **7.12 Disabled access**

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

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

In the lead up to this application submission, the Council's Accessibility Officer has had involvement early on in the design process. The Access Officer had commented on the original site plan and commented on accessibility matters. A revised site plan was provided in December 2019 which a clearer arrangement for the drop off zone and the accessible car parking bays. Following a review of the amended plan, the Access Officer has commented on the application noting the arrangements are acceptable subject to a suitably worded planning condition.

#### **7.13 Provision of affordable & special needs housing**

Not applicable to this application.

#### **7.14 Trees, landscaping and Ecology**

##### **LANDSCAPING**

Policy DMHB 14 of the Local Plan:Part Two (2020) notes all developments will be expected to retain or enhance the existing landscape, trees, biodiversity and natural features of merit. Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees.

A Youth Centre and games court with parking and open space is situated to the north of Rowleys Place, with a Family Centre and car park to the south with car parking at a lower level than Harmondsworth Road. Both sites are defined on the east boundary by mixed

native hedging. The Youth Centre site features some mature specimen trees, which are clearly visible from the road and the surrounding area.

A tree report has been submitted as a supporting document which accords with BS5837:2012 standards. Six trees have been classified as 'A' grade trees; T3, T5, T32, T34, T41 and T43 and 20 trees have been classified as 'B' grade trees. 'A' and 'B' grade trees are the most valuable trees which are normally worthy of retention on development sites. Six trees on site are categorised as 'U' grade trees which should be removed in the interest of good management, with the remaining trees classified as 'C' grade. The proposal retains the most significant trees of merit and seeks to replace all trees that are being lost. Boundary treatment is considered appropriate and it is considered to respond to the characteristic of the area through the use of railings and hedging.

The trees and landscaping officer has raised no objection subject to the inclusion of landscaping conditions whereby details of hedging and pollution absorbing trees are required to be submitted. The proposal accords with the policy requirements of Policy DMHB 14 of the Local Plan: Part Two (2020).

## ECOLOGY

Policy DMEI 7 of the Hillingdon Local Plan: Part Two (2020) requires the design and layout of new development should retain and enhance any existing features of biodiversity or geological value within the site.

The Ecology Officer has commented on this application noting the site is of limited value for ecology and the impacts would be minimal. The retention of the tree belt to the north eastern part of the site is important for the protection of bat foraging areas. Consequently, it is not considered likely that European protected species (bats) would be harmed and their conservation undermined. Subject to a condition that requires an ecological protection and enhancement scheme to be submitted before any above ground works take place, the proposal is considered to comply with Policy DMEI 7 of the Hillingdon Local Plan: Part Two (2020).

### **7.15 Sustainable waste management**

Policy 5.17 of the London Plan (2016) sets out the Mayors Spatial Policy for Waste Management including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling.

The applicant has provided details for servicing arrangements and waste which has been reviewed by both the waste strategy and highways officers. The proposed waste arrangement accords with Policy 5.17 of the London Plan (2016).

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

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

- Be lean: use less energy
- Be clean: supply energy efficiently
- Be green: use renewable energy

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 (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 Sustainability Officer has reviewed the proposal and has raised no objection to the application as it achieves 35% onsite reduction in CO<sub>2</sub> emissions. The Sustainability Officer has recommended that planning conditions are attached to the decision. Subject to the inclusion of the recommended condition, the proposal complies with Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy 5.2 of the London Plan (2016).

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

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

Policy DMEI 10 of the Local Plan: Part Two (2020) applications for all new build developments are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy.

The flood water management officer has commented on the application noting there are no objections to the proposed Leisure Centre following a review of the Flood Risk Assessment and Drainage Strategy by Infrastruct dated August 2019. However, the proposals are dependant on further investigation on site to indicate all the proposals are feasible. A pre-commencement flood water management condition is included with the draft decision.

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

Noise

Policy DMEI 4 of the Local Plan: Part Two (2020) requires new visitor attraction to ensure no deleterious impact on neighbouring land use by noise, traffic and congestion, visual intrusion, safety, loss of privacy or amenity.

The application is supported by an acoustic report which was reviewed by the EPU Officer. The EPU Officer has commented on the application noting the nearest sensitive receptors have been identified as residential properties along the West Drayton Park Avenue, particular those having gardens facing the development. The noise climate has been assessed between the hours of 06.00 to 23:00, which is similar to the hours of operation for the leisure centre. External noise from the Roof top Football Pitch has been assessed as 31 dB(A) at the boundary of properties on West Drayton Park Avenue, this is deemed

acceptable according to WHO guidelines for external noise in amenity places.

External noise criteria for plant and equipment has been provided and is considered satisfactory. The applicant has shown that the residential dwellings that exist above the commercial units a long Harmondsworth Road will not be affected by the noise at the proposed site as the activities will be masked by dominant traffic noise. Roof top activity noise levels are lower than road traffic noise, cited as 49 and 63 dB(A) respectively/ The acoustic report has shown that through the noise assessments and calculations noisy activities from the proposed leisure centre, will be adequately controlled through acoustic features of specified acoustic fencing, external glazing to the building envelope, will be controlled.

#### Air Quality

Policy DMEI 1 of the Local Plan: Part Two (2020) requires major development in Air Quality Management Areas to provide onsite provision of living roofs and/or walls. A suitable offsite contribution may be required where onsite provision is not appropriate.

The Local Plan recognises that living walls and roofs allow a number of environmental goals to be achieved in a relatively small space. They also remove particulates that improve local air quality. The Sustainability Officer has requested that a condition is added to the decision notice to ensure the proposal contributes to Air Quality enhancements.

Policy DMEI 14 of the Local Plan: Part Two (2020) requires development proposals to demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants. Developments are expected to be:

- Air quality neutral;
- include mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors; and
- actively contribute towards the continued improvement of air quality, especially within the Air Quality Management Area.

The Air Quality Officer has commented on the application noting the proposed development is located within the West Drayton / Yiewsley Focus Area, producing traffic emissions which will add to current high ambient annual mean values and exceedences of nitrogen dioxide in this sensitive area. Although officers consider the impacts on air quality are likely to be negative, on balance, this should not automatically result in a refusal, subject to clear measures to reduce the impacts of the development.

The need to provide green travel plans and contributions to public transport will assist attempts to reduce the impact of the development along with extensive screening and planting of pollution absorbing trees and barriers. In addition, in the event of an approval, conditions are considered necessary to further ensure a potential wider reduction in emissions as well as reducing the impacts to the new development.

Appropriately worded conditions and legal obligations are attached to the draft decision that require effective and tangible air quality mitigation measures to be delivered on site and off site, within the vicinity of the proposed development.

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

In response to consultation to this application, a number of objections raised the issue of

finances. The proposed leisure centre was approved by Cabinet on 30 May 2019. In this regard how the Leisure Centre is funded is not a material planning consideration. Other comments or objections made to the application have been addressed within the main body of the report.

## **7.20 Planning obligations**

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

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

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

At a regional level, policy 8.2 'Planning Obligations' of the London Plan (2016) stipulates that when considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. It also states that development proposals should address strategic as well as local priorities in planning obligations.

Policy DMCI 7 of the Local Plan: Part Two (2020) seeks 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. Planning obligations are sought on a scheme-by-scheme basis to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

Relevant Officers have 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.

1. To secure all necessary highway works including written agreement from the Local Planning Authority; (Section 278);
2. The provision of a Travel Plan, including a bond of £20,000;
3. Construction Training: either an in-kind scheme delivered during the construction phase of the development or a financial contribution;
4. Air Quality: in line with the SPD and given the site is located in an air quality management area, a contribution in the sum of £108,582;
5. A contribution of £15,000 towards the provision of a Santander Bike Hire scheme;
6. A contribution to mitigate the impact of the development particularly if they may be required off site, as a result of any basement implications following a discussion with the Local Lead Flood Authority
7. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

Community Infrastructure Levy



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 sq.m of commercial 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 to this application.

#### **7.22 Other Issues**

##### **Contaminated Land**

Policy DMEI 12 of the Local Plan: Part Two (2020) requires proposals for development on potentially contaminated sites to be accompanied by at least an initial study of the likely contaminants. 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.

The contaminated land officer has commented on the application noting historic maps indicate southern area of site was a clay pit during mid 1930s. It is possible the old clay pit was infilled. The Borough's records outlines a 250m gas buffer zone from the old clay pit. There is no evidence of significant changes to surrounding levels and topography shown on historic mapping and current Google Maps Street View. Maps indicate the northern area (local to present day Youth Centre) was earlier connected to Drayton Hall. Mapping records suggests the sites have not been subjected to historical contaminating activities and as such there are no significant concerns in respect of the proposal. Subject to the inclusion of a planning condition relating to Contaminated Land, the proposal complies with Policy DMEI 12 of the Local Plan: Part Two (2020).

No other issues identified.

### **8. Observations of the Borough Solicitor**

#### **General**

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

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

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

#### **Planning Conditions**

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be

permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

#### **9. Observations of the Director of Finance**

Not applicable.

#### **10. CONCLUSION**

This application seeks full planning permission for the redevelopment of the site to provide a new leisure centre (Use Class D2) following the demolition of the existing family centre to the south side of the site and the youth centre to the north of the site (Use Class D1). The principle of development is supported by the National Planning Policy Framework, the London Plan and the Local Plan. As noted above, Paragraph 195 outlines that where a proposal would lead to less than substantial harm to a designated heritage asset, which is considered to be the level of harm identified by this proposal, Local Planning Authorities should refuse consent. This harm can only be overcome by demonstrating that the public benefits of the scheme outweigh the harm to the Heritage Asset. The case put forward would therefore need to establish whether the wider public benefits of the proposal outweigh the less than substantial harm to the Heritage Asset. The proposal would facilitate healthy lifestyles and access to sport and recreation in the local area including to disabled users for which there currently isn't capacity in the local area. In terms of economic benefits, the proposal would provide the equivalent of 150 full time staff and increase footfall to this area. Taking into account the environmental, economic and social

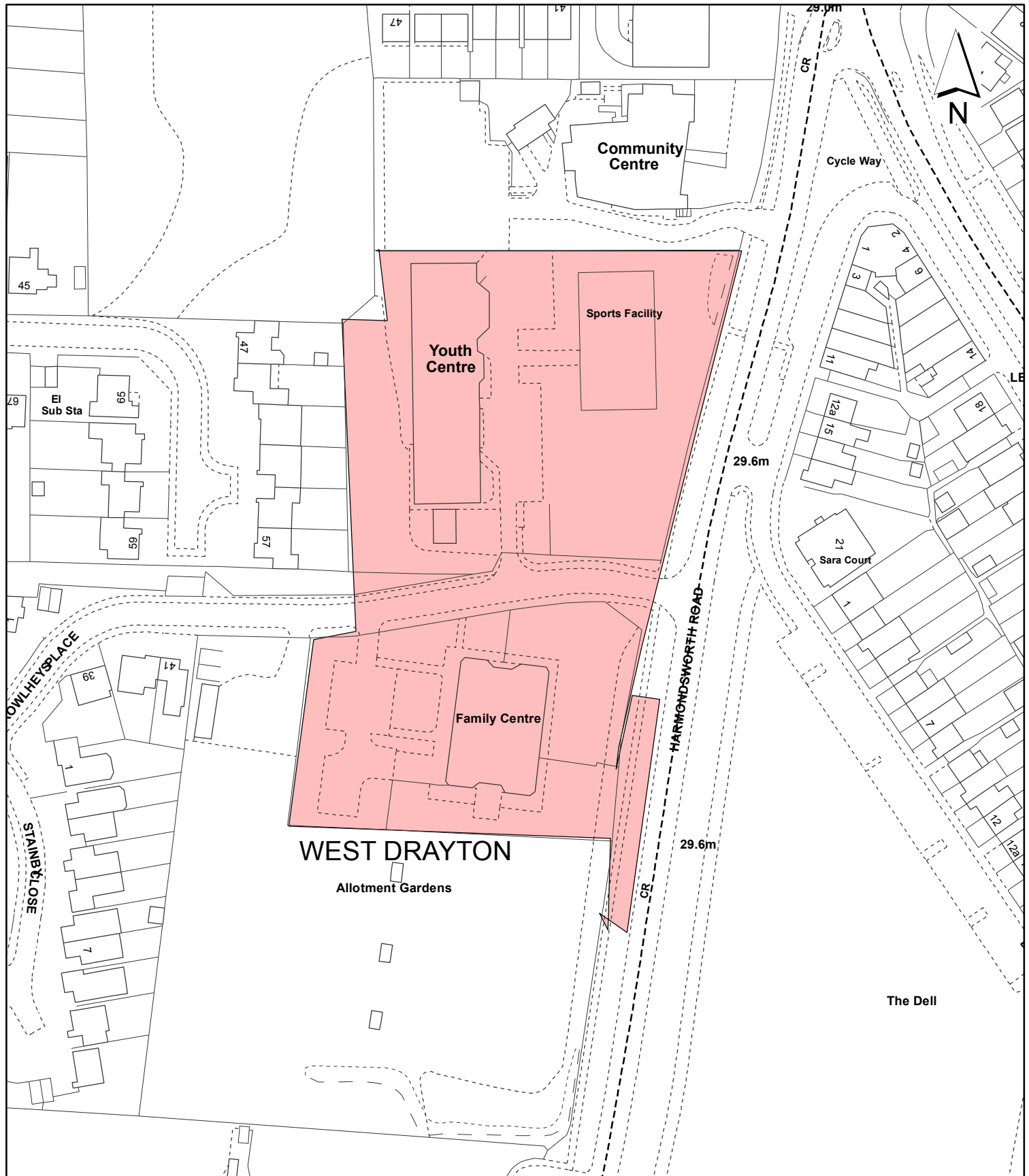
benefits of the proposed development. It is acknowledged that the proposed leisure centre demonstrate public benefits to address the less than substantial harm to the heritage asset in making a balanced judgement. Due to its siting and design, the proposal would not harm the amenities of neighbouring properties and the highways officer is satisfied that the proposal would not result in a detrimental impact to the local highway network. For the reasons outlined in the above report, it is recommended that application is approved subject to condition and a legal agreement.

## **11. Reference Documents**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 Site Allocations and Designations (2020)  
Hillingdon Local Plan: Part 2 Development Management Policies (2020)  
Hillingdon Local Plan: Policies Map (2020)  
London Plan (2016)  
Draft London Plan (2019)  
National Planning Policy Framework (2019)

**Contact Officer:** Zenab Haji-Ismail

**Telephone No:** 01895 250230



#### Notes:

 Site boundary

For identification purposes only.

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Site Address:

**Yiewsley & West Drayton Leisure Centre  
Harmondsworth Road/Rowelheys Place  
West Drayton**

Planning Application Ref:

**75127/APP/2019/3221**

Planning Committee:

**Page 70 Major**

Scale:

**1:1,250**

Date:

**March 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** T C M HOUSE NEWPORT ROAD HAYES

**Development:** Demolition of three existing buildings (Use Classes B1(a) and B1(c)) and erection of a four storey residential hostel building (Sui Generis) containing 28 units, comprising 13 x 1-bedroom, 8 x 2-bedroom and 7 x 3-bedroom dwellings with associated car parking, landscaping and children's play area.

**LBH Ref Nos:** 61202/APP/2019/3510

**Drawing Nos:** AAL-19-165-P02 Rev. C  
AAL-19-165-P04 Rev. C  
AAL-19-165-P05 Rev. B  
AAL-19-165-P06 Rev. B  
AAL-19-165-P07 Rev. B  
AAL-19-165-P03  
AAL-19-165-P01 Rev. C  
Planning Statement (December 2019)  
ZAANRH\_AQA Air Quality Assessment (November 2019)  
Planning, Design and Access Statement Incorporating Sustainability & Energy Statement (October 2019)  
C2246-REV-A-R1 Flood Risk Assessment & SuDs Report (October 2019)  
London Sustainable Drainage Proforma v2019.01  
2787 Transport Statement (September 2019)  
19-228.01 Phase I Geo-Environmental Risk Assessment (August 2019)  
15431-NEA-01 Noise Exposure Assessment (7 November 2019)

<b>Date Plans Received:</b>	24/10/2019	<b>Date(s) of Amendment(s):</b>	19/12/2019
<b>Date Application Valid:</b>	19/12/2019		08/11/2019
			09/03/2020
			24/10/2019

### 1. SUMMARY

This application seeks permission for a residential hostel building in Sui Generis use which would accommodate homeless families and people for a temporary period. The development would assist the Council's Housing Team in providing the highest possible quality of temporary accommodation and in turn reducing dependence of other forms of temporary accommodation such as bed and breakfast accommodation.

Short life accommodation ensures that homeless households do not end up in unsuitable temporary accommodation. This is a unique form of housing tenure, very different to conventional housing in Use Class C3. This form of accommodation meets a very specific and targeted need and would fall within Sui Generis use class.

Whilst the proposal would result in the loss of non-designated industrial land, the provision of this temporary residential accommodation to meet an identified need is considered to outweigh any harm. On balance, having regard to the development plan and all other material considerations, the proposed development is considered acceptable in principle.

Whilst not strictly in accordance with Local Plan policy standards for residential densities and unit sizes that would normally be applied to conventional residential use (Use Class

C3), the standards act as a useful guide to what might be considered acceptable living conditions for this temporary self contained units (Sui Generis Use) and in this regard the proposed development is considered acceptable.

The area is currently characterised by a mix of uses which include office, storage, retail and associated services roads, residential and light industrial uses. The introduction of a residential hostel building in this location is therefore deemed appropriate and the elevational treatment and proposed materials are considered to be acceptable when considered in the wider context.

The siting of the proposed building, set back from Newport road by approx. 6m is considered appropriate and the set back of the upper floor behind a parapet would reduce the overall visual impact of the building in the context of the street scene. The proposed siting, height and massing is therefore deemed acceptable in this instance

It is not considered that the proposal would result in any loss of residential amenity to the nearest existing residential occupiers. No negative impact with regard to daylight and sunlight have been identified.

No adverse impacts have been identified with regards to Noise. Air Quality has been dealt with by way of planning condition.

The proposed development would provide 3 wheelchair accessible units which represents 10% of the overall scheme and is therefore considered acceptable with regard to Accessibility.

The proposed development is also considered acceptable with regards to Archaeology, Airport Safeguarding, Ground Contamination, Flood Risk, Energy, Waster, Ecology and Biodiversity and Trees and Landscaping subject to appropriately worded conditions.

For the reasons set out above the proposed development is considered acceptable and the application is recommended for Approval.

## **2. RECOMMENDATION**

**APPROVAL subject to the following:**

### **1 COM3 Time Limit**

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

#### **REASON**

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

### **2 COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans and documents listed below:

AAL-19-165-P02 Rev. C;

AAL-19-165-P04 Rev. C;

AAL-19-165-P05 Rev. B;

AAL-19-165-P06 Rev. B;

AAL-19-165-P07 Rev. B;

AAL-19-165-P03;

AAL-19-165-P01 Rev. C

Planning, Design and Access Statement Incorporating Sustainability & Energy Statement

(October 2019)  
Flood Risk Assessment & SuDs Report (Ref: C2246-REV-A-R1- October 2019)  
London Sustainable Drainage Proforma (v2019.01)  
Transport Statement (Ref: 2787- September 2019)  
Phase I Geo-Environmental Risk Assessment (Ref: 19-228.01 -August 2019)  
Noise Exposure Assessment (Ref: 15431-NEA-01 - 7 November 2019)  
Air Quality Assessment (Ref ZAANRH\_AQA -November 2019)  
Planning Statement (December 2019)

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

#### REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2016).

### **3 NONSC Energy**

No development above ground floor level shall be carried out prior to the submission and approval in writing by the Local Planning Authority of an Energy Assessment. The assessment shall set out the annual baseline regulated energy demand (kwhr) as per 2013 Building Regulations (or subsequent amendments) and associated carbon emissions (kgCO<sub>2</sub> and tCO<sub>2</sub>). The assessment shall then set out the measures and technology required to achieve a 100% reduction (zero carbon) in the CO<sub>2</sub> associated with the baseline regulated energy demand; these measures must be sufficiently evidenced with corresponding details and specifications including the location of low and zero carbon technology (i.e. roof plans showing the inclusion of PV panels). The updated Energy Assessment must clearly set out any shortfall (tCO<sub>2</sub>) of the zero carbon standard. The development must proceed in accordance with the approved updated Energy Assessment.

#### REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with Policy 5.2 of the London Plan (2016) and policy DME1 2 of the LPP2 (2020).

### **4 A16 Refuse and Open Air Storage**

Details of on-site refuse storage (including any open air storage facilities) for waste material awaiting disposal, including details of any screening, shall be indicated on plans to be submitted to and approved by the Local Planning Authority. Such facilities shall be provided prior to occupation of the development and thereafter permanently retained.

#### REASON

To ensure that visual amenities are not prejudiced and waste disposal is adequately managed in accordance with Policy EM11 of the LPP1 (2012), policy DMHB 11 of the LPP2 (2020) and policy 5.16 of the London Plan 2016.

### **5 COM15 Sustainable Water Management**

No development above ground floor level shall take place until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

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

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

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

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

#### 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 DME1 10 of the Local Plan: Part 2 Development Management Policies (2020), Policies 5.12, 5.13 and 5.15 of the London Plan (2016), National Planning Policy Framework (2019), and the Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

### **6 COM31 Secured by Design**

The building 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 ensure the development provides a safe and secure environment in accordance with Hillingdon Local Plan Part 2 policy DMHB 15 and London Plan (2016) Policies 7.1 and 7.3.

### **7 COM7 Materials (Submission)**

No development above ground floor level 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 Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

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

No development above ground floor level 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 12 bikes
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts (including demonstration that 2 parking spaces are served by active electrical charging points and one disabled parking bay)
  - 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 surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
5. Schedule for Implementation

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

#### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 4, DMHB 11, DMHB 12, DMHB 14 and DMT 6 of the Local Plan: Part Two - Development Management Policies (2020) and Policies 5.11 and 5.17 of the London Plan (2016).

#### **9 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 and manage highways impacts in accordance with Policy DMHB 11, DMT2 and DME14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

**10 NONSC Delivery and Servicing**

Prior to the occupation of development details of a Delivery and Servicing Plan which identifies efficiency and sustainability measures to be undertaken once the development is operational shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries/servicing during am and pm peak hours.

**REASON**

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy DMT1 and DMT2 of the Local Plan: Part Two - Development Management Policies (2020).

**11 NON2 M4(2) and M4(3) Units**

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

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

**12 NONSC Restricted Use**

The development hereby approved shall be used solely to provide temporary accommodation for homeless households and shall at no time provide permanent housing for any occupants. The homeless households shall be placed within the development solely by Hillingdon Council and by no other agency or organisation.

**REASON:**

To prevent the site being used for long term accommodation and to meet the aspirations of the Hillingdon Homelessness Prevention and Rough Sleeping Review and Strategy 2019.

**13 NONSC Fire Strategy**

Prior to the commencement of works above ground floor level, a Fire Strategy Report shall be submitted to and approved in writing by the Local Planning authority. This Fire Strategy Report must be completed by a suitably qualified consultant. Thereafter the development shall not be carried out other than in accordance with the approved details.

**REASON**

To ensure that the development meets Fire Safety Standards in accordance with policy D12 of the draft London Plan (Intend to Publish version 2019).

**14 NONSC NRMM register**

1. No development shall commence until proof of the registration in GLA's database

(nrmm.london/nrmm/about/what-nrmm-register) and compliance with the London's Low Emission Zone for non-road mobile machinery requirements is submitted to and approved in writing by the Local Planning Authority.

2. The London's Low Emission Zone for non-road mobile machinery to comply with the standards set out at Supplementary Planning Guidance 'The Control of Dust and Emissions from Construction and Demolition'.

3. This will apply to both variable and constant speed engines for both NOx and PM. These standards will be based upon engine emissions standards set in EU Directive 97/68/EC and its subsequent amendments.

Reason: Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements as of 1st September 2015, and London Plan Supplementary Planning Guidance 'The Control of Dust and Emissions from Construction and Demolition' (2014).

## **15 NONSC Land 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 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 Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

**16 NONSC Bird Hazard Management**

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

- management of any flat/shallow pitched on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' attached \* See further down the page for information \*

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

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

**17 RES12 No additional windows or doors**

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

**REASON**

To prevent overlooking and blight to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (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 1 (2012) and Part 2 (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.

### 3

The MOD recognises that cranes may be used during the construction of tall buildings at this site. These may affect the performance of the radar at RAF Northolt or the safety of air traffic. If the redevelopment of this site does progress, it will be necessary for the developer to liaise with the MOD prior to the erection of cranes or temporary tall structures.

Reason: To minimise the potential effect on radar and/or air traffic safety, due to the proximity to RAF Northolt.

### 4

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>.

The proposed development is located within 15 metres of our underground waste water assets and as such we would like the following informative attached to any approval granted. "The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk) Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

### 5

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 Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The application site measures approximately 1,250m<sup>2</sup> and is located in Newport road, just off the Uxbridge road in Hayes. The site currently accommodates an office with limited parking to the front and parking (for approx. 18 cars) and open storage to the rear. There are two single storey buildings located along the western boundary. The site is now vacant but previously accommodated a Council repair depot with open storage to the rear and also Clancy Docwra used the site for a similar purpose.

The existing building on site is three-storeys and the upper storey is set back from the site frontage.

The surrounding character of Newport road is varied with a mix of uses. To the north is a two-storey storage unit (currently Image 22). At the end of Newport road is Grahams Plumbing Merchants which comprises a mix of office and warehouse buildings with a large off street parking area to the front. On the opposite side of Newport road is a four-storey block of flats (Murray Grey House) which is accessed from Hayes End road. Adjacent to this is a single storage unit and a two storey office building.

To the south of the site adjoining the site boundary is a single storey building which currently accommodates a Hubbly Bubbly or Hookah establishment and which has residential accommodation at first floor level. Further south are the rear of the shops fronting Uxbridge road, some of which have rearward extensions and small service yards. These shops have a further two storeys of residential use above. To the rear (west) of the Hubbly Bubbly or Hookah establishment are three single storey commercial structures with open storage areas (mostly accommodating cars) which are accessed via a service road.

To the rear of the site to the west are semi-detached houses fronting Hayes end lane. The closest property which shares a boundary with the site is no. 20 Hayes end lane which has a large single storey outbuilding located on the boundary which extends more than half the width of the garden to the rear.

#### **3.2 Proposed Scheme**

The proposed development would demolish all existing buildings on the site and construct a new four storey building which takes the broad form of a T when viewed in plan with the main frontage located on Newport road.

This application seeks permission for a residential hostel building in Sui Generis use which would accommodate homeless families and people for a temporary period. The development would assist the Council's Housing Team in providing the highest possible quality of temporary accommodation and in turn reducing dependence of other forms of temporary accommodation such as bed and breakfast accommodation.

Short life accommodation ensures that homeless households do not end up in unsuitable temporary accommodation. This is a unique form of housing tenure, very different to conventional housing in Use Class C3. This form of accommodation meets a very specific and targeted need and would fall within Sui Generis use class

There would be a mix of bedroom sizes and all would provide self contained accommodation with a private kitchen and bathroom.

The accommodation would comprise the following:

13 x 1-bedroom units  
8 x 2-bedroom units  
7 x 3-bedroom units

The development would also provide eight car parking spaces, one of which would be wheelchair accessible and landscaping to the front of the development. Also located on the site frontage would be an enclosed bin store. To the rear of the site would be amenity space and a children's play area and cycle storage for 15 bicycles.

### **3.3 Relevant Planning History**

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

Application ref. 61202/APP/2006/2187 for 'Erection of second floor front extension for office use, installation of steel fire escape to rear of building and alteration to rear elevation by installing entrance doors (one each) on first and second floor level (replacing existing windows) and the creation of an additional 10 car parking spaces' was approved on 19/08/06.

Application ref. 61202/APP/2005/2676 for 'Erection of three storey rear extension, refurbishment of existing outbuilding/store and creation of additional car parking bays' was approved on 11/01/06.

### **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 Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

Part 2 Policies:

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

**5.1 Advertisement Expiry Date:- 12th February 2020**

**5.2 Site Notice Expiry Date:- 7th February 2020**

#### **6. Consultations**

##### **External Consultees**

31 properties in the local area were consulted on the planning application, alongside an advert being placed in the local paper. No representations were received.

HEATHROW

We refer to your letter dated 08th January 2020, received in this office on 08th January 2020.

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

Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and



approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- management of any flat/shallow pitched on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' attached \* See further down the page for information \*

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

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

#### Information

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

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

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

We would also make the following observations:

#### Cranes

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

#### Wind Turbines

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, 'Wind Turbines and Aviation' available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Heathrow Airport Ltd, or not to attach conditions which Heathrow Airport Ltd has advised, it shall notify Heathrow Airport

Ltd, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

#### MOD

Thank you for consulting the Ministry of Defence (MOD) on the above planning application which was received by this office on 8 th January 2020.

#### Proposal

The applicant is seeking full planning permission to demolish 3 existing buildings, classes B1a & B1c) construction of a four-storey residential hostel building (Sui Generis), containing 28 units, 12 x 1-bed, 8 x 2-bed & 8 x 3-bed dwellings with associated car parking, landscaping & children's play area.

The application site is approximately 3.09km from the centre of the runway at RAF Northolt and falls within aerodrome height and birdstrike statutory safeguarding zones surrounding RAF Northolt. Aerodrome Height The proposed development site occupies a statutory height safeguarding zone that ensure air traffic approaches are not impeded. The airspace above and around aerodromes is safeguarded to maintain an assured, obstacle free environment for aircraft manoeuvre.

Having reviewed the proposals, I can confirm the MoD has no concerns with regards to the height of the proposed development.

#### Birdstrike

Within this zone, the principal concern of the MOD is that the creation of new habitats may attract and support populations of large or flocking birds close to the aerodrome.

The principal concern of the MOD with this development is the sedum covered roof and the landscape planting of the area. The roof has the potential to attract and support nesting hazardous birds such as gulls and other bird species, while the landscaping has the potential to attract and support hazardous flocking or arboreal bird species. Therefore, the MOD has concerns that this has the potential to increase birdstrike risk to aircraft safety at RAF Northolt.

To address the potential of the development to provide desirable habitat, or spaces for hazardous birds, a condition for the submission of a bird hazard management plan is required to prevent the breeding and nesting of gulls and other bird species. MOD request that the following condition is attached to any planning permission granted:

No development shall take place until a Bird Hazard Management Plan has been submitted to, and approved in writing by, the Local Planning Authority, in consultation with MOD. The Bird Hazard Management Plan shall include design measures to minimise any increase in the numbers of hazardous species, primarily large or flocking birds, as a result of the development proposed, in particular provision is put in place to prevent gulls from nesting on the roof space and tree and shrub planting reducing an attractant for arboreal species (using appropriate licensed means). The development shall be carried out strictly in accordance with the details set out in the approved Bird Hazard Management Plan in perpetuity or until RAF Northolt is no longer operational.

#### Reason:

To minimise the potential of the works approved to provide a habitat desirable to hazardous large and/or flocking birds which have the potential to pose a considerable hazard to aviation safety which is exacerbated by the proximity of Northolt RAF.

#### Crane Management Plan

MOD request that the following condition is attached to any planning permission granted:

The MOD recognises that cranes may be used during the construction of tall buildings at this site. These may affect the performance of the radar at RAF Northolt or the safety of air traffic. If the redevelopment of this site does progress, it will be necessary for the developer to liaise with the MOD prior to the erection of cranes or temporary tall structures.

Reason: To minimise the potential effect on radar and/or air traffic safety, due to the proximity to RAF Northolt.

I would be grateful if you could confirm receipt of this letter and confirm that a relevant condition covering the MOD's requirements is included in any consent granted. In summary the MOD has no objection to this development, subject to the above being included as a condition in part of any planning permission granted. It is important that the conditions requested in this response are included in any planning permission granted. As per Planning Circular 01/03: Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas, if Hillingdon Borough Council decides to grant planning permission contrary to our advice then we must be notified 28 days prior to a decision being made.

TFL

Thank you for consulting TfL regarding the above application. The site of the proposal is located adjacent to A4020 Uxbridge Road, which forms part of the Strategic Road Network (SRN). While the Local Planning Authority is also the Highway Authority for those roads, TfL is the Traffic Authority and has a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on the SRN.

After reviewing the case documents, TfL wishes to make the following comments:

The proposal aims to demolish the existing office and light industrial buildings to provide 29 unit residential hostel building

The site has a PTAL of 2 and is located within 100m of a PTAL 3 area. Policy T6.4 of the DLP states that schemes in PTAL 0-3 locations, should be assessed on a case by case basis and provision should be consistent with the Healthy Streets Approach, mode share and active travel targets. The development proposes 9 car parking spaces. DLP Policy T6.1 E states that 'Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free, therefore TfL encourage the applicant to revise the plans and only provide blue badge car parking spaces.

Notwithstanding the suggestion to reduce car parking, operational parking must provide infrastructure for electric or other Ultra-Low Emission in order to be compliant with DLP Policy T6.4. Cycle parking should be provided for the development in line with DLP policy T5 which sets out cycle parking standards to help remove barriers to cycling and create a healthy environment in which people choose to cycle. The cycle spaces should meet the requirements of the London Cycle Design standards. In order for the development to be in line with this policy the applicant must provide a total of 2 long-stay cycle spaces and 1 short-stay. This was calculated the standards set out in Table 10.2 of DLP for C1 Use Class:

1 space per 20 bedrooms for long-stay cycle parking  
1 space per 50 bedrooms for short-stay cycle parking

In order to be in line with DLP Policy T7 'Development proposals should facilitate safe, clean and

efficient deliveries and servicing' and that 'provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible.' TfL requests that a Delivery and Servicing Plan should be submitted and agreed by Hillingdon Council.

Construction arrangements should be discussed with Hillingdon Council.

## 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>

The proposed development is located within 15 metres of our underground waste water assets and as such we would like the following informative attached to any approval granted. "The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk) Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

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.

## **Internal Consultees**

### **COUNCIL'S HOUSING TEAM (Further comment 29/01/20)**

As confirmed elsewhere, this proposal has been developed to meet specific needs of the Council in relation to temporary accommodation for homeless households. The Hillingdon Homelessness Prevention and Rough Sleeping Review and Strategy 2019 to 2024 was approved by Cabinet on 17th December 2019. Reasons for homelessness can be complex, however for almost 60% of those approaching the Council, their potential homelessness is a result of their inability to access housing that is affordable in the local area. The average cost of a home to buy is 13 times average local salaries and the cost of renting continues to climb with a substantial gap between rental costs and Local Housing Allowance rates which determine the maximum amount of financial support people on low incomes can receive to assist with paying rent.

Ideally temporary accommodation would only be used on a short-term basis while homelessness investigations are ongoing, however the difficulties in accessing affordable housing mean that the number of people housed in temporary accommodation and in particular bed and breakfast accommodation is higher than desired. The Council seeks to minimise the use of temporary accommodation as far as possible, however it continues to be a challenge. There was a climb in bed and breakfast use through much of 2019 before numbers started to reduce. At the end of December 2019, there were 421 homeless households housed in temporary accommodation, of which 138 were in bed and breakfast.

Priority five of the strategy is concerned with managing the quantity, quality and cost of temporary accommodation. While the Council is committed to reducing reliance on temporary accommodation, there will be a continuing need for some to be provided, estimated to be in the region of 300 units. To retain the greatest degree of control over both the cost and quality of temporary accommodation, the Council will seek to ensure a larger proportion of temporary accommodation is in council ownership. This purpose built four storey building would provide an ideal addition to the available temporary accommodation in the borough. It also meets the requirement for temporary accommodation provided for families to be self contained. It is important for the Council to have access to alternative forms of temporary accommodation to help to reduce spend on costly bed and breakfast and be assured regarding the standards of temporary accommodation used. There is a mix of family sizes amongst homeless households and the mix offered by this scheme is suitable to assist in meeting existing demand.

In conclusion, I would be supportive of the application due to its ability to meet priority requirements recognised in the Council's strategy for addressing homelessness in the borough.

## **HIGHWAYS**

Proposals seek the demolition of the existing B1 buildings and construction of a four storey residential hostel building comprising 28 units (13 x 1-bed, 8 x 2-bed and 7 x 3-bed units).

The site at present makes use of 18 parking spaces which will be reduced to 8 spaces to serve the proposed scheme. These spaces are to be accessed directly off Newport Road via the existing crossover.

The currently adopted car parking standards require that this scheme provide 1 space per 20 resident bed spaces plus 1 space per manager. When considering the quantum of development (50 bedrooms) against the adopted standards it is required that 3 on-plot spaces be provided to serve the residents.

Although no information pertaining to management numbers has been provided, this should be

based on a 1:1 provision. Nevertheless, given that the site affords 8 on-plot parking spaces, sufficient parking appears to be provided.

Cycle parking is to be both covered and secure and should conform to the London Plan standards.

- 1 space per 20 bedrooms (long stay)
- 1 space per 50 bedrooms (short stay)

The submissions indicate a cycle store containing 12 secure and covered spaces to the rear of the site which is accepted.

In terms of trip generation, given the very nature of the proposals, it is anticipated that the site will result in a reduction in traffic movements to and from the site compared to that currently associated. No concerns would be raised on this basis.

With regard to refuse collection, a bin store is to be located along the site frontage. This will enable refuse collection to take place as per the existing situation on-street. This is accepted.

Mindful of the above, I do not have any objections to this application subject to the conditioning of a Construction Logistics Plan as well as a Service and Delivery Plan.

#### WASTE AND REFUSE TEAM

The bin storage capacity is slightly under the recommended amount, so 1280 litre bins should be used. A dropped kerb must be installed on the public highway for the bins to be moved to the collection vehicle. Otherwise suitable for waste and recycling requirements.

#### ENVIRONMENTAL PROTECTION UNIT

I have read through the acoustic report and it is deemed satisfactory. The applicant has demonstrate that with the required specifications for external building envelope and glazing specification the internal room levels cited in BS 8223 : 2014 will be met. I have no objections to the proposed development. In relation to policy DMHB 11.

#### FLOOD RISK TEAM

No objection subject to a surface water management condition.

The applicant has submitted a Flood Risk Assessment and SuDS report (Nimbus Engineering report reference C2246-REV-A-R1 dated October 2019). The submitted information has demonstrated that the application is policy compliant from a flood risk perspective.

The current surface water drainage proposals include a green roof over the majority of the proposed roof area. While this complies with Policy DMEI 1 of Hillingdon Local Plan Part 2 (January 2020), there is an opportunity during detailed design for this to be a blue roof that would reduce the amount of attenuation storage within the remainder of the drainage system. The outline drainage strategy submitted with the application has shown that there is sufficient space within the development site to manage surface water from the development in a sustainable manner. The aspiration within Section 5 of the SuDS report is welcomed, "it is important for all stakeholders, such as developers, architects, landscape architects and engineers to work together at the planning stage in order to determine a feasible solution."

It is anticipated that the specifics of the surface water drainage strategy will be revised during detailed design. We would expect the quantum of attenuation storage provided in a below-ground

attenuation tank to be reduced alongside the provision of more sustainable elements (such as rain gardens within the external landscaping between the car parking and the development for example). The use of permeable paving should also be retained through to detailed design. The detail of the surface water management for the development should be secured by way of a surface water management condition, which includes the collection and reuse of rainwater within the development and the long term maintenance of the drainage system.

#### PLANNING POLICY

The development description for this application and the applicant's planning statement identify that this site is currently used for a mix of B uses included those that fall within the definition of industrial. Consequently elements of the existing site fall within the definition of non-designated industrial land, and it is proposed that its redevelopment should be assessed against Local Plan Part 2 policy DME2 and new London Plan policy E7.

Both these policies require the applicant to demonstrate that there is no reasonable prospect of the site being used for industrial and related purposes. Policy DME2 also sets out further criteria which the applicant could also provide evidence to demonstrate it meets the requirements.

At present evidence to demonstrate that these policy tests can be met has not been received and consequently the proposed redevelopment has not been justified in accordance with policies DME2 or E7.

In terms of the proposed use, policy DMH5 sets out criteria in relation to proposals for residential hostels. This includes demonstrating accessibility to good public transport, meeting Accessible home standards and providing satisfactory living conditions. Policy H12 of the new London Plan also provides policy support to the provision of specialist accommodation which meets the needs of certain groups as listed within the policy.

OFFICER COMMENT: Further information was sought from the applicant and is clarified in full in Section 7.01 of this committee report.

#### TREES AND LANDSCAPING

This site is occupied by a three-storey office building with parking to the front and light industrial units to the rear.

There are no existing trees, protected or otherwise, that might constrain development.

COMMENT No trees or other landscape features of merit will be affected by the proposed development. The area to the front of the building is dominated by car parking with three narrow strips of soft landscape by spaces 1, 4 and 5. - These spaces are too narrow to support planting in such close proximity to parked cars. Hillingdon's design policy recommends 25% site coverage to the front of buildings and the planting spaces should be sustainable.

A bin store is also located on the front boundary. Ideally this should be integral to the building. If it has to be to the front it should be well designed and screened. Green amenity space is indicated to the rear of the building, however, some of the spaces are very awkward and this space remains unresolved in terms of design and layout. - It needs to be both accessible and attractive for the benefit of the occupants. The Design and Access Statement makes scant reference to amenity and landscape. Aside from the above points, this proposal will be subject to a qualitative assessment using the Urban Greening Factor, which will be required to support the proposal.

#### RECOMMENDATION

There is inadequate landscape information to support this application which fails to comply with policies DMHB 11 A (v) and 11 D, DMHB 12, DMHB 14 or DMHB 18.

## AIR QUALITY COMMENTS:

Comments will be reported via the Committee Addendum.

## LAND CONTAMINATION

I have reviewed the following report that was submitted with the application:

Title: Phase 1 Geo-Environmental Risk Assessment | Residential Development; Ref: 19-228.01;  
Date: August 2019; Prepared by: Aviron Associates Limited.

The report outlines a comprehensive site reconnaissance / inspection and desk study details, leading to inclusion of an initial conceptual model (CSM) and preliminary risk assessment (PRA),.

The report recommends further consideration of ground gases and vapours should be made.

Therefore, I recommend the following conditions should be applied:

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

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

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

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

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

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

REASON To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers,



neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

## 2 Reason for Refusal (if objecting)

N/A

## 3 Observations

The report focuses on two key aspects of possible contamination generally arising from: -

- Made Ground beneath the buildings and hardstanding which may contain commonly encountered contaminants.
- Activities associated with the recent use of the site as a contractors/builders yard.

A phase 2 site investigation should therefore be conducted in accordance with the identified contaminants of concern and associated refined risk assessment, to ensure the land will be suitable for use as the proposed residential properties.

## ACCESSIBILITY OFFICER

On 10/01/20 the Council's Accessibility officer provided the following response:

In assessing this application, reference has been made to London Plan policy 3.1, 3.8 and 7.2, as well as emerging policies D1, D3 and D5, as set out in the latest Draft London Plan.

To ensure compliance with the Technical Housing Standards, an amendment to the scheme may be necessary in order to meet the prescribed standards for M4(2) and M4(3) category dwellings as per the Building Regulations.

Given that only one passenger lift is proposed, the required M4(3) units should be located on the ground floor and appropriately shown on plan. A floor plan layout at 1:100 scale, with typical furniture items in place should be submitted to demonstrate compliance with the prescribed standards for M4(2) and M4(3) category dwellings as per the Building Regulations.

Particular attention should be paid to the entrance lobby arrangement within the flats, and to spatial requirements within the bedrooms, bathrooms and kitchen areas. The plans should be amended to demonstrate compliance with the technical specifications within Approved Document M to the Building Regulations (2015 edition).

Conclusion: unacceptable. Revised plans should be requested.

In response to the comments above, revised floor plans were submitted by the Applicant/Agent which aimed address the Accessibility officer's concerns and on 27/02/20 the Council's Accessibility officer provided the following comments:

The width of the approach corridor to flats 1, 5 and 6 needs to be increased by 300 mm to achieve an 'external landing' with a minimum width and depth of 1500 mm clear of all door swings, as specified in Approved Document M, section 3.2.2 (and as shown in diagram 3.3). It will also be necessary to reposition the fire door on the approach to units 5 and 6.

Can you please arrange for these revised plans. Finally, for the purposes of your report, any approval should have attached to it the following planning condition:

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

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

In response to the comments above, revised floor plans were submitted by the Applicant/Agent which aimed address the Accessibility officer's concerns and on 09/03/20 the Council's Accessibility officer provided the following comments:

The revised plans, received 2 March 2020, in respect of the M4 (3) units have been assessed, and are deemed to be acceptable to allow the application to progress. Conclusion: acceptable. The approach routes to the proposed M4(3) units are now acceptable.

#### URBAN DESIGN OFFICER

The set back fourth floor has a top heavy appearance this could be improved with the introduction of a parapet wall to help 'visually' reduce its height.

The northern and southern flank walls that face onto the factory site and the Ali Baba Lounge have windows with a poor outlook that look directly onto blank walls or habitable rooms. There are particular concerns that the proposed windows to the northern elevation could prejudice future development of the industrial site.

The northern flank wall of The Ali Baba Lounge has what appear to be habitable rooms at first floor level. I understand that the dining room may currently be used as storage but this is likely to be a temporary measure. Once the room is returned back to a dining room the quality of the space would be compromised with a poor enclosed outlook to the north with the window opening directly onto a plain brick wall that will block natural daylight and create a sense of enclosure. This would also impact on the bathroom space.

The front entrance could be celebrated more so that it has a greater presence to the street and adds visual interest to the facade.

The proposed grey bricks do not respect the local palette of materials. It is suggested that a red or buff multi brick be introduced so that it complements the adjacent buildings.

There are concerns with the quality and amount of communal garden space to the rear which is separated into two parts by the building's 'T-shaped' plan. It is suggested that the rear portion of the building be reduced to create a larger and more accessible garden space.

I understand that the drawings are to be amended in order to address the above concerns. I would be happy to look at these once they have been submitted.

As a result of the above comments the proposed development was re-designed and revised plans were submitted. The revised plans removed all the windows in the flank (north and south) elevations on the main element of the building. The windows in the flank walls of the rearward projection remained and still have an approx. 10.5m set back from the site boundary. The upper storey was set behind a parapet which helped 'visually' reduce the overall building height as well as the height of the upper storey.

Although there are two residential windows in the building located to the south of the site and the proposed building would be located approx. 1.4m from them, one of the windows serves a bathroom and the other is a secondary window in the dual aspect room. Whilst not ideal it is not uncommon for a building to accommodate the full width of a site.

The front entrance has been amended with the recessed entrance being removed and replaced with one which is more dominant with an increased roof canopy.

The proposed grey bricks have been replaced buff multi brick.

Although there were concerns regarding the quality and amount of communal garden space to the rear, due to the site constraints it would not be possible to relocate the rearward projection.

## **7. MAIN PLANNING ISSUES**

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

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The Development Plan comprises The London Plan 2016 (consolidated since 2011), together with the London Borough of Hillingdon Local Plan: Part 1 - Strategic Policies (2012), Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Hillingdon Local Plan: Part 2 - Site Allocations and Designations (2020).

Material considerations include the National Planning Policy Framework (NPPF), National Planning Policy Guidance (PPG), Supplementary Planning Documents (SPD), the draft new London Plan (Intend to Publish (Dec 2019)) and the Hillingdon Homelessness Prevention and Rough Sleeping Review and Strategy (2019 to 2024).

The proposed development has been drawn up in consultation with the LB Hillingdon Housing Services Team and has been designed to meet a specific need identified by the Council in relation to temporary accommodation for homeless households.

The Hillingdon Homelessness Prevention and Rough Sleeping Review and Strategy 2019 to 2024 was approved by Cabinet on 17th December 2019.

In summary, reasons for homelessness can be complex, however for almost 60% of those approaching the Council, their potential homelessness is a result of their inability to access housing that is affordable in the local area. Ideally temporary accommodation would only be used on a short-term basis while homelessness investigations are ongoing, however the difficulties in accessing affordable housing mean that the number of people housed in temporary accommodation and in particular bed and breakfast accommodation is higher than desired. The Council does seek to minimise the use of temporary accommodation as far as possible, however it continues to be a challenge and at the end of December 2019, there were 421 homeless households housed in temporary accommodation, of which 138 were in bed and breakfast. While the Council is committed to reducing reliance on temporary accommodation, a need for approx. 300 units has been identified.

The Hillingdon Homelessness Prevention and Rough Sleeping Review and Strategy (2019 to 2024) has therefore identified a need for this type of housing in the Borough and the proposed development would help the Council retain a degree of control over both the cost and the quality of the temporary accommodation for its Residents.

The site falls within non-designated industrial land and in this regard policy DME 2 (Employment Sites Outside Designated Employment Areas) of the Local Plan: Part 2 - Development Management Policies and draft policy E7 (Industrial intensification, co-location and substitution) of the London Plan (Intend to publish Dec 2019) are relevant.

Policy DME 2 (Employment Sites Outside Designated Employment Areas) of the Local Plan: Part 2 - Development Management Policies (2020) says that 'Proposals which involve the loss of employment floorspace or land outside of designated employment areas will normally be permitted if:

- i) the existing use negatively impacts on local amenity, through disturbance to neighbours, visual intrusion or has an adverse impact on the character of the area; or
- ii) the site is unsuitable for employment reuse or development because of its size, shape, location, or unsuitability of access; or
- iii) Sufficient evidence has been provided to demonstrate there is no realistic prospect of land being reused for employment purposes; or
- iv) The new use will not adversely affect the functioning of any adjoining employment land; or
- v) The proposed use relates to a specific land use allocation or designation identified elsewhere in the plan.

In this regard the proposal is not expected to adversely affect the functioning of any adjoining employment land. The site located directly to the north accommodates a warehouse building which contains most of its comings and goings within the built form, as does the Plumbing centre to the northeast. Although it is noted that the existing nearby businesses could potentially generate a number of vehicular trips and possible disturbance, the Acoustic Assessment submitted with the application (discussed below in more detail within the Noise section) confirmed that existing noise levels could be mitigated through glazing specification and the use of appropriate ventilation.

Furthermore, the proposed use is for residential hostel building (Sui Generis) designed to accommodate people on a temporary basis and so the conventional residential standards for C3 would not necessarily apply.

On this basis it is considered that the proposed development would not adversely affect the functioning of any adjoining employment land and is therefore considered to accord with Policy DME 2 (Employment Sites Outside Designated Employment Areas) of the Local Plan: Part 2 - Development Management Policies (2020).

The relevant section of Policy DMH 5 (Houses in Multiple Occupation (HMOs) and Student Accommodation) of the Local Plan: Part 2 - Development Management Policies (2020) says that proposals for the provision of large HMOs, residential hostels, student accommodation and secure accommodation will be required to demonstrate that:

- i) there is good accessibility to local amenities and public transport;
- ii) they accord with the Accessible Homes standards and provide satisfactory living conditions for the intended occupiers; and
- iii) there will be no adverse impact on the amenity of neighbouring properties or the character of the area.

In this regard, the proposed development is considered to accord with parts i, ii & iii of the above policy as set out below:

- i) Although the site does not have a high PTAL rating, there are five buses which service the area providing links to Ruislip, Harrow, Ealing, Northolt, Uxbridge and

Hounslow. The Uxbridge road in Hayes has shops, eating and drinking establishments, healthcare providers, schools and local employment and so there is good accessibility to local amenities.

ii) Three of the ground floor units will comply with Part M (3) of the Building Regulations and all of the remaining units would comply with Part M (2) of the Building Regulations. The proposed scheme is therefore considered to be accessible.

iii) No adverse impact on the amenity of neighbouring properties or the character of the area is expected to occur as a result of the development. Neighbouring amenity and Impact on the character of the areas is discussed in more detail below within the relevant section.

In summary, the proposed development is considered to be supported by Policy DMH 5 (Houses in Multiple Occupation (HMOs) and Student Accommodation) of the Local Plan: Part 2 - Development Management Policies (2020).

Also material in the consideration of this planning application is draft policy H12 (Supported and specialised accommodation) of the London Plan (Intend to publish (Dec 2019)) which says (amongst other things) that the 'delivery, retention and refurbishment of supported and specialised housing which meets an identified need should be supported..... Boroughs should undertake assessments of the need for short term, medium term and permanent supported and specialised accommodation within their borough'. Policy H12 sets out a list of who might be considered for such specialised accommodation and it is considered that although not limited to the people on the list, it would be quite feasible for such people to have a need for emergency housing in the Borough, for example accommodation for rough sleepers or accommodation for victims of domestic abuse.

In this regard the proposed development is considered to be supported by draft policy H12 (Supported and specialised accommodation) of the London Plan (Intend to publish (Dec 2019) and the Hillingdon Homelessness Prevention and Rough Sleeping Review and Strategy (2019 to 2024).

On balance, it is considered that meeting an identified need for temporary accommodation as set out in The Hillingdon Homelessness Prevention and Rough Sleeping Review and Strategy 2019 to 2024 outweighs any harm caused by the loss of the Non-Designated Industrial Sites in this location. In addition, the proposed Sui Generis use is not expected to compromise the continued efficient function of Non-Designated Industrial Sites in the locality.

## **7.02 Density of the proposed development**

It should be noted that this application does not relate to a conventional residential use (Use Class C3) rather it relates to temporary self contained units (Sui Generis Use) and the density ranges should therefore be used as guide to what would normally be considered as acceptable for permanent residential use.

The application site has an area of 0.13 Ha. The local area is considered to represent a suburban context and has a Public Transport Accessibility Level (PTAL) of 2 (where 0 is low and 6 is the high). The development would provide 79 habitable rooms within 28 units. This represents 215 units per hectare and 607 habitable rooms per hectare.

Policy 3.4 of the London Plan says that development should optimise housing output for different types of location within the relevant density range shown in Table 3.2. Table 3.2 of the London Plan recommends that for sites with a PTAL rating of 2 - 3, a density of between 150-250 habitable rooms per hectare and 50-95 units per hectare (assuming 2.7-3.0 hr/u) can be achieved.

Notwithstanding the above policy reference in the latest version of the emerging London Plan (Intend to Publish version Dec 2019) demonstrates the removal of the density matrix table 3.2 and has an emphasis on a design led approach that optimises the capacity of sites.

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 5.2. Developments will be expected to meet habitable rooms standards. Table 5.2 stipulates a density standard of 200-510 hr/ha or 80-170 u/ha.

The residential density of the proposed scheme would be 607 hr/ha (based on 76 habitable rooms) or 215 u/ha which exceeds the upper limit of the indicative range within Policy DMHB 17 of the Hillingdon Local Plan Part 2: Development Management Policies (Jan 2020). It should be noted that this application does not relate to a conventional residential use (Use Class C3) rather it relates to temporary self contained units (Sui Generis Use) and the density ranges should therefore be used as guide to what would normally be considered as acceptable for long term and permanent residential use. On the basis that the proposed development exceeds the density range set out in Table 5.2 by less than 20% and that the application relates to Sui Generis use and conventional residential standards need not be applied, the proposed development is considered acceptable.

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

There are no listed buildings or conservation areas nearby to the site. Furthermore there are no archaeological priority zones. No negative impact on nearby heritage assets is therefore expected occur as a result of the proposed development.

#### **7.04 Airport safeguarding**

The application site relates to land south of RAF Northolt and falls within the statutory height, birdstrike and technical safeguarding zones surrounding RAF Northolt. The site also falls within the safeguarding zones of Heathrow Airport, located to the south of the application site.

Policy DMAV 1 of Hillingdon Local Plan: Part 2 - Development Management Policies (2020) seeks to support the continued safe operation of both Heathrow Airport and RAF Northolt. Statutory bodies including the Ministry of Defence, NATS and BAA have been consulted and all parties have raised no objections, subject to the imposition of suitable conditions.

The MOD has been consulted on the proposed development and raised no concerns regarding the proposed building heights for this development. The principal concern of the MOD with this development is the roof areas and the landscape planting and the potential to attract and support nesting hazardous birds such as gulls and other bird species. In this regard a condition for the submission of a bird hazard management plan has been requested to prevent the breeding and nesting of gulls and other bird species.

The MOD also requested a condition requiring the developer liaise with the MOD 28 days prior to the erection of any cranes or temporary tall structures.

Heathrow were also consulted on the application and confirmed that the proposed development could conflict with safeguarding criteria unless conditions to any permission are applied. In this regard Heathrow requested conditions requiring a Bird Hazard Management Plan, notification of Cranes and wind turbines.

In summary, subject to the inclusion of the recommended conditions there is no

safeguarding objection to this application in accordance with Policy DMAV 1 of Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

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

Policy DMHB 11 (Design of new development) of the Local Plan: Part 2 - Development Management Policies (2020) says (amongst other things) that development 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.

Policy 7.4 of the London Plan (2016) says that buildings, streets and open spaces should provide a high quality design response that:

- a) has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass
- b) contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area
- c) is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings
- d) allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area
- e) is informed by the surrounding historic environment

Policy BE1 of the Local Plan: Part 1 - Strategic Policies (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

Paragraph 127 of the NPPF (February 2019) states that planning decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Policies D1 and D4 of the draft London Plan - Intend to Publish (December 2019) states that development design should respond to local context by delivering buildings and spaces that are positioned and of a scale, appearance and shape that responds successfully to the identity and character of the locality, including to existing and emerging street hierarchy, building types, forms and proportions and be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan, through appropriate construction methods and the use of attractive, robust materials which weather and mature well. Developments should also aim for high sustainability standards and also respect, enhance and utilise the heritage assets and architectural features that make up the local character. Proposals should provide spaces and buildings that maximise opportunities for urban greening to create attractive resilient places that can also help the management of surface water. Development should achieve comfortable and inviting environments both inside and outside buildings.

### Character

The area is currently characterised by a mix of uses which include office, storage, retail and associated service roads, residential and light industrial uses. There are residential properties on the opposite side of the road at Murry Grey House and to the south on Uxbridge road there is a Prior Approval office to residential conversion currently under construction. To the rear of the site are semi-detached houses on Hayes end close. The introduction of a residential hostel building in this location is therefore deemed appropriate and the elevational treatment and proposed materials are considered to be acceptable when considered in the wider context.

### Siting

The proposed building would be located approx. 6m from the kerb on Newport road and would be four stories high with the upper storey set back approx. 1m - 1.5m behind a parapet.

The proposed building would be positioned in line with the corner of the existing building to the north. The building to the south at no. 1 - 2 Newport road is two stories but has a single storey element which fronts Newport road. When viewed from the south the proposed building line would be located slightly behind the single storey element at 1 - 2 Newport road and slightly in front of the double storey element. The single storey element of 1 - 2 Newport road is currently subject to enforcement action and so its permanence is unclear. The siting of the proposed building in between the single storey element and the double storey element is therefore supported.

In summary the siting of the proposed building, set back from Newport road by approx. 6m is considered acceptable. The set back of the upper floor would reduce the overall visual impact of the building in the context of the street scene.

### Height

The proposed height of the nearby residential development on the opposite side of the road is four stories. The building on the junction of Newport road and Uxbridge road to the south benefits from prior approval for an office to residential conversion and also benefits from permission for an additional storey. This development is currently under construction.

The proposed height of four stories is considered acceptable as the upper storey is set in



and the whole building is set back from the kerb by approx. 6m to allow for parking and landscaping. This set back is expected to reduce the visual impact of the building when viewed from the approach from the Uxbridge road.

In summary, the proposed height is considered acceptable as the upper storey is set back and the siting of the proposed building from Newport road by approx. 6m would reduce the overall visual impact of the building in the context of the street scene.

The proposed materials would be buff brick and the Juliet balconies would be made of vertical metal railings which is deemed appropriate and would be in keeping with the local area. The elevational detailing includes doors with Juliet balconies and floor to ceiling windows which are considered to add interest. In summary the overall design is considered acceptable.

In conclusion the proposed development is considered to be in accordance with Policy DMHB 11 (Design of new development) of the Local Plan: Part 2 - Development Management Policies (2020), Policy 7.4 of the London Plan (2016), Policy BE1 of the Local Plan: Part 1 - Strategic Policies (2012), Paragraph 127 of the NPPF (February 2019) and Policies D1 and D4 of the draft London Plan - Intend to Publish (December 2019).

## **7.08 Impact on neighbours**

### **LAND USE**

In terms of land use the proposed development is not expected to have a negative impact on neighbouring residential properties as the proposals are expected to result in a reduction of vehicular trips and a overall reduction in the comings and goings that would usually be associated with light industrial uses.

### **PRIVACY and OUTLOOK**

The supporting text for Policy DMHB 11 (Design of New Development) of the Hillingdon Local Plan: Part 2 Development Management Policies (2020) states that the Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary.

The nearest residential properties are directly to the south at 1 & 2 Newport road. This site accommodates a Hubby Bubbly or Hookah establishment on the ground floor and benefits from planning permission for a single residential unit on the upper floor. There are two windows in the northern elevation of the upper floor which are both obscure glazed. One window serves a bathroom and the other window is a secondary window to a dual aspect bedroom. A site visit established that this room is currently used as storage in association with the Hookah establishment on the ground floor rather than a bedroom.

The separation distances between the proposed development and the residential property to the south at 1 & 2 Newport road would be approx. 1.4m. This distance is considered acceptable on the basis that both windows in this elevation are obscured, one window is to a bathroom and the other is a secondary window. Furthermore, a site visit established that the room is currently used as storage in association with the Hookah establishment rather

than a habitable room.

Other nearby residential properties include the houses on Hayes end close. The closest property is at no. 20 and would be located approx. 18m from the ground and first floor rear elevation of the proposed building. The second floor would then be set in by 2.5m and the third floor would be set in a further 3.4m. The second floor would therefore be located approx. 20.5m from the rear elevation of the property at no. 20 Hayes end close and the third floor elevation would be located approx. 24m from the rear elevation of the property at no. 20 Hayes end close. Because of the aspect of all the properties on Hayes end close none of the windows face directly onto the proposed development.

In summary, although the separation distances between the proposed development and the residential property at no. 20 Hayes end close do fall marginally short of the 21m at the first floor, the proposed separation distances are considered acceptable because none of the properties face directly onto the proposal site, rather their aspect is directed further south or east. All of the residents at no.s 19, 20 or 21 Hayes end close were consulted on the proposed development. However, none have objected to the proposed development.

There are no residential properties to the north. The residential properties located on the other side of the road at Murry Grey House are not expected to be impacted negatively given the set back of the proposed building and an estimated separation distance of approx. 12m. Whilst this is below the 21m set out in policy DMHB 11 it does reflect an established street pattern where houses would be located opposite each other. Furthermore, it is the flank elevation of Murry House which would be located closest to the proposed scheme.

For the reasons set out above, it is not considered that the proposal would result in any loss of residential amenity to the nearest existing residential occupiers, in compliance with the relevant sections of Policy DMHB 11 and Appendix A of the Hillingdon Local Plan: Part 2 Development Management Policies (2020).

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

### **INTERNAL SPACE STANDARDS**

Policy 3.5 of the London Plan requires new development to be of the highest quality both internally and externally. Table 3.3 of the London Plan, together with the Mayor's Housing Standards and National Space Standards set out the internal size requirements for residential accommodation. Policy DMHB 16 (Housing Standards) of the Hillingdon Local Plan: Part 2 Development Management Policies (2020) reiterates these space standards.

As a guide the spaces standards set out Policy DMHB 16 would require:

- All of the one bedroom units to have a floorspace of between 39-50 sqm
- All of the two bedroom units to have a floorspace of between 61-70 sqm
- All of the three bedroom units to have a floorspace of between 74-95 sqm

The schedule of accommodation submitted as part of the application demonstrates that:

- All of the one bedroom units would have a floorspace of between 40-50 sqm with the exception of one which would be 39.7sqm;
- All of the two bedroom units would have a floorspace of between 55-70 sqm with the exception of one which would be 50.1sqm;
- All of the three bedroom units would have a floorspace of between 70-72 sqm.

Although the units would be smaller than would normally be required for conventional residential use (Use Class C3), the units are considered to provide adequate space for short term accommodation for homeless households and would still provide self contained accommodation which would negate the need to share facilities such as kitchens and bathrooms. In summary the proposed units would fall short of the space standards which would normally be required for conventional residential use (Use Class C3) but are considered to provide adequate space for the intended short term Sui Generis use.

## PRIVACY AND OUTLOOK

DMHB 11 of the Hillingdon Local Plan: Part 2 Development Management Policies (2020) set out design guidance with regard to new and existing development. The guide says that a minimum separation distance of 21 metres is required to avoid overlooking and loss of privacy.

There are no windows or doors (with Juliet balconies) in the flank elevations of the main (front) element of the building. Although windows were present in these elevations in the original scheme, these have been removed as they would have provided poor outlook on the southern elevation and may have blighted the future development of the site located to the north. There are some windows and doors located in the flank elevations of the central rearward element of the proposed building and these would be located approx. 10.5m from the side boundaries of the site which is deemed acceptable. Most of the windows are therefore located on the front elevation, the rear elevation of the main (front) element of the building and the flank walls of the rearward projecting element of the proposed building. The proposed development is therefore expected to provide adequate outlook from each of the units in accordance with DMHB 11 of the Hillingdon Local Plan: Part 2 Development Management Policies (2020) .

## EXTERNAL AMENITY SPACE

Policy DMHB 18 (Private Outdoor Amenity Space) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires all new residential development to provide good quality and usable private amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.2 which are as follows:

- 1 bedroom flat - 20 sqm per flat
- 2 bedroom flat - 25 sqm per flat
- 3 bedroom flat - 30 sqm per flat

Amenity space is provided to the rear of the property in the form of informal amenity space and a children's play area. Although the proposed amenity space would fall short of what would be required by Policy DMHB 18 it should be noted that the proposed development is not for conventional (C3) residential use and would not normally be required to meet this standard. However, provision of amenity space is expected to go some way in meeting needs of the residents.

## CHILDREN'S PLAY SPACE

Policy DMHB 19 (Play Space) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires all developments which result in an occupancy of ten or more children to provide children and young people's play facilities on-site.

In this regard the proposed development would provide approx. 390 sqm of children's play space. It should be noted that the proposed development is not for conventional (C3) residential use and would not normally be required to meet the full Local Plan standards. The provision of 390 sqm of children's play space is considered in line with the needs of the Sui Generis use and is therefore acceptable.

## DAYLIGHT AND SUNLIGHT

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) says that the Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight. The Council will expect the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) "Site layout planning for daylight and sunlight: A guide to good practice".

Policy DMHB 11 (Design of New Development) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) seeks to protect the amenity, daylight and sunlight of existing properties and open space.

Draft policy D6 of the London Plan (Intend to Publish (Dec 2019)) states that development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

In this regard there are no residential properties located to the north of the proposed development and so no negative impact on existing daylight and sunlight levels enjoyed by nearby residential properties is expected to occur.

Most of the rooms within the proposed development are single aspect which is result of the site constraints. On each floor there is one north facing single aspect room which is a bedroom. There are also three north facing windows on each floor which serve a hallway. All other windows either face south, west or east and many of the windows/doors are full length. Seventeen of the doors have Juliet balconies. In summary, the limited number of single aspect north facing units and a combination of full length windows and doors with Juliet balconies are considered to provide the majority of rooms with good levels of daylight and sunlight.

It should be noted that the proposed development is not for conventional (C3) residential use and would not normally be required to meet the full BRE guidance.

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

Section 9 of the NPPF says that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. The NPPF also says that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Policy DMT 1 (Managing Transport Impacts) of the Hillingdon Local Plan Part 2 - Development Management Policies (2020) states that development proposals will be required to meet the transport needs of the development and address its transport impacts

in a sustainable manner. Policy DMT 2 (Highways Impacts) of the Hillingdon Local Plan Part 2 - Development Management Policies (2020) seeks to minimise the impact on the surrounding highway with regards of traffic, air quality, noise, local amenity and safety. Policy DMT 6 (Vehicle Parking) of the Hillingdon Local Plan Part 2 - Development Management Policies (2020) says that development proposals must comply with the parking standards outlined in Appendix C Table 1. Policy 6.3 of the London Plan requires development proposals to ensure that the impacts on transport capacity and the transport network are fully assessed. In this regard a Transport Assessment (TA) has been submitted in support of this application.

Policy 6.13 of the London Plan (2016) says that the maximum standards set out in Table 6.2 should be the basis for considering planning applications, informed by policy and guidance below on their application for housing in parts of Outer London with low public transport accessibility (generally PTALs 0-1).

The existing site site accommodates 18 off-street parking spaces which would be reduced to eight in the proposed scheme. These spaces would be accessed directly from Newport Road. Appendix C Table 1 of the Hillingdon Local Plan Part 2 - Development Management Policies (2020) requires 1 car parking space per 20 resident bed spaces plus 1 car parking space per manager. The proposed development would provide 50 bed spaces which would generate a requirement for 3-4 off street car parking spaces in total.

The Council's Highways team have been consulted on the application have confirmed that the provision of eight off street parking spaces is considered sufficient to serve the proposed development. One of the proposed spaces would be wheelchair accessible.

With regard to refuse collection, a bin store is to be located along the site frontage. This will enable refuse collection to take place as per the existing situation on-street which is acceptable.

Cycle parking is to be both covered and secure and should conform to the London Plan standards.

- 1 space per 20 bedrooms (long stay)
- 1 space per 50 bedrooms (short stay)

The submissions indicate a cycle store containing 12 secure and covered spaces to the rear of the site which is acceptable.

In summary the proposed development would provide sufficient off street car parking to serve the proposed use whilst resulting in an overall reduction in trip generation. This is expected to benefit the area in terms of highway safety and congestion.

The proposed development is therefore considered in accordance with the NPPF, Policies DMT 1; DMT 2; DMT 6 and Appendix C Table 1 of the Hillingdon Local Plan Part 2 - Development Management Policies (2020) and Policy 6.13 of the London Plan (2016).

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

In terms of urban design, policies DMHB 11, DMHB 12, DMHB 14, DMHB 15, DMHB 17, DMCI 4, DMCI 5 and Appendix A of the Hillingdon Local Plan: Part 2 Development Management Policies (2020), Policy BE1 of the Local Plan: Part 1 Strategic Policies (2012), Policies 7.4, 7.5, and 7.6 of the London Plan (March 2016) and emerging policies D1 and D2 of the draft London Plan - Intend to Publish (December 2019) are considered

relevant.

A number of urban design issues have been addressed above in the Impact on the Character and Appearance section.

#### Siting and design:

The proposed building would be located approx. 6m from the kerb on Newport road and would be four stories high with the upper storey set back approx. 1m - 1.5m behind a parapet.

The proposed building would be positioned in line with the corner of the existing building to the north. The building to the south at no. 1 - 2 Newport road is two stories but has a single storey element which fronts Newport road. When viewed from the south the proposed building line would be located slightly behind the single storey element at 1 - 2 Newport road and slightly in front of the double storey element. The single storey element of 1 - 2 Newport road is currently subject to enforcement action and so its permanence is unclear. The siting of the proposed building in between the single storey element and the double storey element is therefore supported.

In summary the siting of the proposed building, set back from Newport road by approx. 6m is considered acceptable. The set back of the upper floor would reduce the overall visual impact of the building in the context of the street scene.

#### Height, bulk and scale:

The proposed height of the nearby residential development on the opposite side of the road is four stories. The building on the junction of Newport road and Uxbridge road to the south benefits from prior approval for an office to residential conversion and also benefits from permission for an additional storey. This development is currently under construction.

The proposed building is set back from the kerb by approx. 6m to allow for parking and landscaping. The upper floor would be set back approx. 1m - 1.5m behind a parapet which is considered to reduce the appearance of the overall height of the building. Having regard to the 6m set back from the road and 1m - 1.5m set back behind a parapet, the proposed height of four stories is considered acceptable in this location.

In summary the siting of the proposed building, set back from Newport road by approx. 6m is considered appropriate and the set back of the upper floor behind the parapet would reduce the overall visual impact of the building in the context of the street scene and is therefore acceptable with regards to height.

As a result of comments received by the Council Urban Design officer the proposed development was re-designed and revised plans were submitted. The revised plans proposed a buff multi brick rather than a grey brick which is considered to improve the overall visual appearance of the building in this locality. The front entrance was amended which has improved legibility and added some interest to the front elevation.

Although concerns were originally raised regarding the divided communal garden space to the rear, due to the site constraints it would not be possible to relocate the rearward projection without compromising other aspects of the scheme. Furthermore it is considered that two separate amenity spaces might serve the development better

as there may be a mix of people using the space and not just people with smaller children.

#### Materials and elevational treatment

The proposed materials would be buff brick and the Juliet balconies would be made of vertical metal railings which is deemed appropriate and would be in keeping with the local area. The elevational detailing includes doors with Juliet balconies and floor to ceiling windows which are considered to add interest. In summary the overall design is considered acceptable.

For the reasons set out above, the proposed development is considered broadly in accordance with policies DMHB 11, DMHB 12, DMHB 14, DMHB 15, DMHB 17, DMCI 4, DMCI 5 and Appendix A of the Hillingdon Local Plan: Part 2 Development Management Policies (2020), Policy BE1 of the Local Plan: Part 1 Strategic Policies (2012), policies 7.4, 7.5, and 7.6 of the London Plan (March 2016) and emerging policies D1 and D2 of the draft London Plan - Intend to Publish (December 2019),

#### **7.12 Disabled access**

Policy DMHB 16 (Housing Standards) of the Hillingdon Local Plan Part Two - Development Management Policies requires all major housing developments to provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users. London Plan policies 3.1, 3.8 and 7.2 are also relevant. Also material are emerging policies D1, D3 and D5 of the draft London Plan (Intend to Publish Dec 2019).

Development Plan policies require developments to be M4(2) (Wheelchair Adaptable) or M4(3) (Wheelchair Accessible) compliant within the technical specifications within Approved Document M to the Building Regulations (2015 edition).

In this regard three units are M4(3) compliant (Wheelchair Accessible) and the remaining units are M4(2) (Wheelchair Adaptable) in accordance with the technical specifications within Approved Document M to the Building Regulations (2015 edition).

The Proposed development is therefore considered acceptable with regards to Accessibility in accordance with the above policies.

#### **7.13 Provision of affordable & special needs housing**

The relevant section of Policy DMH 5 (Houses in Multiple Occupation (HMOs) and Student Accommodation) of the Local Plan: Part 2 - Development Management Policies (2020) says that Proposals for the provision of large HMOs, residential hostels, student accommodation and secure accommodation will be required to demonstrate that:

- i) there is good accessibility to local amenities and public transport;
- ii) they accord with the Accessible Homes standards and provide satisfactory living conditions for the intended occupiers; and
- iii) there will be no adverse impact on the amenity of neighbouring properties or the character of the area.

In this regard, the proposed development is considered to accord with parts i, ii & iii of the above policy.

- i) Although the site does not have have a high PTAL rating, there are five buses which serve the area providing links to Ruislip, Harrow, Ealing, Northolt, Uxbridge and Hounslow. Furthermore, the Uxbridge road has a number of local amenities including shops, eating and drinking establishments, healthcare providers, schools and local employment.
- ii) Three of the ground floor units will comply with Part M (3) of the Building Regulations and all of the remaining units would comply with Part M (2) of the Building Regulations. The

proposed scheme is therefore considered to be accessible.

iii) In addition, no adverse impact on the amenity of neighbouring properties or the character of the area is expected to occur as a result of the development.

In summary, the proposed development is considered to accord with Policy DMH 5 (Houses in Multiple Occupation (HMOs) and Student Accommodation) of the Local Plan: Part 2 - Development Management Policies (2020).

#### **7.14 Trees, landscaping and Ecology**

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

Policy DMHB 14 (Trees and Landscaping) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires new development to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area which supports biodiversity. This is reiterated in Policy DMHB 11 (Design of New Development) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Policy DMHB 12 (Streets and Public Realm) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) aims (amongst other things) to encourage appropriate landscaping that is suitable for the location, serves a purpose, contributes to local green infrastructure, the appearance of the area and ease of movement through the space.

Policy DMHB 18 (Private Outdoor Amenity Space) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires residential development to provide good quality and usable private outdoor amenity space.

The Council's Landscape Architect has been consulted on the scheme and has confirmed that no trees or other landscape features of merit will be affected by the proposed development. In response to initial comments from the Council's Landscape Architect which raised concerns relating to the width of the landscaped areas fronting the site, the landscaping scheme was revised and the amount of soft landscaping was increased.

Further concerns were raised regarding the amenity space as it initially presented two spaces joined by an awkward area to the rear of the building. As a result the scheme was amended to improve access between the two spaces. Although the two areas continue to read as two separate areas, this is considered acceptable given the proposed use as there may be a number of different residents with different needs. For example not all residents will be families with young children. In summary the Amenity space is considered acceptable for this specific use.

Queries regarding a qualitative assessment using the Urban Greening Factor were also raised. In response, the Applicant confirmed that the Urban Greening Factor was estimated at around 0.48. This would be achieved through the use of permeable paving, flower rich perennial planting and amenity grassland.

In summary, taking account of the Council's Landscape Architect's comments and the revised proposals, the proposed development is considered acceptable with regards to trees and landscaping in accordance with Policies DMHB 11, DMHB 12, DMHB 14 and DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

##### **ECOLOGY AND BIODIVERSITY**



In regard to ecology and biodiversity paragraph 170 of the NPPF is relevant. This is supported by Policy 7.19 of the London Plan (March 2016) and Policy G6 of the draft London Plan - Intend to Publish (December 2019). Policy EM7 (Biodiversity and Geological conservation) of the Local Plan: Part 1 - Strategic Policies (2012) seeks the protection and enhancement of populations of protected species as well as priority species and habitats identified within the UK, London and the Hillingdon Biodiversity Action Plan and will (amongst other things) seek the provision of biodiversity improvements from all development, where feasible. This is further reiterated by Policy DMEI 7 of the Local Plan Part 2; Development Management Policies (2020).

In this regard the site is completely covered in hard surfacing and due to its urban nature is not expected to accommodate any protected species. The proposed scheme incorporates soft landscaping to both the rear and front of the proposed building which is expected to improve the immediate area in terms of biodiversity. The proposed development is therefore considered acceptable with regard to ecology and biodiversity and in accordance with the policies set out above.

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

Policy 5.16 of the London Plan (2016) sets out the Mayor's policy for waste management, including the need to minimise waste and encourage recycling. This is supported by policy EM11 of the Local Plan: Part 1 - Strategic Policies (November 2012). Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

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 would provide enclosed bin storage for 4 x 1100 l bins to the front of the site. The Council's Waste Officer has been consulted on the application and has confirmed that as the bin storage capacity is slightly under the recommended bin size, the provision of adequate refuse and recycling facilities should be secured by way of planning condition. This is deemed acceptable.

As such, the proposed development is considered to accord with Policy EM11 of the Local Plan: Part 1 - Strategic Policies (November 2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy 5.16 of the London Plan (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'.

The assessment submitted alongside this planning application is not adequate and provides no details of measures to minimise carbon dioxide emissions.

In order to ensure compliance with regional and local planning policies, it is necessary to impose a condition requiring the submission and approval of a revised Energy Assessment. In addition, as it is not currently possible to assess if the development is policy compliant, the S106 agreement will require a contribution linked to the submission of further assessments and using the standard formula to allow the Council to capture any shortfalls. If the updated Energy Assessment indicates no shortfall, then no payment is necessary.

Subject to the imposition of the above condition and Heads of Term legal agreement, the development accords with policy 5.2 of the London Plan (2016), policy EM1 of the Local Plan Part 1 (2012) and policy DMEI 2 of the Local Plan Part 2 (2020).

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

Policy EM6 (Flood Risk Management) of the Local Plan Part 1 Strategic Policies (2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated. Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding.

The Applicant has submitted a Flood Risk Assessment and SuDS report. The application site is located in a Flood Zone 1 which is a zone recognised at low risk of flooding. The Council's Flood risk team have been consulted on the application and have confirmed that they had no objection subject to a surface water management condition.

It is therefore considered that subject to conditions, the scheme is deemed in accordance with Policy EM6 (Flood Risk Management) of the Local Plan: Part 1 - Strategic Policies (2012), Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

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

##### **NOISE**

Hillingdon Local Plan: Part 1 - Strategic Policies (2012) policy EM8 seeks to promote the maximum possible reductions in noise levels and minimise the number of people potentially affected in target areas as identified by the Defra Noise Action Plan. Policy DMHB 11 (Design of New Development) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) says (amongst other things) that (B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

London Plan Policy 7.15 aims to reduce and manage noise to improve health and quality of life and supports the objectives of the Mayor's Ambient Noise Strategy.

The Government's National Planning Policy Framework (NPPF) gives the Government's guidance on noise issues. It states that planning decisions should (i) avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development, and (ii) mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from new development, including through the use of conditions. According to the Government's Noise Policy Statement for England (NPSE) of March 2010, these aims should be achieved within the context of Government policy on sustainable development.

When compared to the existing light industrial use, the proposed development is not expected to create any adverse noise impacts on surrounding residential properties.

An environmental noise survey was carried out by Falcon Energy Ltd and was submitted as part of the application. In summary the report concluded that mitigation measures, including glazing specification and the use of appropriate ventilation were recommended and should be sufficient to achieve recommended internal noise levels for the proposed development according to BS 8233: 2014.

The Council's Environmental Protection unit has been consulted on the application and has provided the following response:

I have read through the acoustic report and it is deemed satisfactory. The applicant has demonstrated that with the required specifications for external building envelope and glazing specification the internal room levels cited in BS 8233 : 2014 will be met. I have no objections to the proposed development. In relation to policy DMHB 11.

In summary, it is considered that the proposed development would not raise issues with regards to noise impacts on nearby sensitive receptors. Furthermore, the proposed development is not expected to be impacted negatively by nearby noise sources and the proposed units could be designed, insulated, and otherwise protected from external noise sources to appropriate national and local standards, in accordance with part B of Policy DMHB 11 (Design of New Development) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy EM8 of the Hillingdon Local Plan Part 1, Policy 7.15 of the London Plan and the NPPF.

## AIR QUALITY

With regards to air quality Policy DMEI 14 (Air quality) of the Local Plan: Part 2 - Development Management Policies (2020), Policy EM8 of the Local Plan Part 1 (2012), Policy 7.14 (Improving Air Quality) of the London Plan (2016), Policy SI 1 of the draft London Plan - Intend to Publish (December 2019) and the NPPF are considered relevant.

The very small scale of the parking limits the impact of the development on the Hayes Focus Area. Detailed comments from the air quality officer will be detailed in the Committee Addendum.

Subject to the conditions, the proposed development is considered acceptable with regards to air quality in accordance with Policy DMEI 14 (Air quality) of the Local Plan: Part 2 - Development Management Policies (2020), Policy EM8 of the Local Plan Part 1 (2012), Policy 7.14 (Improving Air Quality) of the London Plan (2016), Policy SI 1 of the draft London Plan - Intend to Publish (December 2019) and the NPPF.

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

The application was advertised by way of site notice and all adjoining properties were notified of the planning application. No responses from any local residents or business were received as a result of the consultation.

## **7.20 Planning obligations**

Policy DMCI 7 (Planning obligations and CIL) of the Local Plan Part 2 Development Management Policies (2020) seeks contributions or planning obligations which may be required in order to mitigate the impacts of the development. The proposed development does not require the delivery of any planning obligations.

## **7.21 Expediency of enforcement action**

N/A

## **7.22 Other Issues**

### **LAND CONTAMINATION**

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will expect proposals for development on contaminated land to provide mitigation strategies that reduce the impacts on surrounding land uses. Major development proposals will be expected to demonstrate a sustainable approach to remediation that includes techniques to reduce the need to landfill.

Policy DMEI 12 (Development of Land Affected by Contamination) of the Local Plan: Part 2 - Development Management Policies (2020) says that the Council will support planning permission for 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 used through remediation. This is supported by Policy 5.21 of the London Plan (2016).

The Applicant has submitted a Phase 1 Geo-Environmental Risk Assessment which outlines a site reconnaissance / inspection and desk study details, leading to inclusion of an initial conceptual model (CSM) and preliminary risk assessment (PRA). The report focuses on two key aspects of possible contamination generally arising from: -

- Made Ground beneath the buildings and hardstanding which may contain commonly encountered contaminants.
- Activities associated with the recent use of the site as a contractors/builders yard.

The Councils' Ground Contamination officer has reviewed the information and has raised no objection to the proposed development subject to conditions requiring further site investigation.

On this basis, it is considered that the impact of the development on ground contamination can be mitigated in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy DMEI 12 (Development of Land Affected by Contamination) of the Local Plan Part 2: Development Management Policies (2020) and Policy 5.21 of the London Plan (2016).

### **FIRE SAFETY**

Policy D12 (Fire safety) of the draft London Plan - Intend to Publish (2019) says that in the interests of fire safety and to ensure the safety of all building users, development proposals must achieve the highest standards of fire safety. In this regard a condition has been added to secure the submission, agreement and implementation of a detailed Fire Strategy

for all parts of the development in accordance with draft Policy D12 (Fire safety) of the London Plan - Intend to Publish (2019).

## **8. Observations of the Borough Solicitor**

### **General**

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

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

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

### **Planning Conditions**

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

### **Planning Obligations**

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

### **Equalities and Human Rights**

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

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

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

## **9. Observations of the Director of Finance**

Not applicable

## **10. CONCLUSION**

This application seeks permission for a residential hostel building in Sui Generis use which would accommodate homeless families and people for a temporary period. The development would assist the Council's Housing Team in providing the highest possible quality of temporary accommodation and in turn reducing dependence of other forms of temporary accommodation such as bed and breakfast accommodation.

Short life accommodation ensures that homeless households do not end up in unsuitable temporary accommodation. This is a unique form of housing tenure, very different to conventional housing in Use Class C3. This form of accommodation meets a very specific and targeted need and would fall within Sui Generis use class.

Whilst the proposal would result in the loss of non-designated industrial land, the provision of temporary residential accommodation to meet an identified need is considered to outweigh any harm. On balance, having regard to the development plan and all other material considerations, the proposed development is considered acceptable in principle.

Whilst not strictly in accordance with Local Plan policy standards for residential densities and unit sizes that would normally be applied to conventional residential use (Use Class C3), the standards act as a useful guide to what might be considered acceptable living conditions for temporary self contained units (Sui Generis Use) and in this regard the proposed development is considered acceptable.

The area is currently characterised by a mix of uses which include office, storage, retail and associated service roads, residential and light industrial uses. The introduction of a residential hostel building in this location is therefore deemed appropriate and the elevational treatment and proposed materials are considered to be acceptable when considered in the wider context.

The siting of the proposed building, set back from Newport road by approx. 6m is considered appropriate and the set back of the upper floor behind a parapet would reduce the overall visual impact of the building in the context of the street scene. The proposed siting, height and massing is therefore deemed acceptable in this instance

It is not considered that the proposal would result in any loss of residential amenity to the nearest existing residential occupiers. No negative impact with regard to daylight and sunlight have been identified.

No adverse impacts have been identified with regards to Noise. Air Quality has been dealt with by way of planning condition.

The proposed development would provide 3 wheelchair accessible units which represents 10% of the overall scheme and is therefore considered acceptable with regard to Accessibility.

The proposed development is also considered acceptable with regards to Archaeology, Airport Safeguarding, Ground Contamination, Flood Risk, Energy, Waster, Ecology and Biodiversity and Trees and Landscaping subject to appropriately worded conditions.

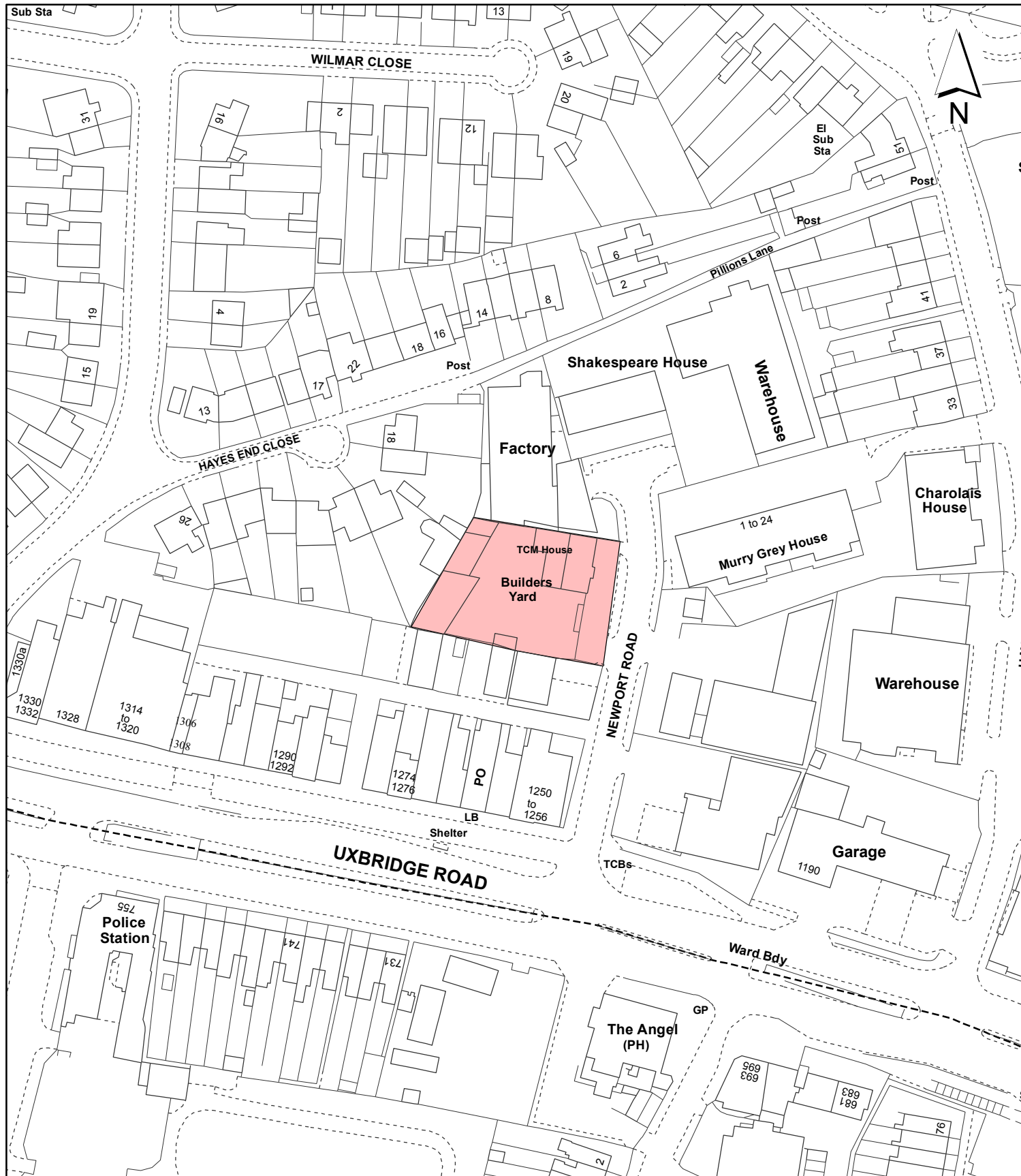
For the reasons set out above the proposed development is considered acceptable and the application is recommended for Approval.

## **11. Reference Documents**

Hillingdon Local Plan: Part 1 Strategic Policies (2012)  
Hillingdon Local Plan: Part 2 Site Allocations and Designations (2020)  
Hillingdon Local Plan: Part 2 Development Management Policies (2020)  
London Plan (2016)  
Draft London Plan - Intend to publish (2019)  
National Planning Policy Framework (2019)  
Hillingdon Homelessness Prevention and Rough Sleeping Review and Strategy (2019 to 2024).

**Contact Officer:** Faye Mesgian

**Telephone No:** 01895 250230



# Notes:

 Site boundary

For identification purposes only.

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Site Address:

**T C M House  
Newport Road  
Hayes**

Planning Application Ref:

**61202/APP/2019/3510**

Planning Committee:

**Page 114 Major**

Scale:

**1:1,250**

Date:

**March 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** LAND NORTH OF CRANFORD LANE HARLINGTON

**Development:** Variation of Conditions 14 (Permitted Timeline) and 15 (Phasing) of planning permission Ref: 2373/APP/2005/2815 dated 12/12/2006 (Extraction of sand and gravel; backfilling (including fresh water lagoon) with inert waste; use of land for the recycling of inert construction and demolition waste and retention of temporary buildings for a period of 10 years; restoration of land to agricultural/wildlife habitat) to amend the permitted timeline and phasing of works for completion by 30th November 2022.

**LBH Ref Nos:** 2373/APP/2019/3747

**Drawing Nos:** Planning Statement of support dated September 2005  
 Highway and Traffic Report ref: JRT/1766 dated September 2005  
 Noise Assessment dated 14/9/2005  
 vw/ta/19.11.19/16112 Revised Programme of Phasing in accordance with Condition 15 (November 2019)  
 47414/3001 Air Quality Screening Assessment (November 2019)  
 47414/001 Transport Statement (November 2019)  
 47414/3002 Dust Management Plan (Dated 14th January 2020)  
 Visual Appraisal Report rev.4, dated 14/9/2005  
 Ecological Assessment dated March 2006  
 Air Quality Assessment ref: 401-0438-00002 dated September 2005  
 972/12E Proposed Layout & Landscaping  
 66253TN2 Drainage Statement (November 2019)  
 972/13 Proposed Plant  
 972/11A Site Context Plan (Existing)  
 972/15B Restoration Phasing  
 16112/VW/ta Planning Statement (19 November 2019)  
 972/10C Site Location Plan  
 972/16B Post Restoration Plan  
 972/14 Proposed Gravel Extraction with Phasing  
 Technical Note - Condition 4 Nature Conservation Interests  
 16112/VW/ta Cover Letter (Dated 19 November 2019)

<b>Date Plans Received:</b>	19/11/2019	<b>Date(s) of Amendment(s):</b>	01/09/2005
<b>Date Application Valid:</b>	19/11/2019		04/09/2005
			14/09/2005
			30/01/2020
			01/03/2006
			19/11/2019

### 1. SUMMARY

This Variation of Conditions application seeks permission to vary Condition 14 (Permitted Timeline) and 15 (Phasing) of planning permission reference 2373/APP/2005/2815 in order to amend the permitted timeline and phasing of works for completion by 30th November 2022. This is considered acceptable in principle and with regard to its impact on the local highway network, neighbour amenity, ecology, landscaping and air quality. The submission of an Ecological Management Plan and compliance with the submitted Travel Plan Statement have been secured by condition. All other matters have already

been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

Subject to conditions and referral of the scheme to the Secretary of State, this application is recommended for approval.

## **2. RECOMMENDATION**

**That delegated powers be given to the Head of Planning, Transport and Regeneration to grant planning permission, subject to the following:**

**A. That the application is referred to the Secretary of State for Housing, Communities and Local Government.**

**B. That should the Secretary of State not call in the application, the application be deferred for determination by the Head of Planning, Transport and Regeneration, to approve planning permission subject to the following conditions:**

### **1 T8 Compliance**

The development hereby permitted relates solely to the restoration of the site, all works of site exploration and extraction (previously approved under planning permission reference 2373/APP/2005/2815 dated 12/12/06) have now ceased (2019) and shall remain as such. This decision notice does not permit any further extraction from this site.

#### **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:

972/10C Site Location Plan;  
972/11A Site Context Plan (Existing);  
972/13 Proposed Plant;  
972/16B Post Restoration Plan;  
972/12E Proposed Layout & Landscaping;  
972/14 Proposed Gravel Extraction with Phasing;  
972/15B Restoration Phasing; and

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

#### **REASON**

To ensure the development complies with the provisions the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), the London Plan (March 2016) and the National Planning Policy Framework (February 2019).

### **3 COM5 General compliance with supporting documentation**

The development hereby permitted shall not be carried out except in complete accordance with the specified supporting documents:

47414/3002 Dust Management Plan (Dated 14th January 2020);

66253TN2 Drainage Statement (November 2019);  
47414/001 Transport Statement (November 2019);  
47414/3001 Air Quality Screening Assessment (November 2019);  
vw/ta/19.11.19/16112 Revised Programme of Phasing in accordance with Condition 15 (November 2019);  
Technical Note - Condition 4 Nature Conservation Interest;  
Ecological Assessment dated March 2006;  
Air Quality Assessment ref: 401-0438-00002 dated September 2005;  
Visual Appraisal Report rev.4, dated 14/9/2005;  
Noise Assessment dated 14/9/2005; and  
Highway and Traffic Report ref:JRT/1766 dated September 2005.

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

#### REASON

To ensure that the development complies with the objectives of Policies contained with the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), the London Plan (March 2016) and the National Planning Policy Framework (February 2019).

#### **4 ST1 Landscaping**

All landscaping works shall be carried out in complete accordance with the details approved under application reference 2373/APP/2007/363 and plan references '972/12E Proposed Layout & Landscaping'.

#### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with Policy DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and the National Planning Policy Framework (February 2019).

#### **5 ST1 Scheme of Restoration**

All restoration works shall be carried out in complete accordance with the details approved under application reference 2373/APP/2007/996 and plan references '972/15B Restoration Phasing' and '972/16B Post Restoration Plan'.

#### REASON

To ensure that the proposed development will not have unacceptable ecological effects on the adjoining Crane Corridor site of Metropolitan Importance and a Nature Conservation Site of Borough Grade II Importance, in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM7 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 7.19 of the London Plan (March 2016), Policy G6 of the draft London Plan - Intend to Publish (December 2019) and the National Planning Policy Framework (February 2019).

#### **6 ST1 Scheme of Conservation**

All ecological protection and enhancement works shall be carried out in complete accordance with the details approved under application reference 2373/APP/2009/2077 and document reference 'Technical Note - Condition 4 Nature Conservation Interest'.

#### 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 EM7 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 7.19 of the London Plan (March 2016), Policy G6 of the draft London Plan - Intend to Publish (December 2019) and the National Planning Policy Framework (February 2019).

## **7 NONSC Ecological Management Plan**

Within 6 months of this permission, an Ecological Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Details should include:

- a) Detailed requirements for new planting and habitat creation, including creation of a conservation pond, a scrub planting scheme, a species rich grassland planting scheme and a species specification for the new hedgerow along the western boundary.
- b) A management scheme for the existing Conservation Wildlife Area.
- c) An updated survey for common species of reptiles within the wider site and, dependant on the results, the translocation of reptiles into the Conservation Wildlife Area prior to restoration; and
- d) Ecological mitigation for works during the nesting bird season (March-September inclusive).

Thereafter, the plan shall be implemented and maintained in full compliance 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 EM7 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 7.19 of the London Plan (March 2016), Policy G6 of the draft London Plan - Intend to Publish (December 2019) and the National Planning Policy Framework (February 2019).

## **8 ST1 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. Soils shall not be used for the purposes of restoration unless they are in a suitably dry and friable condition to prevent compaction.

### **REASON**

To ensure that the soils are properly handled in the interests of the satisfactory restoration of the site to an agricultural after use, in accordance with Policy DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 5.21 of the London Plan (March 2016) and the National Planning Policy Framework (February 2019).

## **9 ST1 Access Strip**

The access strip provided between the brink of the Frog's Ditch ordinary watercourse and the development site shall be kept clear of permanent development.

### **REASON**

To preserve the character of the river corridor, protect the river bank from erosion and enable access to the watercourse to undertake maintenance in compliance with Policy DMEI 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 7.24 of the London Plan (March 2016) and the National Planning Policy Framework (February 2019).

Framework (February 2019).

**10            ST1            Pollutant Handling**

Any fuel, oil, lubricant or other potential pollutant shall be handled on site in such a manner as to prevent pollution of any watercourse or aquifer. For any liquid other than water, this shall include storage in suitable tanks and containers, which shall be housed in an area surrounded by bund walls of sufficient height and construction so as to contain 110% of the total contents of all containers and associated pipe work. The floor and walls of the bunded areas shall be impervious to both water and oil.

**REASON**

To minimise the risk of pollution of watercourses and aquifers, in compliance with Policy DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 5.14 of the London Plan (March 2016) and the National Planning Policy Framework (February 2019).

**11            ST1            No Additional Plant or Building**

Notwithstanding the provisions of parts 19 and 21 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015, or any subsequent Order amending, replacing or re-enacting that Order, no additional fixed plant shall be installed or buildings constructed on the site.

**REASON**

To maintain planning control over the development, which is located in the Green Belt, in accordance with Policy DMEI 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 7.16 of the London Plan (March 2016) and the National Planning Policy Framework (February 2019).

**12            ST1            Air Quality**

The applicant shall ensure that emissions to air from the site are controlled by adopting the measures detailed in section 5 ('Mitigation Measures') of the Air Quality Assessment reference 401-0438-00002, dated September 2005 submitted as part of the application. The ambient concentration of dust measured in the air at any point 1.5 metres above the site perimeter shall not exceed 10mg of dust per cubic metre of air.

**REASON**

To ensure that adequate measures are put in place to minimise the emission of pollutants in the local area as a result of the development, in compliance with Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 7.14 of the London Plan (March 2016) and the National Planning Policy Framework (February 2019).

**13            ST1            Landfilling Noise**

No operations hereby permitted shall result in the one field equivalent continuous sound level (LAeq), attributable to land filling within the permitted site, exceeding 55 dBA at any noise sensitive property affected by noise from the site.

**REASON**

To protect the amenities of local residents, in compliance with Policy DMIN 1A of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy

EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 7.15 of the London Plan (March 2016), Policy D13 of the draft London Plan - Intend to Publish (December 2019) and the National Planning Policy Framework (February 2019).

**14 ST1 Restoration Noise**

Notwithstanding the requirements of condition 13 above, any operations involving soil placement and final restoration shall not exceed 70 dBA Laeq(1 hour), and such activities shall not take place for a total period greater than eight weeks in any twelve months at any noise sensitive property affected by noise from the site.

**REASON**

To protect the amenities of local residents, in compliance with Policy DMIN 1A of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 7.15 of the London Plan (March 2016), Policy D13 of the draft London Plan - Intend to Publish (December 2019) and the National Planning Policy Framework (February 2019).

**15 ST1 Permitted Timeline**

Restoration of the land to agriculture shall be completed by 30 November 2022; and all temporary and permanent buildings and structures associated with the mineral exploration and extraction and site restoration within the site shall be removed by no later than 30 November 2022.

**REASON**

In order to comply with the terms of the application and to safeguard the visual amenity of the Green Belt in compliance with Policy DMEI 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 7.16 of the London Plan (March 2016) and the National Planning Policy Framework (February 2019).

**16 ST1 Phasing**

The development hereby permitted shall be carried out in accordance with the details contained within document reference 'vw/ta/19.11.19/16112 Revised Programme of Phasing in accordance with Condition 15 (November 2019)' for as long as the development remains in existence.

**REASON**

A detailed and dated programme for the completion of each phase is considered necessary in order for the Council's to maintain control over these operations, which are proposed to be undertaken in a number of separate phases; to prevent unnecessary protraction of the various temporary activities at the site; to comply with the terms of the application and to accord with Policy DMIN 3 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and the National Planning Policy Framework (February 2019).

**17 ST1 Vehicle Routes**

No vehicle shall enter or leave the site except via the existing access points onto Harlington High Street. Heavy goods vehicles entering the site shall do so from the north; heavy goods vehicles leaving the site shall turn to the north.

**REASON**

In the interests of highway safety and air quality, in compliance with Policies DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies

(January 2020), Policy 6.11, 6.12 and 7.14 of the London Plan (March 2016) and the National Planning Policy Framework (February 2019).

**18            ST1            Vehicle Washing**

Provisions shall be made within the site to ensure that all vehicles associated with the operations hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

**REASON**

To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway, in compliance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy 6.12 of the London Plan (March 2016) and the National Planning Policy Framework (February 2019).

**19            ST1            Landfill Material**

The materials to be processed or deposited as landfill shall be limited to inert waste as defined in the Landfill (England and Wales) Regulations 2002. The recycling facility hereby approved shall not be used for the processing or disposal of hazardous or toxic materials.

**REASON**

- (i) To ensure that the development does not give rise to any risk of land contamination;
- (ii) In order to comply with the terms of the application;
- (iii) To safeguard the amenities of the Green Belt;
- (iv) To safeguard the amenity of adjoining and nearby properties

In accordance with Policies DMIN 1A, DMEI 4, DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policies EM2 and EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 5.21 and 7.16 of the London Plan (March 2016) and the National Planning Policy Framework (February 2019).

**20            ST1            HGVs Condition**

Unless previously agreed in writing with the local planning authority, there shall be no more than 40 HGV movements (20 in, 20 out) at the site in any one working day, as set out in details outlined in '47414/001 Transport Statement (November 2019)'.

The HGVs accessing the site shall meet the standards of the London Low Emission Zone. Any temporary modification of the current restriction in HGV movements must be preceded by a written application to the Council providing information on:

- the source and volume of the material
- the route between the source and the site
- the maximum number of trips per day sought for that particular material the planned duration of the extra number of trips

**REASON**

To safeguard the amenity of the Green Belt and to ensure that pedestrian and vehicular safety is not prejudiced in compliance with Policies DMEI 4, DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 6.11 and 6.12 of the London Plan (March 2016) and the National Planning Policy Framework (February 2019).

## **21 ST1 Travel Plan**

All Travel Plan measures shall be carried out in complete accordance with the details outlined in Section 5.6 of the submitted '47414/001 Transport Statement (November 2019)'. All HGV drivers should be Freight Operators Recognition Scheme (FORS) bronze qualified as a minimum.

This Travel Plan shall be retained until the site is completely restored and operation ceases permanently.

### **REASON**

To safeguard the amenity of the Green Belt and to ensure that pedestrian and vehicular safety is not prejudiced in compliance with Policies DMEI 4, DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 6.11 and 6.12 of the London Plan (March 2016) and the National Planning Policy Framework (February 2019).

## **22 ST1 Operation Hours**

Except in emergencies, or with the prior agreement of the Mineral Planning Authority,

a) No operations other than water pumping, servicing, maintenance and testing of plant shall be carried out at the site except between the following times:

07:00 hours to 17:00 hours - Mondays to Fridays

07:00 hours to 12:30 hours - Saturdays

b) No servicing, maintenance and testing of plant shall be carried out between 20:00 hours and 07:00 hours, nor at any time on Sundays or on Public Holidays.

### **REASON**

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policies DMIN 1A, DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and the National Planning Policy Framework (February 2019).

## **23 ST1 Waste Transfer Activities**

The site shall not be used for the importation of waste to the site and its re-export without treatment (waste transfer activities), other than in respect of incidental quantities of waste that arrive in mixed loads and which fall outside the terms of the operative landfill licence.

### **REASON**

(i) To ensure that the development does not give rise to any risk of land contamination in accordance with Policy DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 5.21 of the London Plan (March 2016) and the National Planning Policy Framework (February 2019).

(ii) To safeguard the amenities of local residents in compliance with Policies DMIN 1A, DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and the National Planning Policy Framework (February 2019).

## **24 AR3 Sites of Archaeological Interest - scheme of investigation**

All archaeological works shall be carried out in complete accordance with the details approved under application reference 2373/APP/2008/1285. The archaeological works shall be carried out by a suitably qualified body acceptable to the Local Planning Authority



## REASON

The site is of archaeological interest and it is considered that all evidence of the remains should be recorded in accordance with in compliance with Policy DMHB 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy HE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 7.8 of the London Plan (March 2016) and the National Planning Policy Framework (February 2019).

### **25            ST1            Waste and Mineral Processing Plant and Equipment**

Fixed and mobile waste and mineral processing plant and equipment, other than vehicles and machinery used to extract and transport materials, shall not be used on the premises outside the area marked 'waste recycling plant' on drawing number 972/12E.

## REASON

To safeguard the amenities of local residents in compliance with in compliance with Policy DMIN 1A of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and the National Planning Policy Framework (February 2019).

### **26            ST1            Waste Height**

The stockpiles of untreated and treated waste shall not exceed 3.5 metres in height.

## REASON

To protect the visual amenities of the Green Belt in accordance with Policy DME1 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 7.16 of the London Plan (March 2016) and the National Planning Policy Framework (February 2019).

## INFORMATIVES

### **1            I6            Property Rights/Rights of Light**

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

### **2            I15            Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

### 3

You are advised that the proposed development may require a Waste Management Licence in accordance with the requirements of the Environmental Protection Act 1990.

## 4 I3 **Building Regulations - Demolition and Building Works**

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

## 5 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).

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

The decision to GRANT planning permission has been taken having regard to Policies contained within the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), 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.

DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 1	Heritage Assets
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
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage

LPP 5.21	(2016) Contaminated land
LPP 6.12	(2016) Road Network Capacity
LPP 6.3	(2016) Assessing effects of development on transport capacity
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 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.24	(2016) Blue Ribbon Network
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.8	(2016) Heritage assets and archaeology
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- 17	NPPF-17 2018 - Facilitating the sustainable use of minerals
NPPF- 2	NPPF-2 2018 - Achieving sustainable development

## **7            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 Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), 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.

## **8**

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

## **3.        CONSIDERATIONS**

### **3.1      Site and Locality**

The operational minerals extractions site measures approximately 13 hectares in size and is located to the north of Cranford Lane, south of the M4, east of Harlington High Street and west of Cranford Park. The site is designated as Green Belt land and is adjacent to the Cranford Park Conservation Area and Nature Conservation Site of Borough Grade II or Local Importance.

In accordance with planning permission reference 2373/APP/2005/2815, the following has taken place on site:

- Preparatory works for the recycling facility (which did not come forward) - Phase 1 planting, removal of existing sand and gravel plant, creation of recycling compound by construction of enclosing bund, area identified for location of wheel cleaning facility, provision of a 5 metre access strip to the frogs ditch and implementation of a programme of archaeological works.

- July 2009 - Phase 1 planting alongside the M4 Motorway carried out and was well established.
- Post the grant of the original Programme of Phasing (2009) - creation of bunds around the recycling compound and completion of Phase 2 planting.
- Early 2010 to early 2017 - the site was left largely inactive.
- February 2017 - The processing plant was demolished and removed.
- April 2017 - Archaeological investigation of Phase 1 extraction area (area between exit road and Harlington High Street) completed. This area is not now to be extracted but restoration is still required.
- May 2017 - Archaeological investigation of Phase 2 extraction area (former plant site) completed. Remaining topsoil and subsoil stripped and stored in accordance with approved plan 972/15B.
- August 2018 - Sand and Gravel extraction commenced in Phase 2 (the former plant site) and was completed by the end of March 2019.
- April 2019 - No further works can progress on site until the EA permit is granted.

### 3.2 Proposed Scheme

This Variation of Conditions application seeks permission to vary Condition 14 (Permitted Timeline) and 15 (Phasing) of planning permission reference 2373/APP/2005/2815 in order to amend the permitted timeline and phasing of works for completion by 30th November 2022.

The proposed programme for the remaining works to be progressed assumes the Environment Agency (EA) permit is received by the end of April 2020. It also assumes that the EA will require construction of geological barriers for both remaining fill areas (extraction Phase 2 and lagoon). If the geological barriers do not need to be constructed this will speed up the rate at which the works are completed. The proposed programme for remaining works is detailed as follows:

- March 2020 - Construction of a geological barrier in Phase 2 extraction area expected to commence if required by EA (expected duration of works: circa 2 months).
- April 2020 - Restoration of Phase 1 extraction area - soil placement expected to commence (expected duration of works: circa 1 month)
- May 2020 - Filling expected to commence in Phase 2 extraction area (expected duration of works: circa 8 months)
- November 2020 - Filling continues in Phase 2 extraction area (expected to be completed by end of December 2020). Construction of a geological barrier in the fresh water lagoon expected to commence if required by EA (expected duration of works: circa 2 months).
- January 2021 - Filling of freshwater lagoon expected to commence (expected duration: circa 8 months).
- April 2021 - Filling of freshwater lagoon continues (expected to be completed by end of August 2021). Restoration of Phase 2 extraction and wider area (detailed as restoration Phase 3 on plan ref 972/15B) - soil placement expected to commence (expected duration of works: Circa 3 months).
- April 2022 - Restoration of lagoon and wider area (detailed as restoration Phase 1 on plan ref 972/15B) - soil placement on filled area expected to commence and will include removal of the bund around the compound (expected duration of works: Circa 3 months). Temporary site office and wheel wash will be removed. The track which runs north-south through the centre of the site will be narrowed, and the final phase (Phase 3 Planting) alongside the track undertaken. The access road east of the track will be removed and landscaped. The fencing around the site will be repaired, barbed wire removed and the tops of concrete posts and gate will be replaced with agricultural type gates. A permanent wildlife area will be established as proposed in accordance with the scheme submitted and

approved as required by Condition 3 and 4.  
- 30 November 2022 - Site restoration completed.

### 3.3 Relevant Planning History

2373/APP/2005/2815 North Of Cranford Lane Harlington

EXTRACTION OF SAND AND GRAVEL; BACKFILLING (INCLUDING FRESH WATER LAGOON WITH INERT WASTE; USE OF LAND FOR THE RECYCLING OF INERT CONSTRUCTION AND DEMOLITION WASTE AND RETENTION OF TEMPORARY BUILDINGS FOR A PERIOD OF 10 YEARS; RESTORATION OF LAND TO AGRICULTURE/WILDLIFE HABITAT

**Decision:** 12-12-2006 Approved

2373/APP/2007/363 Land North Of Cranford Lane Harlington

DETAILS OF LANDSCAPING IN COMPLIANCE WITH CONDITION 2 OF PLANNING PERMISSION REF: 2373/APP/2005/2815 DATED 12/12/2006 'EXTRACTION OF SAND AND GRAVEL; BACKFILLING (INCLUDING FRESH WATER LAGOON) WITH INERT WASTE; USE OF LAND FOR THE RECYCLING OF INERT CONSTRUCTION AND DEMOLITION WASTE AND RETENTION OF TEMPORARY BUILDINGS FOR A PERIOD OF 10 YEARS; RESTORATION OF LAND TO AGRICULTURE/WILDLIFE HABITAT'

**Decision:** 30-03-2007 Approved

2373/APP/2007/662 North Of Cranford Lane Harlington

DETAILED STATEMENT OF PHASING OF WORKS ON SITE IN COMPLIANCE WITH CONDITION 15 OF PLANNING PERMISSION REF: 2373/APP/2005/2815 DATED 12/12/2006 'EXTRACTION OF SAND AND GRAVEL; BACKFILLING (INCLUDING FRESH WATER LAGOON WITH INERT WASTE; USE OF LAND FOR THE RECYCLING OF INERT CONSTRUCTION AND DEMOLITION WASTE AND RETENTION OF TEMPORARY BUILDINGS FOR A PERIOD OF 10 YEARS; RESTORATION OF LAND TO AGRICULTURE/WILDLIFE HABITAT'

**Decision:** 30-09-2009 Approved

2373/APP/2007/996 North Of Cranford Lane Harlington

DETAILS OF A SCHEME OF RESTORATION OF SITE TO AGRICULTURE/WILD LIFE HABITAT IN COMPLIANCE WITH CONDITION 3 OF PLANNING PERMISSION REF: 2373/APP/2005/2815 DATED 12/12/2006 EXTRACTION OF SAND AND GRAVEL; BACKFILLING (INCLUDING FRESH WATER LAGOON) WITH INERT WASTE; USE OF LAND FOR THE RECYCLING OF INERT CONSTRUCTION AND DEMOLITION WASTE AND RETENTION OF TEMPORARY BUILDINGS FOR A PERIOD OF 10 YEARS; RESTORATION OF LAND TO AGRICULTURE/WILDLIFE HABITAT

**Decision:** 05-11-2009 Approved

2373/APP/2008/1285 Land North Of Cranford Lane Harlington

DETAILS OF ARCHAEOLOGICAL INVESTIGATION IN COMPLIANCE WITH CONDITION 24 OF PLANNING PERMISSION REF: 2373/APP/2005/2815 DATED 12/12/2006: EXTRACTION OF SAND AND GRAVEL; BACKFILLING (INCLUDING FRESH WATER LAGOON) WITH INERT WASTE; USE OF LAND FOR THE RECYCLING OF INERT CONSTRUCTION AND DEMOLITION WASTE AND RETENTION OF TEMPORARY BUILDINGS FOR A PERIOD OF 10 YEARS; RESTORATION OF LAND TO AGRICULTURE/WILDLIFE HABITAT.

**Decision:** 08-07-2008    Approved

2373/APP/2009/2077      North Of Cranford Lane Harlington

Details of nature conservation protection scheme in compliance with condition 4 of planning permission ref.2373/APP/2005/2815 dated 12/12/2006: Extraction of sand and gravel; backfilling (including fresh water lagoon) with inert waste; use of land for the recycling of inert construction and demolition waste and retention of temporary buildings for a period of 10 years; restoration of land to agriculture/wildlife habitat.

**Decision:** 09-02-2012    Approved

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

Planning permission reference 2373/APP/2005/2815 was granted on 12th December 2006 for the extraction of sand and gravel; backfilling (including fresh water lagoon) with inert waste; use of land for the recycling of inert construction and demolition waste and retention of temporary buildings for a period of 10 years; restoration of land to agricultural/wildlife habitat.

Planning permission reference 2373/APP/2007/662 approved details for a phasing plan of extraction, filling and restoration in accordance with Condition 15 attached to planning permission reference 2373/APP/2005/2815. This confirms that the site currently had until 30th November 2019 to complete all works on site.

The information submitted confirms that all extraction has been completed in the Phase 2 Extraction area (former plant area). No further extraction is to be progressed for the following reasons:

- Phase 1 Extraction Area (area between exit road and Harlington High Street) - Harleyford (the applicant) commissioned a stability report (GWP Report July 2018) with regard to embankment adjoining this extraction area. On the basis of this it was determined that if extraction were progressed in this area it could only be progressed with immediate backfilling. For operational and financial reasons (there is only in the region of 20,000 tonnes of material to be extracted from this area) this was not considered a viable proposition.
- Phase 3 Extraction Area (Access Road) again for operational and financial reasons (there is only in the region of 7000 tonnes of material to be extracted from this area) it was not considered to be a viable proposition for the applicant.

It is also stated that when the applicant took over as the site operator it was never their intent to progress the recycling element of the permission which allows for the installation of a recycling plant. Harleyford do not operate recycling plants themselves, their core business is mineral extraction, filling and restoration. At this stage, given that the remaining filling phases can be completed in a short period of time, the operators did not consider that it would be operationally or financially attractive for a third party recycling operator to install and operate a plant for this restricted period of time.

## **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 Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.EM10	(2012) Mineral Extraction
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM3	(2012) Blue Ribbon Network
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.EM9	(2012) Safeguarding Mineral Resources

Part 2 Policies:

DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 1	Heritage Assets
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
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.21	(2016) Contaminated land
LPP 6.12	(2016) Road Network Capacity
LPP 6.3	(2016) Assessing effects of development on transport capacity
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 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.24	(2016) Blue Ribbon Network
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.8	(2016) Heritage assets and archaeology



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- 17	NPPF-17 2018 - Facilitating the sustainable use of minerals
NPPF- 2	NPPF-2 2018 - Achieving sustainable development

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

**5.1** Advertisement Expiry Date:- **10th January 2020**

**5.2** Site Notice Expiry Date:- **7th January 2020**

## **6. Consultations**

### **External Consultees**

Letters were sent to neighbouring properties, a site notice was erected and an advertisement was posted in the local paper. All forms of consultation expired by 10/01/2020. One comment has been received and is summarised as follows:

- The ingress and egress of HGV vehicles during the carrying out of previous phases in particular during 2019 was constantly contravened with vehicles entering and exiting site from/towards the south via Harlington High Street. This contravention should be highlighted as part as the planning approval. Should such contravention be made during the carrying out of this phase works, it will be reported.

London Borough of Hounslow:

London Borough of Hounslow was not consulted on the original consent: Planning permission ref: 2373/APP/2005/2815. We have no comments to make on the current application.

Greater London Archaeological Advice Service (GLAAS):

On the basis of the information provided, we do not consider that it is necessary for this application to be notified under the GLAAS Charter.

Conservation Area Advisory Panel:

I am writing on behalf of the Harlington Conservation Area Advisory Panel. We cautiously welcome these proposals which would at last restore this Green Belt land to agricultural use and wildlife habitat. Previous applications have promised restoration of this site first by 2003 and then by 2017 and it still has not been carried out. However, there are reasons for optimism - the present contractor confirms that all mineral that is to be extracted has now been extracted, the recycling element is not to be progressed and all that remains is filling of the remaining voids (extraction area and freshwater lagoon) and restoration of the land to agriculture/wildlife habitat. The end date of November 2022 is also said to allow for some flexibility in achieving this goal.

Transport for London:

TfL is concerned at the quantity of deliveries in the AM peak which are higher than during the rest of the day, retiming of some of the AM peak deliveries would enable a more evenly spread profile of deliveries throughout the day. This would support the Mayoral policy objectives of reducing traffic congestion and Vision Zero benefiting both the TLRN and Borough Road networks.

In conclusion TfL would like to see the above points addressed before the application can be fully supported.

Greater London Authority:

I have assessed the details of the application and, given the scale and nature of the proposals, conclude that the amendments do not give rise to any new strategic planning issues.

Therefore, under article 5(2) of the above Order the Mayor of London does not need to be consulted further on this application. Your Council may, therefore, proceed to determine the application without further reference to the GLA. I will be grateful, however, if you would send me a copy of any decision notice and section 106 agreement.

Environment Agency:

No comment.

### **Internal Consultees**

Planning Policy Officer:

It is noted that the revised phasing works apply only to the infilling and restoration of the site and that no further extraction is planned. In terms of infilling, there are no policy issues in terms of the extended period for completion however in setting any new conditions on this application, reference should be made to new policy DMIN3 to ensure that the proposals meet with the most up-to-date policy requirements. For example, the quality of the restored agricultural land should also be condition in accordance with policy DMIN3.

Trees and Landscaping Officer:

Variation of: CONDITION 14: Permitted timeline and CONDITION 15: Phasing This application follows a pre-application submission ref. PRC/2019/136 and meeting to discuss the extension of the completion date for the restoration of the land at Cranford Lane, to November 2022. The submission includes plans approved under the original application ref. 2005/2815, much of which has already been implemented. The current submission includes an amended plan by Partridge, ref. 972/12E, which shows some additional planting alongside the track that divides the restored fields on a north-south axis. As recommended, no additional oaks will be planted (due to presence of Oak Processionary Moth in this area).

RECOMMENDATION: No objection

Air Quality Officer:

I have reviewed the dust assessment and air quality report. The extension of the scheme until November 2022 will continue a development which brings emissions from HGVs and dust generating activities to an area of the borough that is already impacted by poor air quality. It is noted however, that permission is already in place and a number of conditions imposed to mitigate the impacts are being retained. In addition aspects such as the number of lorry movements and the nature of the dust generating activities are being reduced.

My comments are outlined below for your consideration.

Condition 10

The suggestion to retain Condition 10 of the original permission in regard to dust mitigation

measures is supported.

Condition 10 of the original permission also states: No vehicle shall enter or leave the site except via the existing access points onto Harlington High Street. Heavy goods vehicles entering the site shall do so from the north; heavy goods vehicles leaving the site shall turn to the north.'

Given that the routes have been designed to minimise the impact on residential areas, consideration should be given for Condition 10 to be further amended to require the active management of the use of the designated routes.

#### Condition 19

The air quality assessment notes that the number of HGVs to be used for the extension of time will be less in number than the number captured by Condition 19, which is proposed to be retained without amendment.

However the extension will still continue to bring a number of HGVs into an area already impacted by poor air quality, the air quality assessment identifies that local air quality will be improved as in October 2020 the tightened standards of the London Low Emission Zone will apply to all HGVs accessing the site, it concludes:

This will therefore produce less of an impact on air quality due to the lower emission vehicle use.

Consideration should therefore be given to seek an amendment to Condition 19 to ensure the HGVs accessing the site meet the tightened standards of the London Low Emission Zone as from the date of the extension.

#### Contaminated Land Officer:

I understand the site is and will continue to operate in accordance with the Environmental Permitting Regulations (EPR), and I believe the site is currently awaiting a new/revised permit from the Environment Agency (EA).

The EA document 'Guidance for developments requiring planning permission and environmental permits' states:

"When deciding on a planning application, planning authorities should:

- Be confident the development will not result in unacceptable risks from pollution when considering if the development is an appropriate use of the land.
- Not focus on controlling pollution where it can be controlled by other pollution regulations, such as EPR.
- Take advice from other consenting bodies, such as the Environment Agency, in pre-application discussions about fundamental issues that could affect whether a development is acceptable.

Where any significant issues are identified, we recommend that other consents needed, such as environmental permits, are processed at the same time as the planning application to resolve any issues as early as possible."

I have read through the available details, including the decision notice which outlines details generally pertaining to land contamination as Condition 8 (Pollutant Handling), 18 (Landfill Control) and 22 (Waste Importation and Re-Exportation).

In general circumstances certain permitted applications (including restoration of former mineral

workings) involves a number of procedures, often including production of hydrogeological risk assessment and site conditioning reports. I therefore consider it is likely that the Environmental Permit will contain information which will no doubt cover, (in detail), aspects relating to the Conditions outlined above.

In terms of modifying and/or adding to the existing conditions relating to land contamination at this particular site, it may be prudent for me to await more information regarding the permit for the site and I therefore recommend that the EA should be consulted on this matter.

Highways Officer:

No comment.

Flood and Water Management Officer:

No comment.

Sustainability Officer:

No comment.

## **7. MAIN PLANNING ISSUES**

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

The principle of minerals extraction has already been established by grant of planning permission under application reference 2373/APP/2005/2815 and the details of condition application approved under application reference 2373/APP/2007/662. As the site was inactive for over 7 years and the proposed extension of time is relatively limited at 3 years, it is noted that the actual time the site will be operational for is less than the 10 years originally approved.

It is considered that the need and justification for the extension of time is reasonable. The likely alternative to not granting permission is that the site will not be restored to an appropriate standard. As such, the principle of an extension of time to complete restoration works is considered acceptable.

### **7.02 Density of the proposed development**

Not relevant to the consideration of this application.

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

The application site is not located within an Archaeological Priority Area or Zone, Conservation Area or Area of Special Local Character. There are also no Listed Buildings located within the application site. As such, this is not relevant to the consideration of this application.

### **7.04 Airport safeguarding**

Matters relating to airport safeguarding have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

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

Matters relating to green belt have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

### **7.06 Environmental Impact**

Matters relating to contaminated land are controlled by Condition 8 (Pollutant Handling), 18

(Landfill Control) and 22 (Waste Transfer Activities) of planning permission 2373/APP/2005/2815. If recommended for approval, these conditions will be restated. Further, as stated by the Council's Contaminated Land Officer, the Environmental Permit process covers environmental impacts in detail and no further controls are required as part of this planning application process.

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

Matters relating to impact on the character and appearance of the area have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

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

The proposed extension of time to the phasing programme would increase the period of time within which neighbouring residents could be impacted by the minerals extraction site by a further three years. These impacts are, however, controlled by conditions attached on the original planning permission (reference 2373/APP/2005/2815), including Conditions 11 (Landfilling Noise), 12 (Restoration Noise), 21 (Operation Hours), 22 (Waste Transfer Activities) and 25 (Waste and Mineral Processing Plant and Equipment). If recommended for approval, these conditions will be restated.

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

Not relevant to the consideration of this application.

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

Based on Transport for London's WebCAT planning tool, the application site has a poor Public Transport Accessibility Level (PTAL), ranging from 0 (worst) to 2.

Policy 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: 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.

In line with the conditions attached to the original consent on the site, the Transport Statement submitted states that the site's HGV traffic generation will not exceed 56 two-way HGV trips in a day, with a predicted peak in daily HGV traffic generated of 40 two-way trips (20 in and 20 out) during the filling operation of the Phase 2 extraction area.

During short peak period of activity, on a temporary basis, it is possible that peak hourly HGV trip generation could reach 12 two-way trips in the AM peak. This would represent a 1.05% increase in peak hour vehicular trips on High Street and a 10.9% increase in hourly HGV trips. This equates to 1 additional HGV movement every 5 minutes, in each direction during the morning peak, while during the rest of the day, it reduces to 1 HGV delivery every 20 minutes.

The increase in HGVs is not considered to impact the safety or operation of the network and the proposed remaining works on the site will be for a defined time-period, meaning any associated highway impacts are temporary. The proposed HGV routing to and from the site is in accordance with the conditions imposed on the original consent for the site. If recommended for approval, these conditions will be restated.

Regarding staff, it is expected that the number of staff on site at any one time will be low with a likely maximum of 5 staff. It is likely that vehicular trip generation from staff on site would be in the order of 4 two-way trips per day, which is considered to be negligible.

Overall, it is considered that there would not be an unacceptable impact on the local highway network. Subject to conditions, the proposal is considered to accord Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

## TRAVEL PLAN

There are no records that a travel plan was submitted to the Local Planning Authority for discharge under the original approval so it is considered necessary that this condition is restated as part of this application.

As part of the submitted Transport Statement, the applicant incorporates a Travel Plan Statement, which outlines the following:

- The site will be operated by Harleyford Aggregates (the applicant). It will be their responsibility to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities.
- The details of the Project Manager and Site Supervisor will be provided to the Local Planning Authority once the onsite works commence.
- The applicant commits to maintaining a logbook of all deliveries to the site; and providing a copy of the logbook to the Local Planning Authority on request. The Logbook will include details of the total number of vehicles, vehicle size/age, time of arrival, and time of departure.
- The applicant commits to providing operators, as part of their booking procedure for deliveries on site with site opening times, a map showing clearly the site's entry and exit

points and a map showing the routes to the site from the M4 that the operators need to adhere to.

If recommended for approval, a condition will be attached to secure compliance with this Travel Plan Statement.

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

Matters relating to urban design, access and security have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

#### **7.12 Disabled access**

Not relevant to the consideration of this application.

#### **7.13 Provision of affordable & special needs housing**

Not relevant to the consideration of this application.

#### **7.14 Trees, Landscaping and Ecology**

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

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 applicant has submitted plans which were approved under the original planning permission and an updated proposed plan showing the additional planting to be carried out alongside the track that divides the restored fields. The Council's Trees and Landscaping Officer has reviewed these details and has confirmed no objection. As recommended, no additional oaks will be planted due to presence of Oak Processionary Moth in the area. As such, the proposal is not considered contrary to the requirements of Policy 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.

An updated Post Restoration Plan has been submitted to update that previously approved and now includes confirmation of the extent of the Conservation Wildlife Area (as approved by discharge of Condition 4 of the original planning permission under application ref: 2373/APP/2009/2077).

Ecological Survey & Assessment (ECOSA) Limited were contracted to carry out an ecological survey to discharge Condition 4 of the original planning application. The ECOSA document confirmed the extent of the Conservation Wildlife Area, the creation of a hedgerow along the western boundaries of the area and the creation of a buffer strip along the northern boundary of the site comprising un-managed grassland and herbaceous vegetation.

Following the review of works carried out to date, the submitted Technical Note identifies the following enhancement and mitigation measures:

- The production of a current and definitive Ecological Management Plan that sets out detailed requirements for new planting and habitat creation, a species specification for the new hedgerow and current management for the existing Conservation Wildlife Area.
- The appointment of a landscaping contractor to implement the recommendations and outstanding requirements identified in the Ecological Management Plan. This will include the creation of a conservation pond, a scrub planting scheme and species rich grassland and the planting of a native species hedgerow along the western boundary.
- An updated survey for common species of reptiles within the wider site and dependant on the results the translocation of reptiles into the Conservation Wildlife Area prior to restoration; and
- Ecological mitigation concerning works during the nesting bird season (March-September inclusive).

If recommended for approval, an Ecological Management Plan condition is attached in order to ensure the recommended measures are carried out. 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**

Matters relating to waste management have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

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

Matters relating to energy have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

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

Under application reference 2373/APP/2007/996, the details provided to discharge Condition 3 of planning permission reference 2373/APP/2005/2815 stated that "there will be no specific drainage infrastructure for the restored land unless there are reports of poor drainage, in which case sub-soiling will be carried out." This condition also required a scheme of work to restore the land to agriculture which includes drainage of the restored land.

The information submitted states that land has been restored and that there have not been any reports of poor drainage. There is a network of drainage ditches installed around the field perimeters and these are effective at draining the restored area.

The remaining area to be restored occupies a smaller area and will be restored in a similar manner to that already carried out. As such, the information approved under application reference 2373/APP/2007/996 does not need to be updated.

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



## NOISE

The proposed extension of time to the phasing programme would increase the period of time within which neighbouring residents could be impacted by the minerals extraction site by a further three years. These impacts are, however, controlled by conditions attached on the original planning permission (reference 2373/APP/2005/2815), including Conditions 11 (Landfilling Noise), 12 (Restoration Noise), 21 (Operation Hours), 22 (Waste Importation and Re-Exportation) and 25 (Waste and Mineral Processing Plant and Equipment). If recommended for approval, these conditions will be restated.

## AIR QUALITY

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.

As stated by the Council's Air Quality Officer, the extension of the scheme until November 2022 will continue a development which brings emissions from HGVs and dust generating activities to an area of the borough that is already impacted by poor air quality. It is noted that permission is already in place and Conditions 10 and 19 of the original planning permission are in place to mitigate the impacts generated. In addition aspects such as the number of lorry movements and the nature of the dust generating activities are being reduced.

If recommended for approval, the provisions noted in the submitted travel plan will be secured by condition. The HGVs condition attached to the original approval will also be restated but is amended to comply with the submitted Transport Statement and makes reference to meeting the standards of the London Low Emission Zone.

Subject to such conditions, the proposal would not be considered contrary to the requirements of Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

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

Please see section 6.1 of the report.

### **7.20 Planning Obligations**

Not relevant to the consideration of this application.

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

Not relevant to the consideration of this application.

### **7.22 Other Issues**

## SECTION 73 CONDITIONS

The original planning permission will continue to exist whatever the outcome of the application under section 73. The conditions imposed on the original permission still have

effect unless they have been discharged. In granting permission under section 73 the local planning authority may also impose new conditions - provided the conditions do not materially alter the development that was subject to the original permission and are conditions which could have been imposed on the earlier planning permission. Decision notices for the grant of planning permission under section 73 should set out all of the conditions imposed on the new permission, and restate the conditions imposed on earlier permissions that continue to have effect.

As the current section 73 application seeks permission in order to amend the permitted timeline and phasing of filling and restoration works for completion by 30th November 2022, a number of conditions have been restated and amended and a number of conditions have not been restated as they no longer continue to have an effect.

It is noted that Conditions 1, 2, 3, 4, 7, 14, 15, 19, 20, 24 and 25 of original planning permission reference 2373/APP/2005/2815 have been amended and renumbered. In conjunction with this, Conditions 6, 13, 23, 26 and 27 have not been restated. Specifically, a condition requiring the submission of an Ecological Management Plan has been attached.

## SECRETARY OF STATE REFERRAL

The Town and Country Planning (Consultation) (England) Direction 2009 states that the direction to refer applications for planning permission to the Secretary of State shall apply in relation to Green Belt development which consists of or includes inappropriate development on land allocated as Green Belt in an adopted local plan, unitary development plan or development plan document and which consists of or includes:

- (a) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or
- (b) any other development which, by reason of its scale or nature or location, would have a significant impact on the openness of the Green Belt.

It is noted that paragraph 146 of the NPPF (February 2019) states that certain other forms of development are not inappropriate within the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. This includes: a) mineral extraction.

Although the current application is for an appropriate use within the Green Belt which has already been granted planning permission, it is considered necessary that the current application is referred to the Secretary of State. The original grant of planning permission was referred to the Secretary of State and a cautionary approach should be adopted.

## 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 proposal to vary Condition 14 (Permitted Timeline) and 15 (Phasing) of planning permission reference 2373/APP/2005/2815 in order to amend the permitted timeline and phasing of works for completion by 30th November 2022 is considered acceptable in principle and with regard to its impact on the local highway network, neighbour amenity, ecology, landscaping and air quality. The submission of an Ecological

Management Plan and compliance with the submitted Travel Plan Statement have been secured by condition. All other matters have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

Subject to conditions and referral of the scheme to the Secretary of State, 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)

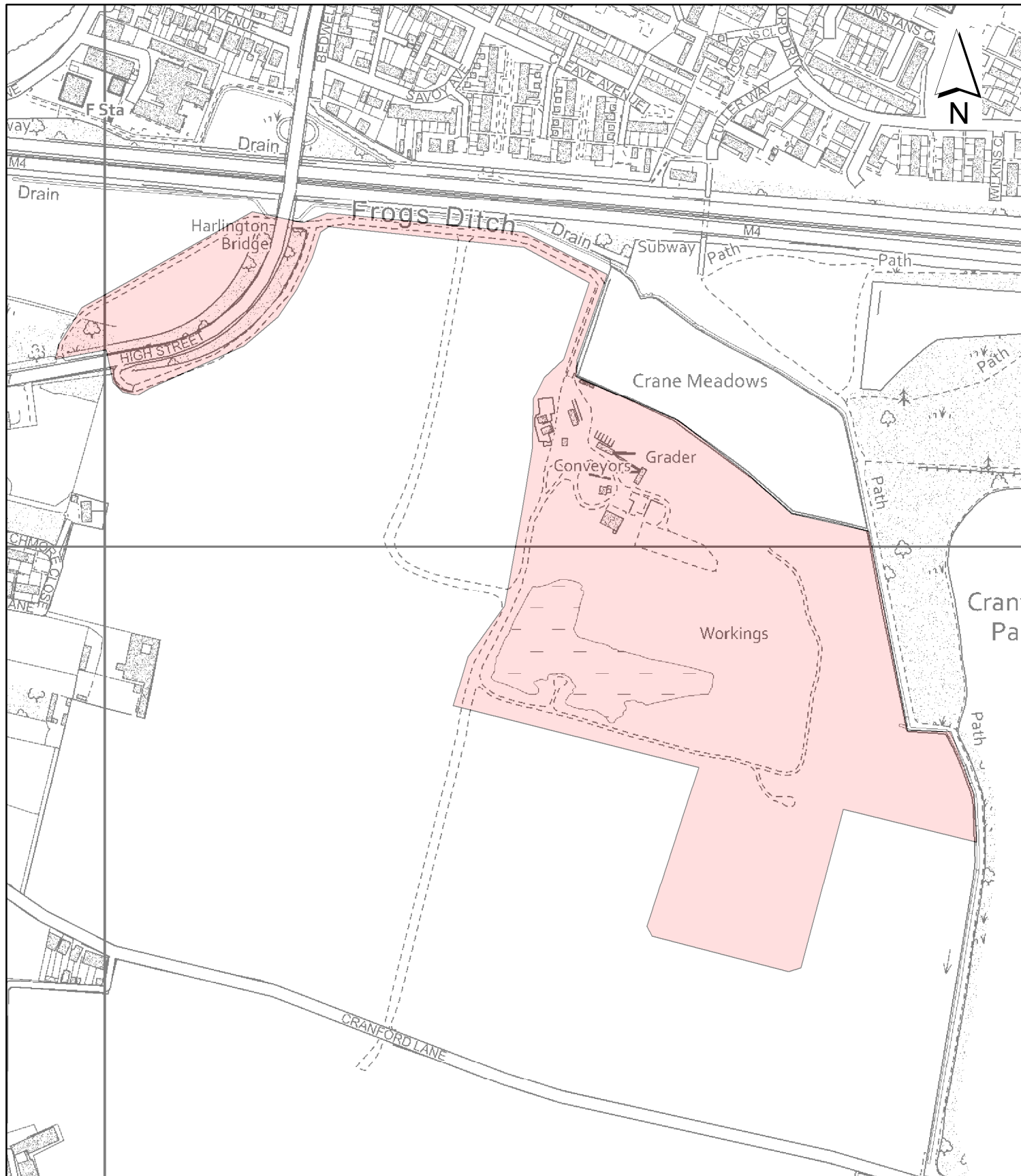
Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)

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

For identification purposes only.

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Site Address:

**Land North of  
Cranford Lane  
Harlington**

Planning Application Ref:

**2373/APP/2019/3747**

Planning Committee:

**Major**

Scale:

**1:5,000**

Date:

**March 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** NORTHWOOD COLLEGE EDUCATIONAL FOUNDATION MAXWELL ROAD  
NORTHWOOD

**Development:** Continued use of temporary classroom accommodation comprising of a two storey building of 1,600sqm until 14 September 2023 (as previously approved in planning application reference 2082/APP/2014/600 and 2082/APP/2017/2086)

**LBH Ref Nos:** 2082/APP/2019/3720

**Drawing Nos:** 2207\_AP(90)201 Rev. P1  
246 13 01 Rev. S-8  
10 Rev. D  
Covering Letter  
246 13 02 Rev. S-7  
Planning Statement dated October 2019

**Date Plans Received:** 15/11/2019 **Date(s) of Amendment(s):**

**Date Application Valid:** 15/11/2019

### 1. SUMMARY

This application seeks planning permission for the continued use of temporary classroom accommodation, comprising a two storey building of 1,600 sq.m, at Northwood College until September 2023. The classrooms provide accommodation for science lessons.

In order to enable the school to continue to offer the same level of educational facilities additional accommodation was sought and planning permission (ref: 2082/APP/2014/600) was originally granted for the temporary buildings on 08/05/14. Further temporary consent was granted under planning ref: 2082/APP/2017/2086 (14-09-17).

The submitted Planning Statement advises that a further extension to the temporary consent is required whilst planning consent is obtained and delivered for a permanent science block so that sufficient accommodation is available in the interim period to allow teaching to continue uninterrupted. A recent proposal to provide permanent accommodation under ref: 2082/APP/2018/3819 (20-06-19) was refused. The applicant has since been working proactively with officers to provide a sensitively designed permanent science block, the application is being considered under planning ref: 2082/APP/2019/4091.

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

This current application would not result in any additional increase in pupil numbers and, accordingly, no objections are raised on highway grounds. Given the temporary nature of the proposed building, it is not considered that it would have a significant detrimental impact on the character or appearance of the school site or the Northwood Town Centre Green Lane Conservation Area. Furthermore, it is not considered that it would result in

such a significant loss of amenity to the occupants of the nearest residential properties that refusal could be justified.

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

## **2. RECOMMENDATION**

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

#### **1 NONSC Non Standard Condition**

The temporary units hereby permitted shall be removed by no later than 14th September 2023.

##### **REASON**

To ensure the site is restored to a condition fit for purpose and because the building, by reason of its siting on the school playing fields and its design is not considered suitable for permanent retention in compliance with Policies DMCI 1A, DMHB 4, DMHB 11 of the Hillingdon Local Plan: Part Two Development Management Policies (2020) and Policy 3.19 of the London Plan (2016).

#### **2 T4 Temporary Building - Removal and Reinstatement**

Notwithstanding approved plan ref: 2207\_AP(90)201 Rev. P1, within 3 months after the expiration this temporary permission, the temporary classrooms and associated structures hereby permitted shall be removed and the Multi-Use Games area/tennis court and playing field shall be reinstated to at least the equivalent quality as before the temporary loss and in accordance with Sport England guidance "Natural Turf for Sport" (2011) and National Governing Body Performance Quality Standard.

##### **REASON**

To ensure the site is restored to a condition fit for purpose and because the building, by reason of its siting on the school playing fields and its design is not considered suitable for permanent retention in compliance with Policy CI1 of the Local Plan: Part One (2012) , Policies DMCI1A, DMHB 11 and DMHB 14 of the Local Plan: Part Two - Development Management Policies (2020) and Policies 3.18 and 3.19 of the London Plan (2016).

#### **3 COM4 Accordance with Approved Plans**

The development hereby permitted shall be retained in complete accordance with the details shown on the submitted plans, numbers 10 Rev.D, 246 13 01 Rev.S-8 & 246 13 02 Rev.S-7, 2207\_AP(90)201 Rev. P1 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 Local Plan: Part One Strategic Policies (2012), Local Plan: Part Two - Development Management Policies (2020) and the London Plan (2016).

#### **4 RES25 No floodlighting**

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



## REASON

To safeguard the amenity of surrounding properties in accordance with of Policy BE1 of the Local Plan: Part One Strategic Policies (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (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 (2012 and 2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2016) and national guidance.

LPP 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 6.1	(2016) Strategic Approach
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.13	(2016) Parking
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
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 7.21	(2016) Trees and woodlands
LPP 8.2	(2016) Planning obligations
NPPF	National Planning Policy Framework
DMAV 1	Safe Operation of Airports
DMCI 1A	Development of New Education Floorspace
DMCI 2	New Community Infrastructure
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality

DMEI 2	Reducing Carbon Emissions
DMEI 3	Decentralised Energy
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 3.18	(2016) Education Facilities
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.6	(2016) Architecture

### 3

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

### 4

You are advised that any further applications for the retention of the buildings, following the expiry of this consent in 2023, are unlikely to be viewed favourably due to the siting of the temporary building on a playing field.

## 3. CONSIDERATIONS

### 3.1 Site and Locality

Northwood College occupies a 3.3 hectare irregularly shaped plot located on the north west side of Maxwell Road. The main access to the school is from Maxwell Road. The site has a Public Transport Accessibility Rating of 2 (poor), though Northwood Station is situated 350m to the east.

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

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

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

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

### **3.2 Proposed Scheme**

Continued use of temporary classroom accommodation comprising of a two storey building of 1,600 sq.m for a further period of three years from 14 September 2020 (as previously approved in planning application reference 2082/APP/2014/600 and 2082/APP/2017/2086).

### **3.3 Relevant Planning History**

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

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

**Decision:** 12-09-2017 Approved

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

Proposed extension to existing outdoor area including demolition of a rear outbuilding and the demolition of an existing covered walkway.

**Decision:** 04-04-2018 Approved

2082/APP/2018/1634 Northwood College Educational Foundation Maxwell Road Northwood

Replacement roof covering, rainwater goods, doors and roof mounted cowls

**Decision:** 02-07-2018 Approved

2082/APP/2018/3681 Northwood College Educational Foundation Maxwell Road Northwood

Details pursuant to conditions 3 (landscaping) and 4 (ecology enhancements) of planning permission Ref: 2082/APP/2017/4403 dated 04-04-18 (Extension to existing outdoor area including demolition of a rear outbuilding and the demolition of an existing covered walkway)

**Decision:** 12-08-2019 Approved

2082/APP/2018/3819 Northwood College Educational Foundation Maxwell Road Northwood

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

**Decision:** 19-06-2019    Refused

2082/APP/2019/2828      Northwood College Educational Foundation Maxwell Road Northwood  
Resurfacing of all-weather sports surface playing pitch and replacement fence

**Decision:** 31-10-2019    Approved

2082/APP/2019/4091      Northwood College Educational Foundation Maxwell Road Northwood  
The erection of a 3-storey science block within the existing car park; re-surfacing of the play space fronting Vincent House to facilitate re-located car parking spaces and associated works

**Decision:**

2082/APP/2019/4105      Northwood College Educational Foundation Maxwell Road Northwood  
New balcony on first floor level, new balustrade on ground floor level and external lighting

**Decision:**

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

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

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

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

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)  
The Local Plan: Part 2 - 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)

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 (Intend to Publish Version, December 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. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October.

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.

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 Local Plan Policies are considered relevant to the application:-

##### **Part 1 Policies:**

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM5 (2012) Sport and Leisure
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation

##### **Part 2 Policies:**

- LPP 5.1 (2016) Climate Change Mitigation
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2016) Sustainable design and construction
- LPP 5.7 (2016) Renewable energy
- LPP 5.11 (2016) Green roofs and development site environs
- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage

LPP 5.15	(2016) Water use and supplies
LPP 6.1	(2016) Strategic Approach
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.13	(2016) Parking
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
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 7.21	(2016) Trees and woodlands
LPP 8.2	(2016) Planning obligations
NPPF	National Planning Policy Framework
DMAV 1	Safe Operation of Airports
DMCI 1A	Development of New Education Floorspace
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DMT 1	Managing Transport Impacts
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LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 7.18	(2016) Protecting open space and addressing deficiency

LPP 7.6 (2016) Architecture

**5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **4th January 2020**

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

4th January 2020

## 6. Consultations

### External Consultees

This application was advertised between 11-12-19 and 04-01-20. 2 objections were received to the application from neighbouring residents which are summarised as follows:

- I have had to look at it from 2014 & this extra application means that I will be looking at the ugly two storey building until September 2023! When will it stop? Its already been extended. They leave the lights on in the classrooms until late into the evening & they are ugly to look at.
- The site is within the Northwood Conservation area. The temporary buildings will have been in situ for 6 years, when this application is due to take effect in 9/20. The Foundation will have had 6 years to progress plans for a permanent solution to the need for additional classrooms.
- Some pressure needs to be put on the Foundation to move quickly towards a solution to remove these temporary (and unappealing) buildings. I would respectfully suggest that approval be given for only a limited time (say 2 years) so that more immediate action is taken to implement a permanent and acceptable solution.

### STATUTORY CONSULTEE COMMENTS

#### Historic England

On the basis of the information provided, we do not consider that it is necessary for this application to be notified to Historic England under the relevant statutory provisions.

#### GLAAS

On the basis of the information provided, we do not consider that it is necessary for this application to be notified to Historic England's Greater London Archaeological Advisory Service under their consultation criteria.

#### Transport for London

The site of the proposal is adjacent to A404 Rickmansworth, which forms part of the Strategic Road Network (SRN). While the Local Planning Authority is also the Highway Authority for those roads, TfL is the Traffic Authority and has a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on the SRN.

Considering the scale, nature and size of the application, TfL Spatial Planning have no objection, however as the proposal is located on a borough road, Hillingdon Council are the highway and planning authority and the decision maker on the application.

#### Metropolitan Police

I do not object to this proposal.

#### Sport England

It is understood that the proposal prejudices the use, or leads to the loss of use, of land being used as a playing field or has been used as a playing field in the last five years, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory



Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement.

Sport England has considered the application in light of the National Planning Policy Framework and Sport England's Playing Fields Policy, which is presented within its Planning Policy Statement titled 'A Sporting Future for the Playing Fields of England'. Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all/part of a playing field, unless one or more of the five exceptions stated in its policy apply.

#### The Proposal and Impact on Playing Field

The application proposes to extend the period the existing temporary building would be in situ by another three years from September 2020 thereby extending the period of partial loss of playing field and a tennis court. Assessment against Sport England Policy/NPPF.

In 2014 and 2017 when Sport England was consulted on the planning applications for the temporary classroom accommodation it took a pragmatic view and did not object to the application despite the temporary classroom accommodation not according fully to its Playing Field Policy. The application now intends to extend the partial playing field and tennis court loss by another three years beyond the current permission while the permanent proposals for the school are approved and constructed.

Sport England has met with the Council, applicant and their consultants and understands why the permanent development has taken such time to be completed. Sport England, nonetheless, are concerned that the sporting facilities have been lost for an extensive period of time and would normally consider the proposed development to be of a permanent nature given the time that has lapsed and would therefore object to the proposals. In this instance, however, the college has sought to mitigate, to some extent, the loss of these sports facilities by improving the facilities at the school which were confirmed in 2017 as:

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

Since that time the applicant has confirmed further improvements to the sports provision at the school by a recently completed swimming pool and the Multi-Use Games area being resurfaced shortly. These facilities would fall within the scope of the schools' Community Use Agreement. These improvements to the school's sports facilities since the temporary classroom has been in situ offset, to an extent, the partial loss of playing field and tennis court for the extensive period. The period these facilities have been unavailable is still a concern but it appears that since the application for the permanent development has been submitted that development should be now delivered as planned. Sport England are unlikely to accept any further extension in time for the temporary classroom.

Given the above assessment, Sport England will again take a pragmatic approach and does not wish to raise an objection to this application. The absence of an objection is subject to the following condition being attached to the decision notice should the local planning authority be minded to approve the application:

Within 3 months after the expiration of this temporary permission, the temporary units hereby permitted shall be removed and the Multi-Use Games area/tennis court and playing field should be reinstated to at least the equivalent quality as before the temporary loss and in accordance with Sport England guidance "Natural Turf for Sport" (2011) and National Governing Body Performance Quality Standard.

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

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

### **Internal Consultees**

Trees and Landscaping Officer

The site is occupied by temporary classrooms located in the north-west corner of the Northwood College campus, to the west of Maxwell Road. The site lies within the Northwood Town Centre Conservation Area, a designation which protects trees. The tree lined boundary on the eastern edge of the playing fields is further protected by TPO 491.

The existing 'temporary' classrooms were granted permission under applications ref. 2014/600 and 2017/2086. The current application includes a restoration plan by Ellis Williams, which proposes to re-instate the area with a sports pitch and cricket nets, at the end of the three year extension of time. There will be no landscape impact resulting from the extension, other than the continued presence of the temporary two-storey structure within the landscape. Therefore there is no objection to the proposal and there is no need for a landscaping condition.

Highways Officer

The highway comments still apply as per the last renewal permission -(2082/APP/2017/2086) hence there is no further comment or objection.

Access Officer

It is noted that classroom accommodation at first floor level is not accessible to wheelchair users and others who are unable to use a staircase. Management procedures, to include the rearrangement of timetables, should be in place to ensure that staff and pupils are not inadvertently excluded due to the lack of lift access. Discussions should be had on the long-term accessibility arrangements for the college and any further development should fully embrace the principal and spirit of access for all. Any approval at this stage should include the following informative:

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 Water Management Officer

No objection.

## **7. MAIN PLANNING ISSUES**

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

The proposal seeks to extend the period of temporary planning permission for the temporary block which is currently delivers the science curriculum. The applicant's

supporting Planning Statement notes an extension to the temporary consent is required to current application planning ref: 2082/APP/2019/4091 which is to be determined for a permanent to be consented and delivered.

Paragraph 94 of the NPPF (2019) reiterates the objectives set out in the Policy Statement on Planning for Schools Development. It emphasises there should be sufficient choice of school places is available to meet the needs of existing and new communities and it requires LPAs to take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

Policy 3.18 of the London Plan (2016) supports proposals for new schools, including free schools. It notes proposal for new schools shall only be refused where there are demonstrable negative local impacts which substantially outweigh the desirability of establishing a new school and which cannot be addressed through the appropriate use of planning conditions or obligations.

Policy 3.18 of the London Plan (2016) also encourages the co-location of services between schools and other provision in order to maximise land use, reduce costs and develop the extended schools offer.

Policy S3 of the draft London Plan (2020) seeks to ensure there is a sufficient supply of good quality education facilities to meet demand and offer educational choice.

Policy CI1 of the Local Plan: Part One (2012) seeks to ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations by supporting extensions to existing schools and the development of new schools and youth facilities.

Sport England initially objected to the proposals as they did not consider the continued loss of playing field, for a further three year period would be acceptable. The applicant has met with officers and Sport England to discuss the temporary consent.

The school advised that the school has actively sought to enhance sporting provision both to mitigate this loss and generally improve the level of facilities available. Such improvements have included:

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

In light of this additional information, and the submitted application under planning ref: 2082/APP/2019/4091. Sport England has taken a pragmatic view and raised no objection to the extension to a temporary consent subject to conditions to ensure the reinstatement of the sports facilities within 3 months of the removal of the temporary buildings.

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

required by the condition proposed by Sport England.

#### **7.02 Density of the proposed development**

Not applicable to this application.

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

The site falls within the Northwood Town Centre Green Lane Conservation Area. Furthermore, several of the school buildings fronting Maxwell Road are locally listed. However, the temporary accommodation is located towards the rear of the playing fields, set some distance back from the front of the site and road. Whilst some views are available, tree screening around the site boundaries limits these. Given the distance of the proposed building from Maxwell Road and the locally listed buildings at the front of the school site together with existing tree screening around the school's boundaries, it is not considered that the accommodation has such a significant detrimental impact on the character or appearance of the Conservation Area or on the setting of the locally listed buildings that refusal could be justified. Notably, the Council's Conservation and Urban Design Officer has raised no objections to the application.

Notwithstanding the above, it should be noted that the building, by reason of its temporary design, would not be suitable for permanent retention in this location. Subject to a condition requiring removal of this accommodation in 2023, the proposals are considered acceptable.

#### **7.04 Airport safeguarding**

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

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

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

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

Paragraph 131 of the NPPF (2019) requires that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Policy 7.6 of the London Plan (2016) requires new developments to make be of the highest architectural quality and be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm.

Policy D1B of the London Plan (2019) requires all development to make the best use of land by following a design led approach that optimises the capacity of sites. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth

Policy BE1 of the Local Plan: Part One (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) re-emphasises the importance of good design in new development by A) requiring all new buildings and extensions to be designed to the highest standards, which incorporate principles of good design, such as harmonising with the local context by having

regard to the scale, height, mass and bulk of surrounding buildings; using high quality materials and finishes; having internal layouts and design which maximise sustainability and the adaptability of the space; protecting features which contribute positively to the area and providing landscaping that enhances amenity, biodiversity and green infrastructure; B) avoiding adverse impacts on the amenity, daylight and sunlight of adjacent property and open space; C) safeguarding the development potential of adjoining sites and D) making adequate provision for refuse and recycling storage.

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

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

Policy BE1 of the Local Plan: Part One (2012) requires developments to be appropriately designed so developments do not adversely affect their surroundings or the local character.

Policy DMHB 11 (2020) requires that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Matters relating to residential amenity were considered at the time planning permission was originally granted and it was determined that the building would not have such a significant impact on residential amenity that refusal could be justified.

The nearest residential properties in Anthus Mews, to the north east, are located approximately 15m away from the nearest part of the building. However, there are no windows in its north east elevation and so no overlooking can occur from here. The orientation of the building in relation that of the nearest property in Anthus Mews also assists in minimising any impacts. Accordingly, it is not considered that the retention of the building for a further temporary period would result in any significant ongoing issues relating to loss of light, outlook or privacy to those properties such that refusal could be justified.

The nearest property in Wilford Close, to the north west, would be located approximately 18m away from the northern most corner of the building. All other properties would be located over 21m away due to the orientation of the building. Notwithstanding this, obscure glazing is provided to the rear elevation of the building as this serves a corridor rather than classrooms. Furthermore, tree screening along the school's north west boundary also significantly obscures views of the building from here, particularly during summer months. The provision of obscure glazing in this elevation and the presence of tree screening along the site boundary, it is not considered that the proposal would result in any significant ongoing issues of overshadowing, loss of privacy or loss of outlook, which would be of such detriment to residential amenity that refusal could be justified.

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

Not applicable to this development.

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

Policy DMT 2 of the Local Plan: Part Two (2020) notes development proposals must ensure that safe and efficient vehicular access to the highways network is provided to the Council's standards.

Policy DMT 6 of the Local Plan: Part Two (2020) states that development proposals must comply with the relevant parking standards. For a development of this type it is required that the quantum of car parking provided is determined 'on an individual basis using a transport assessment and a travel plan, and in addition provision for taxi and bus/coach access and parking'.

In assessing the transport impacts of the development at the time of the original planning permission the officer's report stated the applicant has advised that, although currently there are only 745 pupils on roll, the school's existing buildings could easily accommodate up to 850 pupils and, although it would be contrary to the school's current policy for smaller class sizes and therefore highly undesirable, it has been demonstrated that if all classrooms were used to maximum capacity it could in fact accommodate up to 1,146 pupils without the need for any internal modifications.

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

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

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

##### Urban Design

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

##### Security

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

#### **7.12 Disabled access**

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

a can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or economic circumstances

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

Notwithstanding the Access Officer's comments, no physical alterations are proposed to the building and, accordingly, the building does not give rise to any new issues concerning accessibility on this basis a reason for refusal would not be sustained because there is no available lift access to first floor level. Relevant conditions attached to the previous consent would be reiterated if approval is granted.

#### **7.13 Provision of affordable & special needs housing**

Not applicable to this development.

#### **7.14 Trees, landscaping and Ecology**

Policy DMHB 14 of the Local Plan:Part Two (2020) notes all developments will be expected to retain or enhance the existing landscape, trees, biodiversity and natural features of merit. Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees.

The proposal seeks the retention of an existing building for a further three year period. There would be no impact on existing trees or landscaping features of merit as a result of this proposal, thereby the proposal complies with the provisions set out in Policy DMHB 14 of the Local Plan:Part Two (2020).

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

Waste storage which would operate as existing. The waste and recycling arrangements are considered acceptable.

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

Policy 5.2 of the London Plan (2016) requires development proposals to make the fullest contribution possible to reducing carbon emissions.

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

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

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

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

It is not considered that the proposal would give rise to any unacceptable increase in noise or air pollution.

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

The objections have been addressed within the main body of the report.

#### **7.20 Planning obligations**

Not applicable to this application.

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

Not applicable to this application.

## **7.22 Other Issues**

No other issues identified.

## **8. Observations of the Borough Solicitor**

### **General**

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

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

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

### **Planning Conditions**

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

### **Planning Obligations**

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

### **Equalities and Human Rights**

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

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



circumstances.

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

#### **9. Observations of the Director of Finance**

Not applicable.

#### **10. CONCLUSION**

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

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

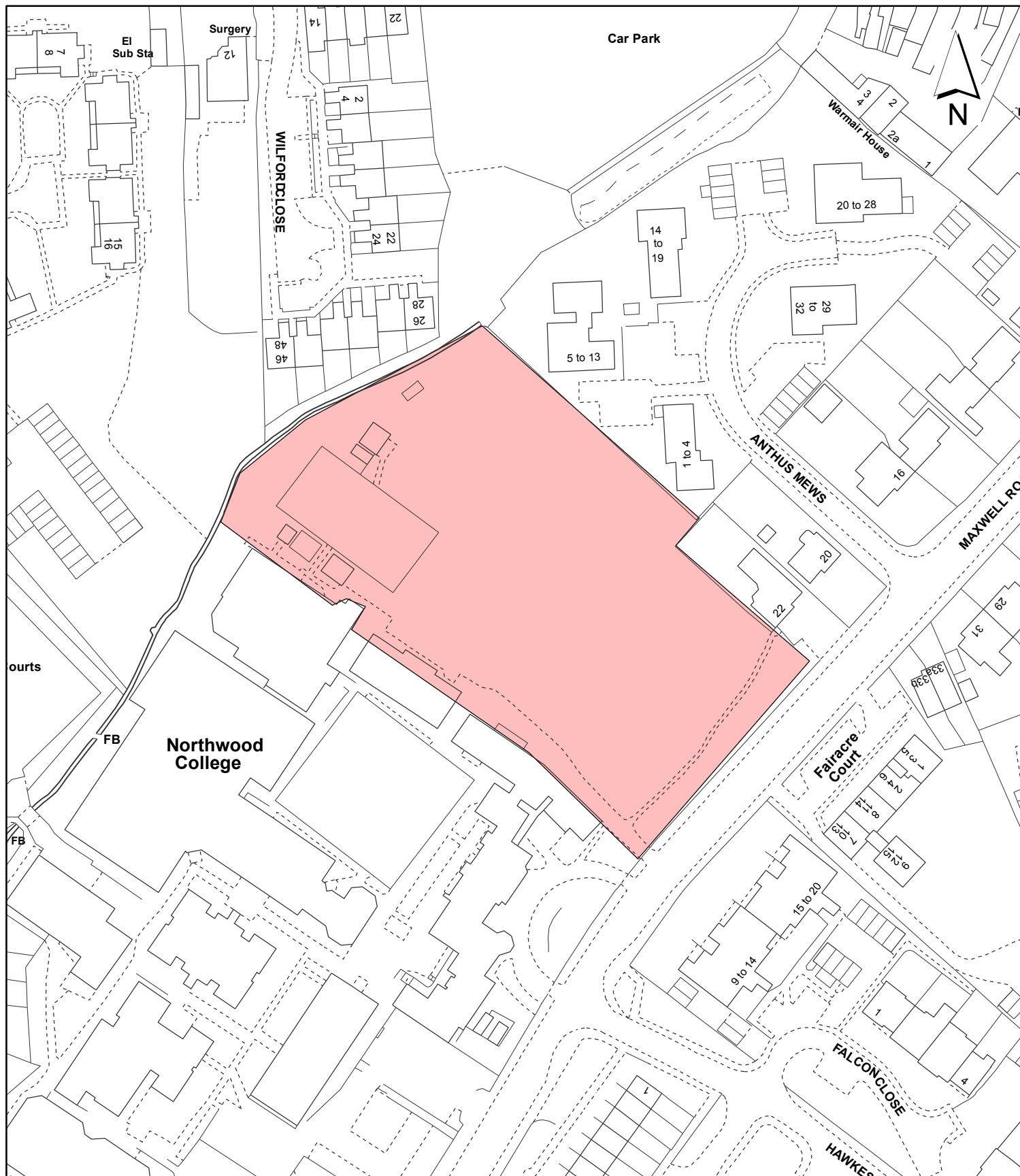
The proposal is considered to comply all with relevant Local Plan, London Plan and NPPF policies and, accordingly, approval is recommended.

#### **11. Reference Documents**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 Site Allocations and Designations (2020)  
Hillingdon Local Plan: Part 2 Development Management Policies (2020)  
Hillingdon Local Plan: Policies Map (2020)  
London Plan (March 2016)  
National Planning Policy Framework (2019)  
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)  
Council's Supplementary Planning Document - Planning Obligations

**Contact Officer:** Zenab Haji-Ismail

**Telephone No:** 01895 250230



# Notes:

 Site boundary

For identification purposes only.

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Site Address: **Northwood College Educational Foundation  
Maxwell Road  
Northwood**

Planning Application Ref:  
**2082/APP/2019/3720**

Planning Committee:  
**Page 16 Major**

Scale:  
**1:1,250**

Date:  
**March 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** NORTHWOOD COLLEGE EDUCATIONAL FOUNDATION MAXWELL ROAD  
NORTHWOOD

**Development:** The erection of a 3-storey science block within the existing car park; re-surfacing of the play space fronting Vincent House to facilitate re-located car parking spaces and associated works

**LBH Ref Nos:** 2082/APP/2019/4091

**Drawing Nos:** 2207\_AE(0-)002 Rev.P1  
Heritage Statement dated December 2019  
2207\_ AP(0-)001 Rev. P1  
2207\_ AP(0-) 002 Rev. P1  
2207\_ AP(0-) 003 Rev. P1  
2207\_ AP(0-) 004 Rev.P1  
2207\_ AP(0-)005 Rev. P1  
2207\_ AP(0-)010 Rev.P1  
2207\_ AP(0-)011 Rev. P1  
2207\_ AP(0-)012 Rev. P1  
22207\_ AP(0-)011 Rev. P1  
2207\_ AP(0-)012 Rev. P1  
2207\_ AP(0-)020 Rev. P1  
2207\_ AP(0-)021 Rev. P1  
LUC\_10892\_LD\_PLN\_100 Issue A  
LUC\_10892\_LD\_PLN\_101 Issue A  
LUC\_10892\_LD\_PLN\_200 Issue A  
LUC\_10892\_LD\_SEC\_600 Issue A  
LUC\_10892\_LD\_SEC\_601 Issue A  
Design and Access Statement dated December 2019  
Preliminary Ecological Appraisal & Preliminary Roost Assessment for Bats  
2207\_AE(0-)001 Rev. P1  
Landscape Supporting Statement  
Illustrative Hard Materials Palette  
Sketch Landscape  
Planning Statement dated December 2019  
Sustainability Assessment and Energy Statement  
Transport Statement dated December 2019  
Arboricultural Planning Statement  
Drainage Strategy dated December 2019

**Date Plans Received:** 19/12/2019

**Date(s) of Amendment(s):**

**Date Application Valid:** 19/12/2019

### 1. SUMMARY

The proposal involves the erection of a 3-storey building within the existing car park to replace the temporary science block within the playing field. It is recognised that this school contributes towards the education provision in the Borough and as such, the principle of development is supported.

The site lies within the Northwood/Green Lane Conservation Area. Following the decision to refuse an earlier application under planning ref: 2082/APP/2018/3819 (20-06-19), the applicant has engaged in positive pre-application discussion with Officers and as a result the applicant has reduced the height of the building and removed the glazed link at first floor level which were the most significant concerns with the previous application. The applicant has also made alterations to the front elevation so the appearance of the building is softened and the horizontal form is broken up. Due to its scale and position along Maxwell Road, the proposal has been identified to result in less than significant harm to the Conservation Area, however the applicant has demonstrated that this is the minimum amount of space the applicant requires to deliver the science curriculum. Taking the application as a whole, it is considered the benefits of the proposal outweigh the harm and on this basis, approval is recommended, subject to conditions and a Section 106 legal agreement

## **2. RECOMMENDATION**

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

**A. That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:**

**1. To secure all necessary highway works including written agreement from the Local Planning Authority on the final proposed public realm improvements to the pedestrian environment.**

**2. Community Use Agreement: Prior to occupation of the development a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of hours of use, access to the grass pitches, all weather pitch, MUGA and sports hall (including WCs and changing rooms) by non-school users, management responsibilities and include a mechanism for review. The approved scheme shall be implemented upon commencement of use of the development.**

**3. 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.**

**4. 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.**

**B. That the applicant meets the Council's reasonable costs in the preparation of the Section 106 agreement and any abortive work as a result of the agreement not being completed.**

**C. That the officers be authorised to negotiate the terms of the proposed agreement.**

**D. That, if the S106 agreement has not been finalised within 6 months, under the discretion of the Head of Planning, Transportation and Regeneration, the application is refused under delegated powers on the basis that the applicant has refused to address planning obligation requirements.**

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

**1            T8            Time Limit - full planning application 3 years**

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

**REASON**

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

**2            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: 2207\_AE(0-)001 Rev. P1, 2207\_AP(0-)001 Rev. P1, 2207\_AP(0-)002 Rev. P1, 2207\_AP(0-)003 Rev. P1, 2207\_AP(0-)004 Rev. P1, 2207\_AP(0-)005 Rev. P1, 2207\_AP(0-)010 Rev. P1, 2207\_AP(0-)011 Rev. P1, 2207\_AP(0-)012 Rev. P1, 2207\_AP(0-)020 Rev. P1 and 2207\_AP(0-)021 Rev. P1 and shall thereafter be retained/maintained for as long as the development remains in existence.

**REASON**

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

**3            COM5            General compliance with supporting documentation**

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

Heritage Statement dated December 2019  
Design and Access Statement dated December 2019  
Preliminary Ecological Appraisal & Preliminary Roost Assessment for Bats  
Landscape Supporting Statement  
Illustrative Hard Materials Palette  
Sketch Landscape  
Planning Statement dated December 2019  
Sustainability Assessment and Energy Statement  
Transport Statement dated December 2019  
Arboricultural Planning Statement  
Drainage Strategy dated December 2019  
LUC\_10892\_LD\_PLN\_100 Issue A  
LUC\_10892\_LD\_PLN\_101 Issue A  
LUC\_10892\_LD\_PLN\_200 Issue A  
LUC\_10892\_LD\_SEC\_600 Issue A  
LUC\_10892\_LD\_SEC\_601 Issue A

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

**REASON**

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two

Development Management Policies (2020) and the London Plan (2016).

#### **4 M1 Details/Samples to be Submitted**

Prior to the commencement of above ground construction works (other than car park fronting Vincent House), detailed plans of the facing materials and elevations annotated to show where the materials are to be located and a sample of external materials and other external surfaces shall be submitted to and approved in writing by the local planning authority. Details shall include:

- a) Plan, elevation and section drawings, including jambs, head and cill, of all new external window and door at a scale of 1:10
  - b) Samples and manufacturer's details of all new facing materials including masonry, windows and door frames, glazing
  - c) Plan, elevation and section drawing including materials of the proposed new gate on the front boundary at a scale of 1:10
- The samples shall include a brickwork panel no less than 1m by 1m including junction with window openings demonstrating the proposed colour, texture, facebond, pointing, expansion joints and vertical and horizontal banding, which shall be erected on site for inspection by the local planning authority.

The development shall only be carried out in accordance with the approved details and retained and maintained for the lifetime of the development.

#### **REASON**

To ensure that the development presents a satisfactory appearance in accordance with Policies DMHB 11 and DMHB 12 of the Local Plan: Part Two - Development Management Policies (2020) and the London Plan (2016).

#### **5 COM8 Tree Protection**

No site clearance or construction work shall take place (other than car park fronting Vincent House) 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 Local Plan: Part Two - Development Management Policies (2020).

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

Prior to above ground works (other than car park fronting Vincent House), 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
2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Cycle Storage
  - 2.c Means of enclosure/boundary treatments including shutters to the car parking area and gates/boundary fencing across the development
  - 2.d Car Parking Layouts for 40 spaces (including the layout of 4 car parking spaces reserved for blue badge holders, 8 car parking spaces served by electrical charging points and 8 car parking spaces served by passive electric charging points)
  - 2.e Hard Surfacing Materials
  - 2.f All External Lighting to the reconfigured car park, new science block and reinstated tennis court
  - 2.g Other structures
3. Living Walls and Roofs
  - 3.a Details of the inclusion of living walls and roofs that include nectar rich planting on two or more elevations
  - 3.b Justification as to why no part of the development can include living walls and roofs
4. Details of Landscape Maintenance
  - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
5. Schedule for Implementation

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

## REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14 and DMT 6 of the Local Plan: Part Two - Development Management Policies (2020) and Policies 5.11 and 5.17 of the London Plan (2016) and Policy D1, D2 and D3 of the draft London Plan (2019).

### **7 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 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 Local Plan: Part Two - Development Management Policies (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

### **8 NONSC External Fixtures**

No additional lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, television aerials or satellite dishes shall be fixed or installed on the external face of the buildings, without the prior approval in writing of the Council.

## REASON

To protect the character of the surrounding Conservation Area in accordance with Policy DMHB 4 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

### **9 COM26 Ecology**

Prior to above ground works (other than car park fronting Vincent House), a full ecological protection and enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme must include a clear and appropriately scaled plan showing the retention of the ecological features of interest and the specific measures to enhance opportunities for wildlife, including but not limited to; bat and bird boxes appropriately located, artificial refugia within the landscaping areas; wildlife specific planting (i.e. nectar rich planting) and a specific area within the landscaping that is



developed specifically to enhance opportunities for wildlife.

The scheme shall also incorporate a report with a commentary on the proposed enhancement features, how these will benefit wildlife and how the scheme will be managed and maintained to maximise the opportunities for wildlife over the lifetime of the development. The development thereafter proceed in accordance with the approved scheme.

#### REASON

To ensure the development protects and enhances ecology in accordance with the national planning policy framework and EM7 of the Local Plan: Part One (November 2012).

### **10 COM31 Secured by Design**

The building, car park and site 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 (2016).

### **11 NONSC Non Standard Condition**

Within 6 months of occupation, the temporary science block building shall be demolished and removed and the tennis courts shall be reinstated unless otherwise agreed in writing by the local planning authority.

#### 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 4, DMHB 11, DMHB 12, DMHB 14 and DMT 6 of the Local Plan: Part Two - Development Management Policies (2020) and 7.8 of the London Plan (2016) and Policy D1, D2 and D3 of the draft London Plan (2019).

### **12 SUS1 Carbon Reduction**

Prior to above ground works (other than car park fronting Vincent House), measures to reduce the energy demand and carbon dioxide emissions of the development by 35% shall be submitted to and approved in writing thereafter shall be integrated into the development and thereafter permanently retained and maintained for the lifetime of the development unless otherwise agreed in writing by the local planning authority.

#### REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy 5.2 of the London Plan (2016).

### **13 SUS5 Sustainable Urban Drainage**

Prior to commencement, (excluding demolition and site clearance) details to support the scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall follow the strategy set out in the Drainage Strategy produced by Waterman Infrastructure & Environment Limited dated December 2019.

The details shall include:

- A CCTV survey report confirming the condition and connectivity of the private drainage network from the site to the watercourse.
- A Management and Maintenance Plan for the drainage system that includes clear plans showing all of the drainage network above and below ground, and identifies the responsibility of different parties for each component of the drainage network. The plan shall include details of the necessary inspection regimes and maintenance frequencies. 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 DMEI 10 Water Management, Efficiency and Quality in Hillingdon Local Plan Part 2 Development Management Policies (2020), Policies 5.12, 5.13 and 5.15 of the London Plan (2016), National Planning Policy Framework (2019), and the Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

#### **14 OM19 Construction Management Plan**

Prior to development commencing (other than car park fronting Vincent House), the applicant shall submit a demolition and construction management and logistics 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.
- (iii) Measures to mitigate against noise during construction.
- (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 and manage highways impacts in accordance with Policy DMHB 11, DMT2 and DMEI14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

#### **15 NONSC Car Parking Management Plan**

The development hereby approved shall not be occupied until details of the parking management and allocation arrangements have been submitted to and approved in writing

by the Local Planning Authority; and the development shall not be occupied until the approved arrangements have been implemented.

**REASON**

To ensure that adequate car parking facilities are provided and to help mitigate the site's impact local congestion and highways safety in compliance with Policy DMT1 and DMT2 of the Local Plan: Part Two - Development Management Policies (2020).

**16            SUS6            Updated Travel Plan**

Prior to occupation of the development hereby permitted an updated Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan, as submitted shall follow the current Travel Plan Guidance issued by Transport for London and will include:

- (1) targets for sustainable travel arrangements [insert desired for targets;
- (2) effective measures for the ongoing monitoring of the Travel Plan;
- (3) a commitment to delivering the Travel Plan objectives; and
- (4) effective mechanisms to achieve the objectives of the Travel Plan by both present and future occupiers of the development.

The development shall be implemented only in accordance with the approved Travel Plan.

**REASON**

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with Policy DMT1 and DMT2 of the Local Plan: Part Two - Development Management Policies (2020) and London Plan (2016) Policies 6.1 and 6.3.

**17            NONSC            Piling**

No piling shall take place until a Piling Method Statement detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

**REASON**

To protect ground water resources in accordance with Policy DME1 11 of the Local Plan: Part Two - Development Management Policies (2020).

**18            OM2            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 and DMHB 12 of the Local Plan: Part Two - Development Management Policies (2020).

## **19 NONSC Lighting**

Measures shall be put in place to ensure that lights, including car park lighting, are automatically turned off when the buildings are not in use.

### **REASON**

To safeguard residential amenity in accordance with policies DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and to reduce energy demands in accordance with Policy 5.2 of the London Plan (2016) .

## **20 NONSC NRMM**

All non-Road mobile Machinery (any mobile machine, item of transportable industrial equipment, or vehicle - with or without bodywork) of net power between 37kW and 560kW used on the site for the entirety of the demolition and construction phase of the development hereby approved shall be required to meet Stage IIIA of EUDirective 97/68/EC. The site shall be registered on the NRMM register for the demolition and construction phase of the development.

### **REASON**

Reason: To safeguard the amenities of the adjoining occupiers, the area generally and contribution of developments to the air quality of the borough in accordance with the requirements of Policies policy DMT 2, DMEI 1, and DMEI 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (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.

LPP 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 6.1	(2016) Strategic Approach
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion

LPP 6.13	(2016) Parking
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
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 7.21	(2016) Trees and woodlands
LPP 8.2	(2016) Planning obligations
NPPF	National Planning Policy Framework
DMAV 1	Safe Operation of Airports
DMCI 1A	Development of New Education Floorspace
DMCI 2	New Community Infrastructure
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 3	Decentralised Energy
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 3.18	(2016) Education Facilities
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.6	(2016) Architecture

### **3            I24            Works affecting the Public Highway - General**

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

### **4            I3            Building Regulations - Demolition and Building Works**

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services,

underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

## **5            I15                            Control of Environmental Nuisance from Construction Work**

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

A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays or Bank Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

## **6            I18                            Storage and Collection of Refuse**

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans.

For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

## **7            I19                            Sewerage Connections, Water Pollution etc.**

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

## **8**

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. Fixtures, fittings and furnishings, particularly hard materials should be selected to ensure that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2009+A1:2010, Section 9.1.2, and, BS 223 in selecting an appropriate acoustic absorbency for each surface. Care should be taken to ensure that the internal decoration achieves a Light Reflectance Value (LRV) difference of at least 30 points between floor and walls, ceiling and walls, Including appropriate d cor to ensure that doors and door furniture can be easily located by people with reduced vision. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected and installed to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

Northwood College occupies a 3.3 hectare irregularly shaped plot located on the north west side of Maxwell Road. The main access to the school is from Maxwell Road. The site accommodates a number of buildings, which make up the lower and upper schools and the sixth form, in addition to playing fields, a Multi-Use Games Area (MUGA), a playground, hard play space, car parking and ancillary facilities. The buildings are set back from the road by approximately 10 metres.

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

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

The entire school site falls within the Green Lane Conservation Area as designated in the Hillingdon Local Plan. The buildings at the front (south east) of the site, including the Old School, Sixth Form and Library, Wray Lodge and Vincent House, are locally listed. The tree belt along the Maxwell Road boundary (north end) is protected by TPO 491. All other trees are protected by virtue of their location within Northwood Town Centre Conservation Area.

#### **3.2 Proposed Scheme**

The proposal seeks planning permission for the erection of a 3-storey building between the existing hall and the car park along Maxwell Road to provide a new science block. The proposal would facilitate the removal of the temporary science block situated which is situated on the north east side of the school.

The proposal includes the following:

- Nine senior science labs, one junior lab, one central prep room and two ancillary prep

rooms;

- A multi functioning exhibition 'makers space' off the entrance;
- Hard and soft landscaping around the new building;
- Landscape enhancements across the wider frontage of Maxwell Road;
- Resurfacing of the former playspace fronting Vincent House to re-provide ca parking spaces; and
- A new wheelchair accessible entrance to replace the existing entrance.

The proposed building science block would measure 15m in depth and 34.5m in width. The height of the main building would be 12m with the plant room and stair core terminating 1.8m above roof level. The plant room and the stair and lift core is setback by approximately 9.5m from the front facade. The entrance to the building will be 1.8m lower than street level due to the sloping nature of the site. The new building would have an internal footprint of 1,664 sq.m. The building line aligns with the frontage of the neighbouring building.

The the proposed building would be built out upto the flank wall of the old building to provide a WC block. The WC block would be set away from the front elevation of the proposed building by 5m and it will be set away from the entrance by 21m. At first floor and second floor levels, the building would be set away from the Old School (West Wing) by 3m. At ground floor level, the building would connect to the hall situated approximately 1.5m to the west of the proposed science block by a glazed link.

In terms of design, the front elevation is split into two sections that break up the elevation. The proposal seeks to provide red bricked building to match the neighbouring buildings. Metal cladding is proposed around the windows and the entrance.

#### Trees and Landscaping

The proposal seeks to remove clutter from the street frontage such as the chain link fencing and inappropriately placed box hedging on parts of the school's frontage. The proposal seeks to provide new permeable gates to replace old closed boarded timber doors leading into the school. The proposal also seeks to plant additional trees and hedges to frame existing buildings. Existing hedging would be retained and no works are proposed to trees covered by TPOs or the existing shrubbery.

#### Car Parking

As part of the development there will also be a loss of 7 parking spaces and the reconfiguration of 40 car parking spaces. 7 existing spaces on the site frontage would be retained with 19 new spaces located in the north-western sector of the site which is currently a playground with a further 14 spaces relocated within another playground area fronting Vincent House which is part of the site envelope. The latter arrangement would be accessed via an existing access gate on Maxwell Road and the remaining access points would remain unaltered also serving construction traffic.

### 3.3 Relevant Planning History

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

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



**Decision:** 07-05-2014    Approved

2082/APP/2017/2086      Northwood College Educational Foundation Maxwell Road Northwood  
Continued use of temporary classroom accommodation, comprising a two storey building of 1,600sq.m, for a further temporary period of 3 years (as previously approved in planning permission ref: 2082/APP/2014/600 dated 08-05-2014).

**Decision:** 12-09-2017    Approved

2082/APP/2017/4403      Northwood College Educational Foundation Maxwell Road Northwood  
Proposed extension to existing outdoor area including demolition of a rear outbuilding and the demolition of an existing covered walkway.

**Decision:** 04-04-2018    Approved

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

**Decision:** 02-07-2018    Approved

2082/APP/2018/3819      Northwood College Educational Foundation Maxwell Road Northwood  
The erection of a 4-storey block to accommodate a new science and sixth form centre, and the re-surfacing of the play space fronting Vincent House to facilitate car parking with associated works

**Decision:** 19-06-2019    Refused

2082/APP/2019/2828      Northwood College Educational Foundation Maxwell Road Northwood  
Resurfacing of all-weather sports surface playing pitch and replacement fence

**Decision:** 31-10-2019    Approved

2082/APP/2019/3720      Northwood College Educational Foundation Maxwell Road Northwood  
Continued use of temporary classroom accommodation comprising of a two storey building of 1,600sqm until 14 September 2023 (as previously approved in planning application reference 2082/APP/2014/600 and 2082/APP/2017/2086)

**Decision:**

2082/APP/2019/4105      Northwood College Educational Foundation Maxwell Road Northwood  
New balcony on first floor level, new balustrade on ground floor level and external lighting

**Decision:**

## Comment on Relevant Planning History

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

Under application ref: 2082/APP/2018/3819 planning permission was refused for the following reasons:

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

2) The proposed development, in the absence of a Section 106 legal agreement, fails to secure a travel plan, boundary treatment work and project management and monitoring fee to adequately mitigate the impact of the proposal on local highways network and the local area contrary to Policies AM7, AM14, BE38 and R17 of the Local Plan: Part Two (Saved UDP Policies) (November 2012).

Since the decision was made, the applicant has worked with Officer to make revisions to the proposal to provide a development proposal for a new permanent science block that overcomes the reason for refusal one. The key changes made to the application are as follows:

- The removal of the glazed link at first floor level between the new science block and the west wing;
- The removal of the fourth floor in its entirety;
- New material and detailing of the front facade; and
- Alterations to hard and soft landscaping and the front boundary treatment of the school.

### Planning History Relating to Play Space

It is also to be noted that under planning application ref: 2082/APP/2017/4403 (04-04-18) planning permission was granted for proposed extension to existing outdoor area including demolition of a rear outbuilding and the demolition of an existing covered walkway. In email correspondence dated 20-02-2020, the applicant confirmed the application has been implemented and the newly created playspace is both larger and of better quality than the former play space.

### Extension of Temporary Planning Permission for the Interim Science Block

This application is linked to the application made under planning ref: 2082/APP/2019/3720 for the erection of a 3-storey science block within the existing car park; re-surfacing of the play space fronting Vincent House to facilitate re-located car parking spaces and

associated works.

If planning permission is granted, the temporary science block which occupies an area of approximately 0.87 hectares located towards the north east side of the site would be removed and the site would be reinstated to provide tennis courts and playing field.

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

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

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

- The Local Plan: Part 1 - Strategic Policies (2012)
- The Local Plan: Part 2 - 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)

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 (Intend to Publish Version, December 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. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October.

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.

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 Local Plan Policies are considered relevant to the application:-

#### **Part 1 Policies:**

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM5 (2012) Sport and Leisure
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation

#### **Part 2 Policies:**

- LPP 5.1 (2016) Climate Change Mitigation
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2016) Sustainable design and construction
- LPP 5.7 (2016) Renewable energy
- LPP 5.11 (2016) Green roofs and development site environs
- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.15 (2016) Water use and supplies
- LPP 6.1 (2016) Strategic Approach
- LPP 6.3 (2016) Assessing effects of development on transport capacity
- LPP 6.9 (2016) Cycling
- LPP 6.11 (2016) Smoothing Traffic Flow and Tackling Congestion
- LPP 6.13 (2016) Parking
- LPP 7.2 (2016) An inclusive environment
- LPP 7.3 (2016) Designing out crime
- LPP 7.4 (2016) Local character
- 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 7.21 (2016) Trees and woodlands
- LPP 8.2 (2016) Planning obligations
- NPPF National Planning Policy Framework
- DMAV 1 Safe Operation of Airports

DMCI 1A	Development of New Education Floorspace
DMCI 2	New Community Infrastructure
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 3	Decentralised Energy
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 3.18	(2016) Education Facilities
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.6	(2016) Architecture

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

**5.1** Advertisement Expiry Date:- **12th February 2020**

**5.2** Site Notice Expiry Date:- **12th February 2020**

## **6. Consultations**

### **External Consultees**

This application was consulted on between 22-01-20 and 12-02-20. 2 letters of support and 1 objection was received to this application which are summarised below:

#### **Objection**

- The re-surfacing of the play space fronting Vincent House' is not being used as a play space, it is predominately a car park and there is concern this will become a permanent car park. For it to be a play space, as described on the existing planning Application, it would infer that children play on this area - children have not played on this area for a considerable time. Where is the play space going to be in the future? Will another part of the garden be tarmacked over in order to make a new play space as the old play space is now a permanent car park.

- The noise level has been exacerbated by the fact that mature trees and bushes have been removed from the garden area. A good neighbour would do their best to alleviate this noise pollution. If planning permission is granted perhaps this problem can be addressed, and even more trees and bushes planted as a nod to the neighbours.

- Maxwell Road is dangerous, it has a short stretch of 20mph restriction between the Green Lane mini roundabout and Murray Road, but drivers then frequently accelerate up to 30mph as they approach the narrower road section near the school. The 20mph restriction is extended to cover the full length of Maxwell Road - from Green Lane miniroundabout to Rickmansworth Road - to reduce the risk to the pupils of Northwood College and curb the acceleration down the hill towards the school.

- Detailed planning is conducted about how the building trucks can operate safely during term time (e.g. loading and unloading not during drop-off and pick-up times), accessing the site from Rickmansworth Road direction rather than Green Lane.

#### Comments

Supportive of this updated planning application. Providing modern science facilities is essential for the education of our young people, and the new building design is much more sympathetic to the surrounding buildings and elevations.

#### STATUTORY CONSULTEE COMMENTS

Northwood Residents Association

Supports the application.

Historic England

We do not wish to offer any comments on this application.

GLAAS

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. No further assessment or conditions are therefore necessary.

Sport England

The proposed development does not fall within either our statutory remit (Statutory Instrument 2015/595), or non-statutory remit (National Planning Policy Guidance (PPG) Par. 003 Ref. ID: 37-003-20140306), therefore Sport England has not provided a detailed response in this case, but would wish to give the following advice to aid the assessment of this application.

Thames Water

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

We would expect the developer to demonstrate what measures 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 [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@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.

The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission:

No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement." Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk) Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

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.

### **Internal Consultees**

Planning Policy Officer

The site is located in the north of the borough within the Northwood Town Centre, Green Lane Conservation Area. The proposed development seeks to remove the temporary building currently located on the school's tennis courts and provide a permanent science building on an existing staff car park fronting Maxwell Road. There are a number of locally listed buildings within Northwood College surrounding the development site. These include the Old School, Wray Lodge and Vincent House (as identified on the Masterplan submitted by the applicant), all immediately adjacent to the site. A new staff car park is proposed on land currently identified as play space. There will be an overall reduction in staff car parking spaces for the school from 47 spaces to 40 spaces. The site has a PTAL of 2.

The Local Plan Part 2 (2020) states that there is an identified need for twelve additional forms of entry for secondary places, nine of which are needed in the north of the borough. Whilst the applicant has stated that there will be no increase in pupil numbers as part of this development, paragraph 94 of the NPPF states that LPAs should "give great weight to the need to create, expand

or alter schools through the preparation of plans and decisions on applications.

Policy DMCI 1A of the Local Plan Part 2 states that proposals for school expansions will be assessed against the following criteria (only highlighting relevant policy requirements):

- a) The size of the site, its location and suitability to accommodate a school expansion taking account of compatibility with surrounding uses, and existing policy designations.
- b) The impact on green open space, games pitches, outdoor play and amenity space, taking account of the amenity 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.
- c) The extent to which the building design contributes towards the government target that schools and colleges should be zero carbon from 2016.

With respect to point b) of DMCI1A, the proposed development includes the loss of play space, which the applicant has stated is now redundant following the implementation of application 2082/APP/2017/4403. This scheme resulted in an additional 1,026 sq.m of outdoor play space being gained and the applicant has stated that there is no overall net loss of play space as a result of the two applications. Given that the 2017 scheme has already been implemented the key consideration here is how much outdoor play space is being lost and whether overall the school has sufficient outdoor play space to meet its needs.

The NPPF, London Plan and local planning policies all support in principle the encouragement of more sustainable forms of transport. Policy EM1 of The Local Plan Part 1 seeks to promote a modal shift away from private car use. As an increase in staff or pupil numbers are not proposed, and the surrounding area is covered by a CPZ, there is unlikely to be an impact on parking congestion in the area surrounding Northwood College as a result of the loss of 7 parking spaces. It is worth noting that there are currently 854 pupils and approximately 162 members of staff, however a current student cap of 1,089 students means these numbers may increase in future years and staff requirements for car parking may increase. The Officers' Report for the refused application 2082/APP/2018/3819 states that "Given the number of students is not proposed to increase, the proposal is unlikely to result in an increase in traffic to/from the site or parking demand at the school, which could have an adverse impact on the surrounding highway network.

Highways Officer

There are several existing vehicular and pedestrian access points located on Maxwell Road which lead to the existing total on-plot 47 car park space provisions. As a consequence of the significant site constraint challenges which have been taken into consideration within the master-planning process, the new build will be contained on the existing main car park footprint.

This would result in a loss of 7 parking spaces out of the 47 currently provided and a re-provision of 40 spaces located throughout the site envelope. 7 existing spaces on the site frontage would be retained with 19 new spaces located in the north-western sector of the site which is currently a playground with a further 14 spaces relocated within another playground area fronting Vincent House which is part of the site envelope. The latter arrangement would be accessed via an existing access gate on Maxwell Road and the remaining access points would remain unaltered also serving construction traffic.

Any loss of parking space is regrettable as staff, in particular, may be displaced to other nearby locations such as the Green Lane car park as referred to within the submitted statement. As Members are aware, this car park is a public 'pay & display' facility and as such, reliance on what is in effect a third party parking provision outside of the college's site envelope and control is discouraged. This is due to the fact that spaces cannot be guaranteed in perpetuity and conversely, long stay teaching staff may impact detrimentally on the general parking availability for the rest of the general public thereby potentially impacting on the viability and vitality of the local town centre. The



applicant's encouragement for the use of the car park is therefore considered not relevant to the proposal. However it is accepted that there will be a strong reliance on the successful promotion of alternative sustainable means of travel to and from the site by way of the application of the established/updated school travel plan (inclusive of appropriate 'modal-change' targets) which would be secured via planning condition in order to help mitigate against any undue displacement impacts resulting for the net loss of on-plot car parking.

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

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

A Car Parking Management Strategy (CPMS) would also be applied in order to ensure an unhindered, properly managed and functional operation for all parking users within the site envelope. This again is to be secured via planning condition. For the above reasons, there are no significant concerns with regard to the overall net loss of on-plot car parking.

It is noted that there have been some representations from the public with regard to introducing speed restrictions with the addition of pedestrian crossings in the vicinity of the school. Clearly these aspects are considered of significant importance as such provisions can have a positive benefit on general pedestrian and vehicular safety which can assist in improving the environment for all road users. However in terms of determining this particular application, it is not considered appropriate to impose financial burden on the school by requesting contribution toward any identified improvements to the public realm given the school is not proposing to expand in scale or generally intensify its day to day usage. If the converse were true then there may be an opportunity to demand a contribution to attain highway gain but in the current circumstance such imposition cannot be applied. Notwithstanding this point, the concerns raised have been noted and will be further investigated via a separate investigation by the Council's highways authority.

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

For the previously refused 2019 application (2082/APP/2018/3819) details of the 3 stage construction/phasing plan were submitted consisting of the following:-

- Provision of a new relocated car park within the site envelope in front of Vincent House.
- The new Science & Sixth Form block construction and subsequent decant from the temporary accommodation to the new block.
- Removal of temporary building.

This was considered as a logical and apt approach however this detail has not been presented with this current application. It may be assumed that the same approach will be applied however irrespective of this point, as is the norm, a full and detailed CLP would be a requirement given the constraints and sensitivities of the local road network in order to minimise/avoid potential detriment to the public realm. It will need to be secured under a suitable planning condition.

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with Local Plan Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies 6.3, 6.9, and 6.13 of the London Plan (2016).

Air Quality Officer

Whereas there is no accompanying air quality assessment, the transport assessment submitted by the applicant was reviewed, which indicated that the development proposals at Northwood College will not include an uplift in student numbers above the cap imposed by Hillingdon. Given the number of students is not proposed to increase, the proposal is unlikely to result in an increase in traffic to/from the site or parking demand at the school, and no adverse impact on the surrounding highway network is expected. It is noted that this is provision of a new science block in direct replacement of the current temporary facility. The car parking numbers have reduced by 7 places and there are no highways objections to the scheme in terms of adverse impacts on the surrounding road network.

In addition, the school currently hold the Gold STARS award for the promotion and achievement of sustainable travel. A new Travel Plan at the school will be produced prior to the opening of the redevelopment of the site which is welcomed. The opportunity is being taken to condition the inclusion of EV charging points which is supported from an air quality perspective. Given its location and the scale of development appropriately worded conditions are required to mitigate against the air quality impacts of the development.

#### Conservation and Design Officer

The proposed block is large and will become the dominant building along the school frontage with the parapet (with roof set behind) extending above the locally listed buildings either side. The new block has a monolithic character with a strong horizontal emphasis at odds with the established Arts and Crafts style of architecture within the area.

Greater emphasis should be given to the main entrance so that it is clearer where you are supposed to enter the building. The entrance could be celebrated more architecturally rather than just signage at a low level which will be obscured by the ground levels. There are also concerns with the visibility of the condenser units on the roof. Could these be hidden within the roof structure?

The proposed science block, as presented, harms the character and appearance of the conservation area as well as the setting of the locally listed buildings. The revisions address a few of the concerns raised, however the proposal continues to dominate the streetscene. The proposal would result in less than substantial harm and the harm must be balanced against the public benefit of this development.

#### Flood Water Management Officer

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

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

It is recommended that a condition be placed on the permission to address the remaining elements of the proposed drainage strategy.

#### Contaminated Land Officer

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

#### Sustainability Officer

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

#### Access Officer

This proposal for a new permanent science block addresses the accessibility concerns raised in the previous application. The building will now be a stand-alone science block, with no 6th form accommodation proposed within this new building. Access for all will be via the main entrance, lift access to the upper floors, and an accessible toilet and refuge area on all floors above ground.

Conclusion: acceptable, however the following informative should be attached to any grant of planning permission. Recommended Informatives 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. Fixtures, fittings and furnishings, particularly hard materials should be selected to ensure that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2009+A1:2010, Section 9.1.2, and, BS 223 in selecting an appropriate acoustic absorbency for each surface. Care should be taken to ensure that the internal decoration achieves a Light Reflectance Value (LRV) difference of at least 30 points between floor and walls, ceiling and walls, Including appropriate d cor to ensure that doors and door furniture can be easily located by people with reduced vision. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected and installed to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

#### Trees and Landscaping Officer

This site is occupied by a private girls day school located on the west side of Maxwell Road. The school is set within an established landscape, which includes specimen trees and some mature hedgerow boundaries. The tree belt along the Maxwell Road boundary (north end) is protected by TPO 491. All other trees are protected by virtue of their location within Northwood Town Centre Conservation Area.

COMMENT This site has been the subject of pre-application advice, including detailed discussions about the front boundary treatment with the design team's landscape consultant, LUC. A tree report

by ADAS, dated July 2018, has been submitted. A landscape supporting statement analyses and sets out design objectives for the Maxwell Road frontage, from Vincent House northwards to the Old School building. The landscape design objectives seek to secure a comprehensive and more cohesive treatment of the boundaries, retaining trees and hedges of merit and re-inforcing the boundaries with improved planting, fencing and hedge management. In front of the new science building consideration has been given to creating safe, accessible and attractive routes for both vehicles and pedestrians, while overcoming the unavoidable change of levels. Indicative planting plans and schedules have been proposed, including a green roof. A hard surfacing plan proposes to keep some existing hard-standing, while proposing macadam outside Vincent House, the New science Building and the Catering building. A more bespoke finish would provide further enhancement to the more noteworthy buildings.

RECOMMENDATION No objection subject to pre-commencement conditions COM8, COM9 (parts 1,2,3,4,5 and 6) and COM10.

Ecology Officer

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

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

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

## **7. MAIN PLANNING ISSUES**

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

Paragraph 94 of the NPPF (2019) reiterates the objectives set out in the Policy Statement on Planning for Schools Development. It emphasises there should be sufficient choice of school places is available to meet the needs of existing and new communities and it requires LPAs to take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

Policy 3.18 of the London Plan (2016) supports proposals for new schools, including free schools. It notes proposal for new schools shall only be refused where there are demonstrable negative local impacts which substantially outweigh the desirability of establishing a new school and which cannot be addressed through the appropriate use of planning conditions or obligations.

Policy S3 of the draft London Plan (2020) seeks to ensure there is a sufficient supply of good quality education facilities to meet demand and offer educational choice.

Policy 3.18 of the London Plan (2016) also encourages the co-location of services between schools and other provision in order to maximise land use, reduce costs and develop the extended schools offer.

Policy CI1 of the Local Plan: Part One (2012) seeks to ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations by supporting extensions to existing schools and the development of new schools and youth facilities.

Policy DMCI 1A of the Local Plan Part 2 states that proposals for school expansions will be assessed against the following criteria (only highlighting relevant policy requirements):

- a) The size of the site, its location and suitability to accommodate a school expansion taking account of compatibility with surrounding uses, and existing policy designations.
- b) The impact on green open space, games pitches, outdoor play and amenity space, taking account of the amenity 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.
- c) The extent to which the building design contributes towards the government target that schools and colleges should be zero carbon from 2016.

There is an identified need for twelve additional forms of entry for secondary places, nine of which are needed in the north of the borough. Whilst the application proposes no increase in pupil numbers or staff as a direct result of this proposal, the Council acknowledges that independent education providers, such as Northwood College, play an important role in education delivery and that the proposal would enhance existing facilities, enabling the school to remain competitive within its market. It is noted that the proposals will not increase pupil or staffing numbers at the school but will provide a new science block with associated facilities to enable the school to deliver the curriculum in a building that is fit for purpose and well designed to meet the needs of the science curriculum. The proposal accords with National, London Plan and Local Plan policies and is considered acceptable in principle.

The application also seeks permission to resurface a former play space to provide replacement car parking. As noted within the Planning History section of this report, under planning application ref: 2082/APP/2017/4403 (04-04-18) planning permission was granted for the extension to the outdoor playspace to incorporate an additional of 1,026 sq.m of grassed outdoor playspace following the demolition of redundant outbuildings and an under utilised canopy structure. The applicant has confirmed the application has been implemented. The area in front of Vincent House to re-provide replacement car parking that was previously used for play is no longer used for that purpose since the newly created area has been implemented between Manor Lodge, Vincent House and Bryden Brown. As such, resurfacing of the former playground in front of Vincent House would not result in the loss of playing fields.

## **7.02 Density of the proposed development**

Not applicable to this application.

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

The site does not lie within an Archaeological Priority Zone however, the application site falls within the Green Lane Conservation Area. Furthermore, several school buildings fronting Maxwell Road are locally listed. Notwithstanding the policy support for education related development, the proposals would provide a substantial building within the Green Lane Conservation Area. In this case, the primary issue relates to whether this proposal preserves or enhances the character and appearance of the Green Lane Conservation Area and the setting of the locally listed buildings fronting Maxwell Road.

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

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

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

Policy D1 of the draft London Plan (2019) requires developments to respect, enhance and utilise the heritage assets and architectural features that make up the local character

Policy HE1 of the Local Plan: Part One (November 2012) seeks to conserve and enhance the distinct and varied environment of the West Drayton Green Conservation Area.

Policy DMHB 4 of the Local Plan: Part Two (2020) requires new development within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area.

The proposal provides seeks to infill a large gap within the existing car park fronting Maxwell Road by providing a 3-storey building in a prominent location between two locally listed buildings, the west wing of the Old School Building and Wray Lodge which front onto Maxwell Road. The surrounding area is characterised by mature landscaping which provides a visual separation between the road and the buildings. The existing buildings at Northwood College vary in height and are generally between two and two and a half storeys. There is a significant change in levels north south on Maxwell Road and the school. There is also a change in levels between the street level entrance and the entrance into the proposed building such that the entrance to the school would be approximately 1.8m lower than the entrance gates at street level.

The proposed 3-storey building would become a main entrance to the school, it is proposed to be 12m in height. The WC block would be located at ground floor level of the science block which would infill the gap, however the infill is proposed to be set back from the main elevation by 5m creating a greater visual separation between the new science block and the neighbouring building compared to the previously refused application. The proposal will be finished in red brick to match the neighbouring building with the window surrounds in a detailed metal cladding.

The Conservation Officer has reviewed the application and identified that the proposal would result in less than substantial harm to the character and appearance to the Green Lane Conservation Area and the setting of the locally listed buildings on either side due to its size, scale and prominence in views. The proposed building is at odds with the wider Conservation Area which comprises smaller buildings and which have spacious and verdant settings.

Paragraph 193 of the NPPF (2019) states that when considering the impact of a proposed development on the significance of a designated heritage asset, such as a Conservation Area, great weight should be given to the asset's conservation. The more important the

asset, the greater the weight should be. In this respect, the harm identified, it would be 'less than substantial' and in line with NPPF (2019) paragraph 196 the identified harm, must be weighed against the public benefits of the proposal including where appropriate, securing its optimum viable use.

Historic England Guidance notes that public benefits can cover a wide range of considerations and may go beyond straightforward heritage issues. The Government's Planning Practice Guidance (PPG) states that public benefits can be anything that arises from a development that delivers economic, social or environmental progress, as defined by paragraph 7 of the NPPF (2019).

The harm identified is less than substantial harm to the significance to this part of the Conservation Area and the setting of the locally listed buildings. Consequently, the test set out in paragraph 196 of the NPPF is appropriate to the decision making process. The harm identified relates to the loss of a substantial gap and the scale of the proposal in the context of the neighbouring locally listed buildings.

The applicant has provided supporting Planning and Heritage Statements in support of the application which states that in developing the proposal, the whole school site including the existing buildings were reviewed. The proposed building has been designed to accommodate the minimum amount of accommodation required to deliver the Science curriculum for the School. The laboratories cannot be reduced further as this will compromise the ability of the development to meet the recommended size standards of school laboratories.

The development has made the following design alterations compared to the previously refused scheme under ref: 2082/APP/2018/3819 (20-06-19) namely:

- The height of the new science block has been reduced from 4-storeys to 3-storeys;
- The internal floorspace has reduced by 28%;
- The glazed link at first floor level no longer forms part of the proposal and as such, the proposal no longer impacts the fabric of the neighbouring locally listed building and there would be an appreciation of a gap between the buildings;
- The proposed design has been altered to create articulation on the front facade and the articulated mass sits above the entrance into the school so it celebrates the entrance into the building;
- The decorative window surrounds soften the appearance of the building compared to the previously proposed stone and picks up references from the neighbouring locally listed buildings;
- Additional visual interest has been added above the entrance of the new building where an angled wall with mesh metal detailing is proposed;
- The proposal includes step free access to all floors which previously was not accessible; and
- The proposal includes improvements to the ad hoc nature of hard and soft landscaping across the entirety of the school's frontage onto Maxwell Road.

The public benefits that this proposal will provide include the following:

- the proposal provides a new science block to replace the temporary block within the playground;
- the proposed block is confined to the existing built up area of the school and it does not result in the loss of open space or playing fields;

- the proposed exhibition area would facilitate extra curricular activities and wider community engagement details of which would be secured through a community use agreement clause within the Section 106 legal agreement;
- a comprehensive landscaping master plan has been drawn up to improve the landscape setting of the site and therefore the site's contribution as a whole to the Conservation Area;
- the proposal would contribute towards the high quality learning environment in the borough; and
- the tennis courts and playing field would be reinstated following the removal of the temporary science block.

The proposal has been designed to reduce its impact on the Green Lane Conservation Area and respond to the characteristics of the area. The proposal has overcome the most significant areas of objection to the previous application through revisions to the height of the building and the removal of the glazed link at first floor level so there is an appreciation of the gaps between buildings.

In assessing this proposal, considerable weight to the desirability of preserving the setting of the Green Lane Conservation Area and setting of the locally listed buildings. However, the adverse impacts identified in this case are limited and localised in nature and they are not outweighed by the benefits of delivering a new and permanent purpose built building that would deliver the School's science curriculum, when assessed against the policies of in the Framework taken as a whole. The proposal is therefore considered to be consistent with the NPPF, Policy D1 and D2 of the Draft London Plan (2019), Policy HE1 of the Local Plan: Part One (2012) and Policy DMHB 4 of the Local Plan: Part Two (2020).

#### **7.04 Airport safeguarding**

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

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

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

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

Paragraph 131 of the NPPF (2019) requires that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Policy 7.6 of the London Plan (2016) requires new developments to make be of the highest architectural quality and be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm.

Policy D1 of the London Plan (2019) requires all development to make the best use of land by following a design led approach that optimises the capacity of sites. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth

Policy BE1 of the Local Plan: Part One (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management



Policies (2020) re-emphasises the importance of good design in new development by A) requiring all new buildings and extensions to be designed to the highest standards, which incorporate principles of good design, such as harmonising with the local context by having regard to the scale, height, mass and bulk of surrounding buildings; using high quality materials and finishes; having internal layouts and design which maximise sustainability and the adaptability of the space; protecting features which contribute positively to the area and providing landscaping that enhances amenity, biodiversity and green infrastructure; B) avoiding adverse impacts on the amenity, daylight and sunlight of adjacent property and open space; C) safeguarding the development potential of adjoining sites and D) making adequate provision for refuse and recycling storage.

The proposal seeks to provide a 3-storey building to accommodate a new science block within the existing car park. Car parking would be reconfigured across the wider site. The proposal include a comprehensive landscaping scheme across the frontage of Northwood College. In terms of design, the treatment of the front elevation has changed to draw upon the features on the neighbouring buildings. The new building would include:

- 9 No Senior Labs and 1 No Junior Lab;
- A new public entrance to the school;
- Offices for staff;
- A ground floor level link to the existing hall (to the rear of the new building); and
- A new exhibition/atrium space off the entrance.

The application follows extensive pre-application discussion with officer to overcome the key objections raised to the previous application. Whilst the footprint of the building remains large this is necessary to accommodate to meet the minimum lab sizes to allow the school to deliver the science curriculum. The schools operational needs far outweigh concerns related to the scale of the proposal. The detailed design has been revised to reference the characteristic of the area. The horizontal emphasis has been softened through detailing around windows and above the entrance reflects the craftsmanship that typifies the arts and crafts style typical of the wider area. The proposal overcomes the most significant objections to the proposal which related to its height and scale. Notwithstanding the Conservation Officer's comments related to the scale of the building, in terms of design, this proposal is considered to be of a high quality that references characteristics of the area and is considered to comply with relevant policies within the Local Plan, London Plan and NPPF.

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

Policy DMHB 11 (2020) requires that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

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

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

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

Not applicable to this development.

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

Policy DMT 2 of the Local Plan: Part Two (2020) notes development proposals must ensure that safe and efficient vehicular access to the highways network is provided to the Council's standards.

Policy DMT 6 of the Local Plan: Part Two (2020) sets maximum car parking standards. For a development of this type it is required that the quantum of car parking provided is determined 'on an individual basis using a transport assessment and a travel plan, and in addition provision for taxi and bus/coach access and parking.

The proposal involves the net loss of 7 car parking spaces. The highways officer has commented on the application noting that any loss of parking space is regrettable as staff, in particular, may be displaced to other nearby locations such as the Green Lane car park as referred to within the submitted statement which is a pay and display car park.

As such, reliance on what is in effect a third party parking provision outside of the college's site envelope and control is discouraged. This is due to the fact that spaces cannot be guaranteed in perpetuity and conversely, long stay teaching staff may impact detrimentally on the general parking availability for the rest of the general public thereby potentially impacting on the viability and vitality of the local town centre. The applicant's encouragement for the use of the car park is therefore considered not relevant to the proposal. However it is accepted that there will be a strong reliance on the successful promotion of alternative sustainable means of travel to and from. The applicant notes there is an established and updated school travel plan (inclusive of appropriate 'modal-change' targets). An updated school travel plan would be secured via condition in order to help mitigate against any undue displacement impacts resulting for the net loss of on-plot car parking.

The highways officer considers there are a number of factors that potentially mitigate against the negative consequences of any parking displacement that may be expected as a result of the proposal. Untoward parking displacement is unlikely to affect the surrounding road network given the several CPZ's covering the area (with forthcoming extensions) which strongly discourage long-term commuter/school related on-street parking.

A Car Parking Management Strategy (CPMS) would also be applied in order to ensure an unhindered, properly managed and functional operation for all parking users within the site envelope. This again is to be secured via planning condition. For the above reasons, there are no significant concerns with regard to the overall net loss of on-plot car parking.

It is noted that there have been some representations from the public with regard to introducing speed restrictions with the addition of pedestrian crossings in the vicinity of the school. The highways officer considers that in terms of determining this particular application, it is not considered appropriate to impose financial burden on the school by requesting contribution toward any identified improvements to the public realm given the school is not proposing to expand in scale or generally intensify its day to day usage.

A full and detailed Construction Logistics Plan would be a requirement given the constraints and sensitivities of the local road network in order to minimise/avoid potential detriment to the public realm. A suitably worded planning condition has been attached to mitigate against the construction impact on the local highway network and the amenities of the local area. The proposal is considered to comply with the provisions set out within Policy DMT 2 and DMT 6 of the Local Plan: Part Two (2020).

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

Design has been addressed in paragraph 7.07 of this report.

## Security

Paragraph 7.13 of the London Plan (2016) requires development proposals to contribute to the minimisation of potential physical risks and include measures to deter crime and anti social behaviour. The design and access statement provides details of how the site would be secured. It would largely follow the existing security measures already in place. A secured by design condition has been recommended within the draft decision. The proposal accords with Policy 7.13 of the London Plan.

### **7.12 Disabled access**

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

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

Policy D3 of the draft London Plan (2019) requires developments to deliver an inclusive environment that meets the needs of all Londoners.

The Access Officer has commented on this application noting the proposal provides step free access to each floor and the entrance has been designed incorporates the principles of inclusive design. The proposed development overcomes the Access Officer's objections to the previous application and is considered to comply with Policies 7.2 of the London Plan (2016) and Policy D3 of the London Plan (2019).

### **7.13 Provision of affordable & special needs housing**

Not applicable to this development.

### **7.14 Trees, landscaping and Ecology**

#### **TREES AND LANDSCAPING**

Policy DMHB 14 of the Local Plan: Part Two (2020) notes all developments will be expected to retain or enhance the existing landscape, trees, biodiversity and natural features of merit. Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees.

The Trees and Landscaping Officer has reviewed the proposal and commented on the application noting The proposal would not result in the loss of trees and the site has been subject to detailed discussions relating to front boundary treatment. The landscape design objectives seek to secure a comprehensive and more cohesive treatment of the boundaries, retaining trees and hedges of merit and re-enforcing the boundaries with improved planting, fencing and hedge management.

To the front of the new science building, consideration has been given to creating safe,

accessible and attractive routes for both vehicles and pedestrians, while overcoming the unavoidable change of levels. Indicative planting plans and schedules have been proposed, including a green roof.

A hard surfacing plan proposes to keep some existing hard-standing, while proposing macadam outside Vincent House, the New science Building and the Catering building. The trees and landscaping officer considers a more bespoke finish would provide further enhancement to the more noteworthy buildings would be welcomed. It is recommended that the details of hard surfacing are secured by way of a condition. Overall the proposal complies with Policy DMHB 14 of the of the Local Plan: Part Two (2020).

## ECOLOGY

Policy DMEI 7 of the Hillingdon Local Plan: Part Two (2020) requires the design and layout of new development should retain and enhance any existing features of biodiversity or geological value within the site.

The ecology officer commented on this application noting there was not a reasonable likelihood of their presence on site. The consultant (RSK) has carried out the survey (reference 857373) and found no presence of bats on the site. Subject to a condition that requires an ecological protection and enhancement scheme to be submitted before any above ground works take place, the proposal is considered to comply with Policy DMEI 7 of the Hillingdon Local Plan: Part Two (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 waste and recycling arrangements are considered acceptable. The proposed development makes provisions for waste and recycling and is not considered contrary to Policy 5.17 of the London Plan (March 2016). Waste storage which would operate as existing.

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

Policy 5.2 of the London Plan (2016) requires development proposals to make the fullest contribution possible to reducing carbon emissions. Major development schemes must be accompanied by an energy assessment to demonstrate how a 40% target reduction in carbon dioxide emissions will be achieved, where feasible.

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

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

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

Policy DMEI 10 of the Local Plan: Part Two (2020) applications for all new build

developments are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy.

The site does not fall within a flood zone or critical drainage area and no specific drainage issues have been identified. However, in accordance with London Plan policy a Flood Risk Assessment and Drainage Strategy has been provided which has been reviewed by the Flood Water Management team and has been found acceptable subject to a pre-commencement condition.

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

##### **Air Quality**

Policy DMEI 1 of the Local Plan: Part Two (2020) requires major development in Air Quality Management Areas to provide onsite provision of living roofs and/or walls. A suitable offsite contribution may be required where onsite provision is not appropriate.

The Local Plan recognises that living walls and roofs allow a number of environmental goals to be achieved in a relatively small space. They also remove particulates that improve local air quality. The Sustainability Officer has requested that a condition is added to the decision notice to ensure the proposal contributes to Air Quality enhancements.

Policy DMEI 14 of the Local Plan: Part Two (2020) requires development proposals to demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants. Developments are expected to be:

- Air quality neutral;
- include mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors; and
- actively contribute towards the continued improvement of air quality, especially within the Air Quality Management Area.

The air quality officer noted there would be no increase in staff or pupil numbers or vehicle movements and car parking provision to the site as a result of this application and no increase in parking is proposed. Accordingly, the development would not have a significant impact on local air quality. Conditions have been attached to mitigate against the impact of the development.

##### **Noise**

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

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

The objections and comments have been addressed within the main body of the report.

#### **7.20 Planning obligations**

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

- i. necessary to make the development acceptable in planning terms

- ii. directly related to the development, and
- iii. fairly and reasonable related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

At a regional level, policy 8.2 'Planning Obligations' of the London Plan (2016) stipulates that when considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. It also states that development proposals should address strategic as well as local priorities in planning obligations.

Policy DMCI 7 of the Local Plan: Part Two (2020) seeks 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. Planning obligations are sought on a scheme-by-scheme basis to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

Relevant Officers have 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.

1. To secure all necessary highway works including written agreement from the Local Planning Authority on the final proposed public realm improvements to the pedestrian environment.
2. Community Use Agreement: Prior to occupation of the development a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of hours of use, access to the school's facilities (including WCs and changing rooms) by non-school users, management responsibilities and include a mechanism for review. The approved scheme shall be implemented upon commencement of use of the development.
3. 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.
4. 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.

A Community Infrastructure Levy contribution would not be required for this development which seeks to provide an educational use.

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

Not applicable to this application.

#### **7.22 Other Issues**

Contaminated Land

Policy DMEI 12 of the Local Plan: Part Two (2020) requires proposals for development on potentially contaminated sites to be accompanied by at least an initial study of the likely contaminants. 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.

The Contaminated Land Officer has commented on this application noting various planning information and historic mapping concerning the site has been reviewed. The college has been at the location since the early 1900's. Prior to this, the site was relatively undeveloped, other than for an early use as an orchard on part of the land. There is no further evidence of previous activities at the site that would have resulted in contamination. Therefore, in terms of land contamination, the application site is unlikely to be contaminated and therefore no condition is necessary.

## **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 proposal to provide a new and permanent science block to replace the existing temporary building within the playing field is supported by National, London Plan and Local Plan policies. Whilst the proposal has been identified to result in less than substantial harm to the Conservation Area and setting of the locally listed buildings fronting Maxwell Road, it is acknowledged that this is the minimum footprint required to deliver the science curriculum and meet the operational needs of the school. Furthermore, the applicant has engaged in pre-application discussions relating to this application and had made alterations to the height and design of the proposed building to overcome previous design concern.

The proposal would not have any detrimental impact on the amenities of the occupiers of neighbouring residential properties and there would be no increase in traffic associated with the development. The benefits of the proposal outweigh the identified harm to the Conservation Area and setting of locally listed buildings for the reasons outlined in this report, the proposal is recommended for approval.

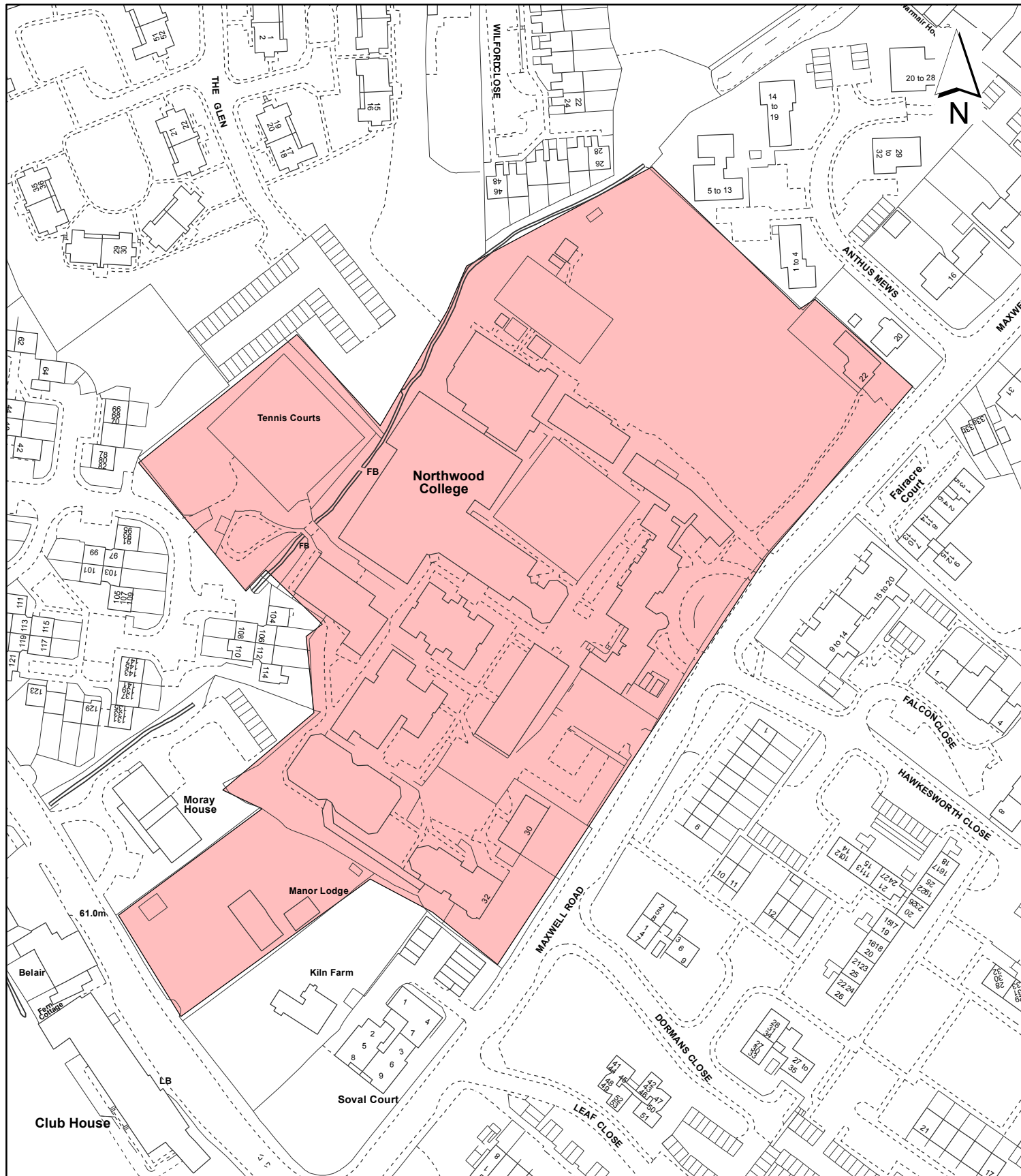
## **11. Reference Documents**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 Site Allocations and Designations  
Hillingdon Local Plan: Part 2 Development Management Policies  
Hillingdon Local Plan: Policies Map  
London Plan (March 2016)  
National Planning Policy Framework  
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)  
Council's Supplementary Planning Document - Planning Obligations

**Contact Officer:** Zenab Haji-Ismail

**Telephone No:** 01895 250230





#### Notes:

 Site boundary

For identification purposes only.

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Site Address: **Northwood Collage  
Educational Foundation  
Maxwell Road  
Northwood**

Planning Application Ref:  
**2082/APP/2019/4091**

Planning Committee:  
**Major**

Scale:  
**1:1,700**

Date:  
**March 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** LAND ADJACENT TO WHITEHEATH JUNIOR SCHOOL WHITEHEATH AVENUE RUISLIP

**Development:** Erection of 2 x 4 bed dwellings with associated landscaping, car parking and ecological area to the rear of the site (amended plans 17.02.19)

**LBH Ref Nos:** 64510/APP/2019/1412

**Drawing Nos:** 2018/D271/P/10 rev C  
2018/D271/P/09 rev C  
2018/D271/P/13  
2018/D271/P/14  
2018/D271/P/03 Rev E  
2018D271P01 Site Location Plan A4 Portrai  
Whiteheath Ave Land Adj No 1 Fee charge mem  
Arboricultural Impact Assessment & Method Statement - Ref: TH1981/E  
Tree Protection Plan - Ref: TH/A3/1981B/TPF  
2018/D271/P/02 Rev A

**Date Plans Received:** 26/04/2019      **Date(s) of Amendment(s):** 26/04/2019

**Date Application Valid:** 01/05/2019

### DEFERRED ON 20th November 2020 FOR FURTHER INFORMATION .

The application was deferred at the 20-11-19 Major Applications Planning Committee for the following reason: "the item be deferred for further re-consultation regarding clarification of plans and a request for a daylight / sunlight report".

The applicant has taken into consideration the points raised by consultees and members, and has put forward a revised scheme.

#### SUMMARY OF REVISED DEVELOPMENT PROPOSALS

The application seeks full planning consent for the redevelopment of a vacant piece of land to construct 2 new residential dwellings. The site is a vacant plot with an electricity sub-station to the left hand corner of the site. The front of the site is fenced to restrict fly tipping and anti-social behaviour. The site is owned by Hillingdon Council and previously accommodated two single storey detached buildings which were occupied by Hillingdon Grid For Learning for the store and repair ICT equipment. The use of these buildings was absorbed elsewhere within the School site therefore the buildings became redundant and fell into a state of disrepair. A decision was undertaken to demolish the buildings in 2018.

The application site accommodates an electricity substation in the north western corner of the site which is currently served by 2 access points, one at the front of the site leading from the principle highway and the secondary access which is located towards the rear of the proposed dwellings and leads from the eastern boundary to the western boundary. The owners of the substation have been consulted as part of the application process and have raised no objection to having the access reduced to the front of the site only which is not considered to impact the construction of the proposed dwellings.

The site is located within an established residential area and given the residential character of

the surrounding area, there is no policy objection to the development of the site to provide additional residential accommodation.

It should be noted that the original submission was for 5 residential units which has now been reduced to 2. The report has been fully updated to reflect the revised submission.

## **1. SUMMARY**

The application seeks full planning consent for the redevelopment of a vacant piece of land to construct 2 new residential dwellings. The site is a vacant plot with an electricity sub-station to the left hand corner of the site. The front of the site is fenced to restrict fly tipping and anti-social behaviour. The site is owned by Hillingdon Council and previously accommodated two single storey detached buildings which were occupied by Hillingdon Grid For Learning for the store and repair ICT equipment. The use of these buildings was absorbed elsewhere within the School site therefore the buildings became redundant and fell into a state of disrepair. A decision was undertaken to demolish the buildings in 2018.

The application site accommodates an electricity substation in the north western corner of the site which is currently served by 2 access points, one at the front of the site leading from the principle highway and the secondary access which is located towards the rear of the proposed dwellings and leads from the eastern boundary to the western boundary. The owners of the substation have been consulted as part of the application process and have raised no objection to having the access reduced to the front of the site only which is not considered to impact the construction of the proposed dwellings.

The site is located within an established residential area and given the residential character of the surrounding area, there is no policy objection to the development of the site to provide additional residential accommodation.

It should be noted that the original submission was for 5 residential units which has now been reduced to 2.

## **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) S278 works to facilitate the development which includes the construction of a new vehicular crossover**

**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 18th June 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 works). The proposal therefore conflicts with Policies contained within the adopted Hillingdon Local Plan Saved Policies (November 2012).'

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

**1            SP01            Council Application Standard Paragraph**

This authority is given by the issuing of this notice under Regulation 3 of the Town and Country Planning General Regulations 1992 and shall ensure only for the benefit of the Council.

**2            RES3            Time Limit**

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

**REASON**

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

**3            RES4            Accordance with Approved Plans**

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

2018/D271/P/09 rev C  
2018/D271/P/10 rev C  
2018/D271/P/14  
2018/D271/P/13  
2018/D271/P/03 Rev E

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 1, Hillingdon Local Plan: Part 2 - Development Management Policies (Jan 2020) and the London Plan (2016).

**4            RES5            General compliance with supporting documentation**

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

Arboricultural Impact Assessment & Method Statement - Ref: TH1981/B

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 1, Hillingdon Local Plan: Part 2 - Development Management Policies (Jan 2020) and the London Plan (2016).

#### **5 RES7 Materials (Submission)**

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

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

#### REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of Hillingdon Local Plan: Part 2 - Development Management Policies (March 2019)

#### **6 RES8 Tree Protection**

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

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

Thereafter, the development shall be implemented in accordance with the approved details.

The fencing shall be retained in position until development is completed.

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

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

3. 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 (Jan 2020)

#### **7 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 4 bicycles
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts: 4 cars
  - 2.e Hard Surfacing Materials
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 14 of Hillingdon Local Plan: Part 2 - Development Management Policies (Jan 2020) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2016).

#### **8 RES10 Tree to be retained**

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

groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

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

#### REASON

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

### **9 RES14 Outbuildings, extensions and roof alterations**

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

#### REASON

To protect the character and appearance of the area and amenity of residential occupiers in accordance with policies Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (March 2019)

### **10 RES15 Sustainable Water Management**

Prior to commencement, (excluding demolition and site clearance) a plan for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. As a minimum, the plan shall show the following details:

- i. Identify proposed areas of hardstanding as part of the development, state the material to be used for each area and show the proposed direction of slope. All hardstanding areas shall be formed of permeable surfaces, or slope to a permeable area or soakaway.
- ii. Identify proposed downpipes from the development and show where these will discharge to. Collected surface water from roof areas will be directed away from the public sewer network as a preference by using SuDS such as rain gardens, soakaways or other infiltration techniques in line with Building Regulations Approved Document H (2015). Any required connection to the public sewer network to be restricted to greenfield rates.
- iii. List the proposed activities that will be undertaken to maintain the surface water drainage network. The drainage system should be maintained (such as gutter clearance, permeable paving jet washing and debris clearance from linear drainage channels) to ensure that it will continue to function over the lifetime of the development and will not increase the risk of surface water flooding.
- iv. Identify the water reuse methods to be implemented (i.e. water butts) The development should also use methods to minimise the use of potable water through the use of rainwater harvesting measures (such as water butts) to capture excess rainwater. 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 and 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 DME1 10 Water Management, Efficiency and Quality in emerging Hillingdon Local Plan Part 2 Development Management Policies; Policy 5.12 Flood Risk Management of the London Plan (March 2016); To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016); Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016); National Planning Policy Framework (July 2018); and the, Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

**11 RES22 Parking Allocation**

The residential units hereby approved shall not be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. The parking allocation scheme shall, as a minimum, include a requirement that all on-site car parking shall be allocated and dedicated for the use of each of the residential units hereby approved and shall remain allocated and dedicated in such a manner for the life-time of the development.

**REASON**

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy DMT6 Hillingdon Local Plan: Part 2 - Development Management Policies (March 2019) and Chapter 6 of the London Plan (July 2016).

**12 RES24 Secured by Design**

The development (buildings and parking areas) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No 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 (2016) Policies 7.1 and 7.3.

**13 RES18 Accessible Units**

The dwellings hereby permitted are required to 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.

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

**14 RPD2 Obscured Glazing and Non-Opening Windows (a)**

The obscure glazed panel of the rear facing oriel windows hereby approved on Unit B shall remain obscure glazed and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence. All side facing windows on Unit A facing No.1 Whitheath Avenue shall remain obscure glazed and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

#### REASON

To prevent overlooking to adjoining properties and the school in accordance with Policy DMHB 11 of Hillingdon Local Plan: Part 2 - Development Management Policies (March 2019)

#### **15 NONSC Contaminated Land**

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 the Local Planning Authority for approval.

#### REASON:

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy Policy DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (Jan 2020)

#### **16 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.

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

#### **17 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 DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (Jan 2020) and Policy EM8 of Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012)

### **INFORMATIVES**

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

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

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

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

OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment
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 I2 Encroachment**

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

## **4 I5 Party Walls**

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

carry out work to an existing party wall;  
build on the boundary with a neighbouring property;  
in some circumstances, carry out groundworks within 6 metres of an adjoining building.  
Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

## **5            I6            Property Rights/Rights of Light**

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

## **6            I15            Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

## **7            I48            Refuse/Storage Areas**

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

## **8            I60            Cranes**

Given the nature of the proposed development it is possible that a crane may be required

during its construction. The applicant's attention is drawn 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 [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp))

## **9                    I23                    Works affecting the Public Highway - Vehicle Crossover**

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

## **10**

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

## **11**

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2012, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

# **3.                    CONSIDERATIONS**

## **3.1                    Site and Locality**

The application site comprises an approximately 1,300m<sup>2</sup> irregularly shaped plot located on the north west side of Whiteheath Avenue in Ruislip. It was previously occupied by two single-storey buildings with associated hardstanding and soft landscaped areas.

The larger of the two buildings is constructed from blockwork with a pitched asbestos roof. It has a footprint of approximately 152m<sup>2</sup>. The smaller building is brick-built with a pitched asbestos roof and a footprint of approximately 17.5m<sup>2</sup>. It is understood that the buildings were historically used by Hillingdon Grid for Learning but have been vacant for some time and are falling into a state of disrepair.

The site is bounded to the north east by grounds forming part of Whiteheath Junior School; to the north west by a public footpath and watercourse, beyond which are residential properties in Sandalwood Drive; to the south west by residential properties; and to the south east by the road, beyond which are residential properties.

The entire site falls within the developed area as designated in the Hillingdon Local Plan. Much of the site also falls within a Critical Drainage Area.

## **3.2                    Proposed Scheme**

### **PROPOSED SCHEME**

The proposal involves the construction of 2 x two-storey, 4 bedroom dwellings. Given the constraints of the site which are mainly due to its awkward shape and the adjacent school

playground it is necessary for the two dwellings to be located at varying depths within the site. House A has been sited in line within No1 Whiteheath Avenue while House B has been sited further back where the width of the site increases. The dwellings would be characterised by a pitched, tiled roof and would feature a front facing projecting bay which would accommodate the porches and would utilise materials to match the dwellings which comprise the street scene. Following the reduction in the quantum of units alterations have also been made to the proposed access arrangements which now feature 2 individual crossovers which will serve each of the individual units. In addition the scheme now proposes a 223m<sup>2</sup> ecological area at the northern end of the site.

### **3.3 Relevant Planning History**

64510/APP/2008/1473 Land Adjacent To Whiteheath Junior School Whiteheath Avenue Ruise  
Erection of a two storey building to contain 6 two- bedroom flats, with associated parking and amenity space (involving demolition of existing ICT building and small store) (outline application for approval of access, layout and scale).

**Decision:** 30-07-2008 Withdrawn

64510/APP/2017/1210 Land Adjacent To Whiteheath Junior School Whiteheath Avenue Ruise  
Demolition of HGFL buildings (Application for prior notification of proposed demolition)

**Decision:** 21-04-2017 PRN

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

64510/APP/2017/1210 - Demolition of two buildings (Application for prior notification of proposed demolition). Approved 21.04.2017.

64510/APP/2008/1473 - An application for outline planning permission to provide residential development on the site was submitted in 2008 however the application was withdrawn before a decision was reached.

### **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 (2012)

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

The London Plan - Consolidated With Alterations (2016)

The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

#### **Emerging 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 Saved UDP Policies 2012.

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

The following Local Plan Policies are considered relevant to the application:-

#### Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.H1 (2012) Housing Growth

#### Part 2 Policies:

OE1 Protection of the character and amenities of surrounding properties and the local area

OE3 Buildings or uses likely to cause noise annoyance - mitigation measures

DMH 1 Safeguarding Existing Housing

DMH 2 Housing Mix

DMH 4 Residential Conversions and Redevelopment

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:- Not applicable



**5.2 Site Notice Expiry Date:- 4th June 2019**

## **6. Consultations**

### **External Consultees**

The application has been subject to numerous rounds of consultation. A total 69 neighbouring properties were consulted on 02.05.2019 and then three additional 14 day re-consultations on 17.05.2019, 30.07.2019 and 21.10.2019 were undertaken following alterations to the proposed scheme. A site notice was also displayed to the front of the site. A breakdown of the comments received during each round of consultation is provided below along with a summary of the comments received across all rounds of consultation. In addition to the below comments a petition carrying 211 signatures was submitted in objection to the proposed scheme (which was heard at a previous Committee meeting).

02.05.19 - 6

17.05.19 - 35

30.07.19 - 14

21.10.19 - 28

Summary of comments received :

- Design of terraces is not in keeping with the street scene
- Over-development of the site
- Loss of important trees
- Lack of parking provision within the site
- Street suffers from parking problems at the start and end of the school day
- Impact on traffic
- Road safety , proposed access to the site is considered dangerous by residents
- No noise impact assessment submitted
- Lack of soft landscaping proposed to the front of the site
- The buildings would be constructed too close to the boundary
- Loss of privacy for the school and neighbouring properties
- Inappropriate use of the land which residents would like see returned to the school

An objection has also been submitted by the Ward Councillor, which has been summarised as:

- Five units at this location would lead to a cramped development;
- Out of keep with the existing street scene and inconsistent with the wider built environment configuration;
- Lack of amenity space for new residents, existing residents and Whiteheath Junior school.
- The additional parking would add to existing parking stress in Whiteheath Avenue, which itself would impede vehicular movement.

### **COMMENTS ON LATEST PLANS (FOR TWO FAMILY UNITS ONLY):**

An additional 14 day consultation was issued on 17.02.20 and expired on 02.03.20. Two responses to the public consultation were received stating that the redesign appeared "more feasible" and whether potential home buyers would be put off by the use of an oriel window in the rear elevation of house B.

UK POWER NETWORKS

Our planning team have come back incredibly quickly on this matter and have approved the change of access as we had discussed and as such the substation can remain in situ however as a caveat to that we will need a new long-term lease for keeping the substation where it is for nominal rent (whilst paying for all the UKPN fees involved with such work, normally this is payable by the owner).

**CASE OFFICER COMMENT:**

Officers understanding is that UK Power are not seeking any conditions or s106 heads of terms from the LPA.

**Internal Consultees**

**HIGHWAY OFFICER COMMENT:**

The application site is situated on a piece of redundant 'school' land situated within a residential catchment and adjacent to Whiteheath Junior School in Ruislip. The nearest main thoroughfare is Ladygate Lane. The location exhibits a PTAL rating of 1b which is considered as low and therefore heightens dependency on the private motor car. It is proposed to provide 2 four bedroom dwellings each with 2 car parking spaces. It is noted that the car parking for each dwelling is tandem car parking. This is considered acceptable as both spaces are allocated to the same dwelling.

The Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 6: Vehicle Parking requires that development proposals must comply with the relevant parking standards. For a development of this type the maximum number of parking spaces permitted is 2 car parking spaces for each dwelling. The amount of parking proposed is therefore policy compliant.

Similarly the Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 6: Vehicle Parking requires that development proposals must comply with the relevant cycle parking standards. For a development of this type cycle parking provision should be a minimum of 2 secure and accessible spaces per unit. As cycle storage does not seem to be depicted upon the submitted plans, this should be secured by way of a condition.

The Highway Authority requires residential developments to provide at least 20% of spaces with 'active' electric vehicle charging points with the remainder all having 'passive' electric vehicle charging provision. Given that the development is small in scale, both car parking spaces at each dwelling should have 'active' electric vehicle charging point provision.

The Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT: 1 Managing Transport Impacts requires the Council to consider whether the traffic generated by proposed developments will have any significant adverse transport impact on the strategic road network. The anticipated uplift in trip generation related to the development does not raise any such highway concerns. Any increase in traffic movements is considered marginal and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

To gain access to each dwellings driveway, the developer proposes to install two vehicle crossovers, one to serve each dwelling. The crossing will need to be constructed to an appropriate Council standard under S184/278 of the Highways Act 1980 (or suitable alternative arrangement) at the 'applicant's' expense.

The design of the access layout is acceptable as it conforms to nationally recognised road layout/junction standards - Manual for Streets (MfS) circa 2007 for new developments. This allows for passenger (and smaller delivery) vehicles using the site to manoeuvre without undue hindrance and allow entry and departure in a forward gear which is the recommended practice on highway safety grounds.

Refuse collection would be via Whiteheath Avenue. In order to conform to accepted 'waste collection

distances' from the public highway, the bin storage area should be positioned within 10m of a refuse vehicle i.e. relatively close to the site frontage boundary with the roadway. A specific bin store location has been indicated on plan which is located toward the site frontage thereby conforming to this requirement. There are no further observations and there are no highway objections to this development

#### ACCESS COMMENT

The plans in respect of this application reflect the design agreed during pre-application discussions. The proposal is acceptable from an accessibility standpoint. However 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.

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

#### INTERNAL CONSULTEES

##### FLOODING COMMENT

No objection. The site lies partially within a Critical Drainage Area and is adjacent to the Canal Feeder (an artificial watercourse constructed in the early 1800s between Ruislip Lido and the Grand Union Canal). Sustainable Drainage Systems (SuDS) must be incorporated in the development to minimise runoff from the site and manage collected surface water in a sustainable way. There is sufficient space within the development for this to be addressed post-planning and the details should be secured by way of a condition. The following non-standard condition is recommended.

Prior to commencement, (excluding demolition and site clearance) a plan for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. As a minimum, the plan shall show the following details: i. Identify proposed areas of hardstanding as part of the development, state the material to be used for each area and show the proposed direction of slope. All hardstanding areas shall be formed of permeable surfaces, or slope to a permeable area or soakaway. ii. Identify proposed downpipes from the development and show where these will discharge to. Collected surface water from roof areas will be directed away from the public sewer network as a preference by using SuDS such as rain gardens, soakaways or other infiltration techniques in line with Building Regulations Approved Document H (2015). Any required connection to the public sewer network to be restricted to greenfield rates. iii. List the proposed activities that will be undertaken to maintain the surface water drainage network. The drainage system should be maintained (such as gutter clearance, permeable paving jet washing and debris clearance from linear drainage channels) to ensure that it will continue to function over the lifetime of the development and will not increase the risk of surface water flooding. iv. Identify the water reuse methods to be implemented (i.e. water butts) The development should also use methods to minimise the use of potable water through the use of rainwater harvesting measures (such as water butts) to capture excess rainwater. 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 and 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); Hillingdon Local Plan Part 2 Saved Unitary Development Plan Policy OE8; Policy DME1 10 Water Management, Efficiency and Quality in emerging Hillingdon Local Plan Part 2 Development Management Policies; Policy 5.12 Flood Risk Management of the London Plan (March 2016); To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016); Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016); National Planning Policy Framework (July 2018); and the, Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

#### WASTE STRATEGY COMMENT

Individual households and developments with 5 or less residences should make use of the kerbside waste and recycling service. Communal bins should not be provided, and each property should keep their waste contained within their own boundary until their designated collection day. Waste and recycling should be presented at the properties boundary on the morning of the scheduled collection day within clear sight of the refuse collection vehicle.

#### HOUSING

The application is fully supported as it will contribute to the boroughs Housing Targets and provide much needed 4 bedroom family homes.

#### LANDSCAPING OFFICER COMMENTS

This current scheme allows for the removal of selected trees which will provide better usable amenity space for future occupants. It also reserves the an ecology area at the end of the site for use by the school.

RECOMMENDATION No objection subject to pre-commencement condition RES8 and conditions RES9 (parts 1,2 and 5) and RES10.

#### CONTAMINATED LAND

I have reviewed the following documents and details:

- LBH GIS Records
- OS Historic Mapping
- Existing Site Plan: Drawing 2018/D271/P/02
- Proposed Site Plan: Drawing 2018/D271/P/03
- BGS (Web based) Mapping: Superficial Deposits and Bedrock
- DEFRA Web based Mapping (Magic): Aquifer Designation.

Based on the reviewed information I have no objections to this application, subject to a condition relating to imported soils.

### **7. MAIN PLANNING ISSUES**

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

##### PRINCIPLE OF DEVELOPMENT

The National Planning Policy Framework (February 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) (February 2019), 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 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 in achieving housing targets, full account must be given to other policy objectives. Policy 3.4 of The London Plan (2016) promotes the optimisation of housing output within different types of location. Policies 3.8 of The London Plan and H7 of the Local Plan (Part Two) also encourage the Council to provide a range of housing choices in order to take account of the various different groups who require different types of housing. Consideration will also be given to the accessibility of the site to services and amenities.

At local level 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.

The application site, which has been disused for a number of years provided space for Hillingdon Grid For Learning to repair and store used ICT equipment. It is understood that the use of the building was absorbed within the main school building/s thus the buildings became redundant. The site is located within an established residential area where two and three storey properties feature small to modest sized rear gardens. It should be noted that replacement fencing was erected around the site following a number of reports of anti-social behaviour and fly-tipping. Given the residential character of the surrounding area, and that the existing disused buildings were demolished in excess of a year ago, there is no policy objection to the redevelopment of the site to provide additional residential accommodation, subject to ensuring the proposal is of an appropriate density and design, and the proposal being in accordance with all of the relevant planning policies.

## **7.02 Density of the proposed development**

### **DENSITY OF 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 on 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 DMH 2: Housing Mix The Council will require the provision of a mix of housing units

of different sizes in schemes of residential development to reflect the Council's latest information on housing need. The proposal seeks full planning consent for 2 x 4 bedroom units which is understood to comply with the latest version of the Hillingdon Strategic Housing Assessment (November 2016) which states that there is a general need for more family sized units (3 bed and above).

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 5.2. Developments will be expected to meet habitable rooms standards.

Policy H10 of the Intend to Publish version of the London Plan (Part A6) also states that unit mix should take account of the nature and location of the site with a higher proportion of one and two bed units generally deemed more appropriate in town centre locations.

The PTAL score for the site is 1b which identifies the area as having a low level of public transport accessibility. Table 5.2 which supports LLP2 policy DMHB 17 provides a list of residential settings alongside the PTAL ratings and the optimal density range. Table 5.2 indicates that sites within areas of 0-2 PTAL rating are considered Suburban/Semi-rural and should provide 105-150 hr/ha and 35-50 u/ha if the type of housing proposed is detached or semi-detached dwellings.

The proposal involves the provision of 2 residential units on site which has an overall area of approximately 1,300 m<sup>2</sup> (0.13 hectares). The proposed development would provide 14 habitable rooms between the 2 new units which is considered to be acceptable in this location.

The scheme as proposed results in a density of 107 habitable rooms per hectare and 15 units per hectare. As such the scheme falls below the density recommendations of Policy DMHB 17 and supporting table 5.2. However taking into consideration the site constraints such as the narrow depth and extended width towards the centre of the plot, the site and its location adjacent to the playground of Whiteheath Junior School, the density of development is considered acceptable.

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

The application site does not fall within a Conservation Area or an Area of Special Local Character.

#### **7.04 Airport safeguarding**

Not applicable

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

Not applicable

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

##### **IMPACT ON THE CHARACTER AND APPEARANCE OF THE AREA**

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 undesignated, 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 minutes taken from the Major Applications Committee 20.11.19 state that "Members commented that they were concerned regarding the impact of the proposal on the street scene. It was noted that terraced houses were atypical and not in keeping with the area. Moreover, concerns were raised that the massing to the front would be out of kilter with the rest of the street. It was felt that the impact to number 1 could be considerable; however, it was unclear what the impact of the large wall would be, particularly in relation to overshadowing and sunlight - this was not detailed in the officer's report. Additionally, the Committee was concerned that the use of dormers to the front was not in keeping with the street scene and could set a dangerous precedent."

The application site is located on the northern side of Whiteheath Avenue which comprises of mainly two storey residential properties characterised by a mixture of tiled gable end and hipped roofs, constructed of a mixture of brick and render and benefit from modest sized rear gardens and smaller front gardens which are generally used to provide off street parking. The plot which is bounded to the east by the playground serving Whiteheath Junior School is unique in its size and shape. The site plan illustrates the front and rear of the site to be relatively narrow and benefits from an extended width towards the centre of the site which subsequently forms the building line for House B. The revised plans illustrate house A has been moved so that it mirrors the front and rear building lines of the adjacent property No1 and this creates a separation distance between the two dwellings which are a common feature within the street scene. Notably the revised proposal does not include the dormers which were subject to concern raised by members nor are the large ground floor rear extensions. The dwellings have been designed with a two-storey gable roof structure, similar in scale to surrounding dwellings and compatible with the general appearance of surrounding buildings whilst contributing to the overall variation in building designs which helps create an informal and non rigid character within the street scene.

The proposed development includes the removal of some of the smaller trees and hedging that follow the course of the front and rear boundary. The amended site plan illustrates permeable paving is to be constructed to the front of each of the plots to provide access to

the dwellings and parking spaces which are located to the side of the western elevations. The front garden/parking area arrangement is similar to the general character of the street scene and new planting and hedging to be introduced in order to preserve the verdant nature of the site, integrate with the surrounding street scene and prevent the site from appearing too open and featureless and, therefore, incongruous within the street scene.

The previous design which featured 4 terraced dwellings which was subject to a number of objections, the reduction in the quantum of units proposed and the redesign of the proposed dwellings is considered to address earlier concerns of local residents and members of the Planning Committee. As such the application is considered to comply with DMHB 11.

## **7.08 Impact on neighbours**

### **IMPACT TO NEIGHBOURS**

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 revised scheme proposes two detached dwellings set away from the eastern and western boundary respectively and would maintain a separation distance between them of approximately 6 metres. With regards to House A this would be sited approx 7 metres back from the highway and set in 2.6 metres from the boundary shared with No 1 Whiteheath Avenue. The front facade of the previously proposed terraced block would have been constructed in line with the main rear wall of the adjacent property which was a key concern raised by members during the members site visit and also apparent through the content of the objections received. The site layout illustrates House A to have been sited so that the front and rear elevations are now comparable with those of the adjacent neighbour No.1 Whiteheath Avenue thus negating any daylight/sunlight or overshadowing impacts.

The revised design includes the retention of a unit (unit B) set in 1.8 m from the eastern boundary which abuts the Whiteheath School playground. The two storey dwelling would be set back from the principle highway by 20 metres and would extend 10 metres in depth behind house A. Given the units close proximity to the adjacent playground concerns were raised during the assessment of the set of original plans relating to the inclusion of rear facing dormer windows which would offer views over the north eastern corner of the school playground. The dormer windows have been removed from the design therefore minimising the overlooking to the first floor rear facing windows only. However the revised plans also illustrate the replacement of these rear facing windows with oriel windows at a smaller scale which will feature obscure glazing to the panel facing the playground to ensure these views are obscured and protect the privacy of the playground which serves the school. Given that the vast majority of the surrounding properties would offer some form of view of the playground combined with the alterations to the windows and omission of the dormers, the tree coverage provided by the existing trees on site and the 3 metre fence proposed to be erected on the school side of the site, it is considered that the proposed development would not result in additional overlooking of the school playground.

As such the proposal is considered to comply with the principles set out in DMHB 11 to protect the visual amenities of neighbouring properties.



## **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.

Unit A 150sqm

Unit B 150sqm

The proposed plans demonstrate that the development would comply with the minimum space standards set out in the London Plan and the National Space Standards.

### **INTERNAL LAYOUT AND ACCOMMODATION**

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

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

The proposed plans demonstrate that all units meet the minimum space standards required as do each habitable room. Adequate outlook and daylight is proposed for each habitable room and therefore the scheme is considered to be policy compliant.

### **EXTERNAL LAYOUT/AMENITY SPACE**

Policy DMHB 18 of the Hillingdon Local Plan : Part 2 - Development Management Policies states that all new residential development would be required to provide good quality and useable private outdoor amenity space. This policy is supported by table 5.2 which states that 4+ bedroom dwellings should provide 100 sqm of amenity space

House A: 328 sqm

House B: 143 sqm

The external amenity space proposed complies with Policy DMHB 18.

### **OUTLOOK**

The dwellings have been designed with appropriate defensible space between the proposed units. The floor plans illustrate the main habitable room windows would be north and south facing and would be greater than 21 metres from neighbouring windows therefore adequate outlook is demonstrated for each of the new dwellings. A concern was raised during the public consultation regarding the outlook/daylight to the rear facing first floor windows of Unit B, due to the use of an oriel window. The oriel window provides an angled outlook which prevents the view over the playground through the use of an opaque panel angled to the eastern side of the window with transparent piece of glass angled to the west. This results in not only adequate outlook but also adequate daylight and sunlight into the habitable room.

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

### **TRAFFIC IMPACT, CAR/CYCLIE PARKING, PEDESTRIAN SAFETY**

This site address is located on a piece of redundant 'school' land situated within a residential catchment and adjacent to Whiteheath Junior school in Ruislip. The nearest

main thoroughfare is Ladygate Lane. The location exhibits a PTAL rating of 1b which is considered as low and therefore heightens dependency on the private motor car.

Local Plan Part 2 Policies DMT 1 and DMT 2 require 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 anticipated uplift in trip generation related to the new dwelling units does not raise any immediate highway concerns. This is due to the fact that traffic movement into and out of the site is not expected to exceed 1-2 vehicle movements during the peak morning and evening hours. Hence such 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

The Hillingdon Local Plan: Part 2 Development Management Policies (Jan 2020) Policy DMT 6 requires that development proposals must comply with the relevant parking standards. For a development of this type the maximum number of parking spaces permitted is 2 car parking spaces for each dwelling. The amount of parking proposed is therefore policy compliant.

Similarly the Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 6 requires that development proposals must comply with the relevant cycle parking standards. For a development of this type cycle parking provision should be a minimum of 2 secure and accessible spaces per unit. As cycle storage is not depicted upon the submitted plans, this is secured by way of condition.

To allow the provision of a new roadway that would serve the proposal, it is necessary to create two new vehicular carriageway crossings. One of these provisions would be located directly adjacent to an existing carriageway crossing which serves No.1 Whiteheath Avenue. This arrangement is considered satisfactory as use by future residential occupants would be at a relatively low activity level which, as a consequence, does not raise any envisaged detriment to general highway safety or movement. A 'school crossing' sign ' will require relocation and the crossing will need to be constructed to an appropriate Council standard under S184/278 of the Highways Act 1980 (or suitable alternative arrangement) at the "applicant's" expense.

The second crossing would be located directly adjacent to the existing school vehicular access. If this proposal were to consist of a high density development then there could be a perceived issue with regard to the proximity of the school car park access and newly proposed residential crossing. However as the intensity of use generated by the new single dwelling would be de-minimis, there are no envisaged detrimental safety or operational consequences pertaining to school and residential activities.

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with Local Plan Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies 6.3, 6.9, and 6.13 of the London Plan (2016).

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

##### **URBAN DESIGN**

Urban Design matters relating to the scale, form and massing of the development are addressed within the "impact to the character and appearance of the area" section of this

report.

#### SECURITY

A condition would be attached to any approval to require the development to be built to secured by design standards and maintained as such.

#### **7.12 Disabled access**

The submitted plans reflect the design agreed during pre-application discussions and are therefore considered acceptable from an accessibility standpoint. The Access Officer has stated the requirement for a pre-commencement condition pertaining to further details of step free access via the principal private entrance shall be submitted to and approved in writing by the Local Planning Authority. This condition would ensure that the design is in accordance with London Plan policy 3.8 and to ensure the construction of the dwellings meets Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015.

#### **7.13 Provision of affordable & special needs housing**

Not applicable to the application

#### **7.14 Trees, landscaping and Ecology**

##### LANDSCAPING

Policy 5.3 of the London Plan (March 2016) requires that development proposals incorporate sustainable design and requires that biodiversity and green infrastructure is promoted and protected. Local Plan Part 2 Policy DMHB 14 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.
- C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.
- D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

A revised landscaping plan has been submitted and demonstrates an increase in the soft landscaping to what was originally proposed to the front of the dwellings. The proposal includes rear garden in excess of the 100sqm required to serve 4 bedroom properties and the proposed site plan demonstrates the retention of the trees towards the rear of the site which is beneficial in providing some screening to the views over the adjacent playground.

The Councils Landscapes Architect has stated that the levels of amenity space and the design of the landscaping are acceptable and as such the scheme is considered to accord with policy DMHB 14.

##### ECOLOGY AREA

During the consultation on the original submission it was noted that there was considerable support for a scheme which would see part of the land within the red line site boundary, returned to the school for their use. As with most of the concerns raised within the original submission (impact to the character and appearance of the street scene etc) the applicant

has demonstrated the willingness to appease the concerns raised within the revised submission by including a dedicated area for ecology at the northern end of the site. The ecology area will measure 223 sqm and will be segregated from the rear gardens of both units by a 2.1 m high close boarded timber fence. Separate to the planning process, a property agreement will need to be confirmed in order to define who will use and maintain the ecology area.

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

##### **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.

A refuse collection point is proposed for each unit and this is considered to comply with the necessary standards.

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

Not applicable

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

##### **FLOODING AND DRAINAGE**

Policy EM6 (Flood Risk Management) 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 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (Jan 2020) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding and are further supported by Policies 5.13 and 5.15 of the London Plan (March 2016).

The site lies partially within a Critical Drainage Area and is adjacent to the Canal Feeder (an artificial watercourse constructed in the early 1800s between Ruislip Lido and the Grand Union Canal). As such Sustainable Drainage Systems (SuDS) must be incorporated in the development to minimise runoff from the site and manage collected surface water in a sustainable way. Whilst the proposed site plan indicates the shared surface of the development will be constructed of permeable paving blocks with the required sub base which will assist any surface water run off, further flood water management is required on site. As such the Councils Flooding officer has recommended that should Officers be minded to approve the proposal it should be subject to a condition to secure further sustainable water management. As such the recommended condition been included which requires the applicant to submit further sustainable water management details to the Local Planning Authority for approval prior to the commencement of development.

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

##### **AIR QUALITY**

The application site does not fall within an air quality focus area nor is the proposal considered a major development therefore an air quality assessment is not required.

##### **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 2 new residential properties in an area which is bounded by a school playground it is unlikely that the proposal would give rise to any significant increase in noise.

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

Addressed in the External Consultation section of this report.

## **7.20 Planning obligations**

### **PLANNING OBLIGATIONS**

Policy R17 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) is concerned with securing planning benefits related to the scale and type of development. The policy is supported by more specific supplementary planning guidance.

The following would be required to mitigate the impact of the development:

- (i) S278 works to secure highway works.

The applicant has agreed to the above heads of terms. As such, the scheme complies with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies.

In addition to S106 contributions the Council has adopted its own Community Infrastructure Levy (CIL) with a charge of £35 per square metre of gross internal 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 £38,240.51.

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 £35 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 for this application based on the floor area proposed is £18,000.

## **7.21 Expediency of enforcement action**

Not applicable

## **7.22 Other Issues**

### **SUBSTATION**

The application site accommodates an electricity substation housed within a brick and timber structure located within the north western corner of the site. The terms of the lease require 2 points of access are provided the first of which runs along the western boundary from the principle highway access and the second is located along the rear building line of the proposed dwellings and from the eastern to the western boundary. The current lease has expired and evidence has been provided by the applicant to demonstrate the new lease would include only 1 access point to be retained which is the access along the western boundary from the front of the site.

The proposed site plan illustrates a 1.8 metre wide segregated footpath would be constructed to permit access to the substation for maintenance purposes.

The reduction to 1 access formed from the principle highway along the western boundary is not considered to impact the maintenance requirements for the substation and would not impact the construction of the proposed dwellings or the associated landscaping and parking required to serve the development. As such the proposal is considered acceptable

## **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 redevelopment of a vacant piece of land to construct 2 new residential dwellings. The redevelopment of the site which is currently vacant, is considered acceptable in principle. The layout, scale and design of this amended scheme is acceptable in this context. The proposal would not result in harm to the amenity of neighbouring occupiers and the level of amenity space and car parking being provided for future residents is considered acceptable.

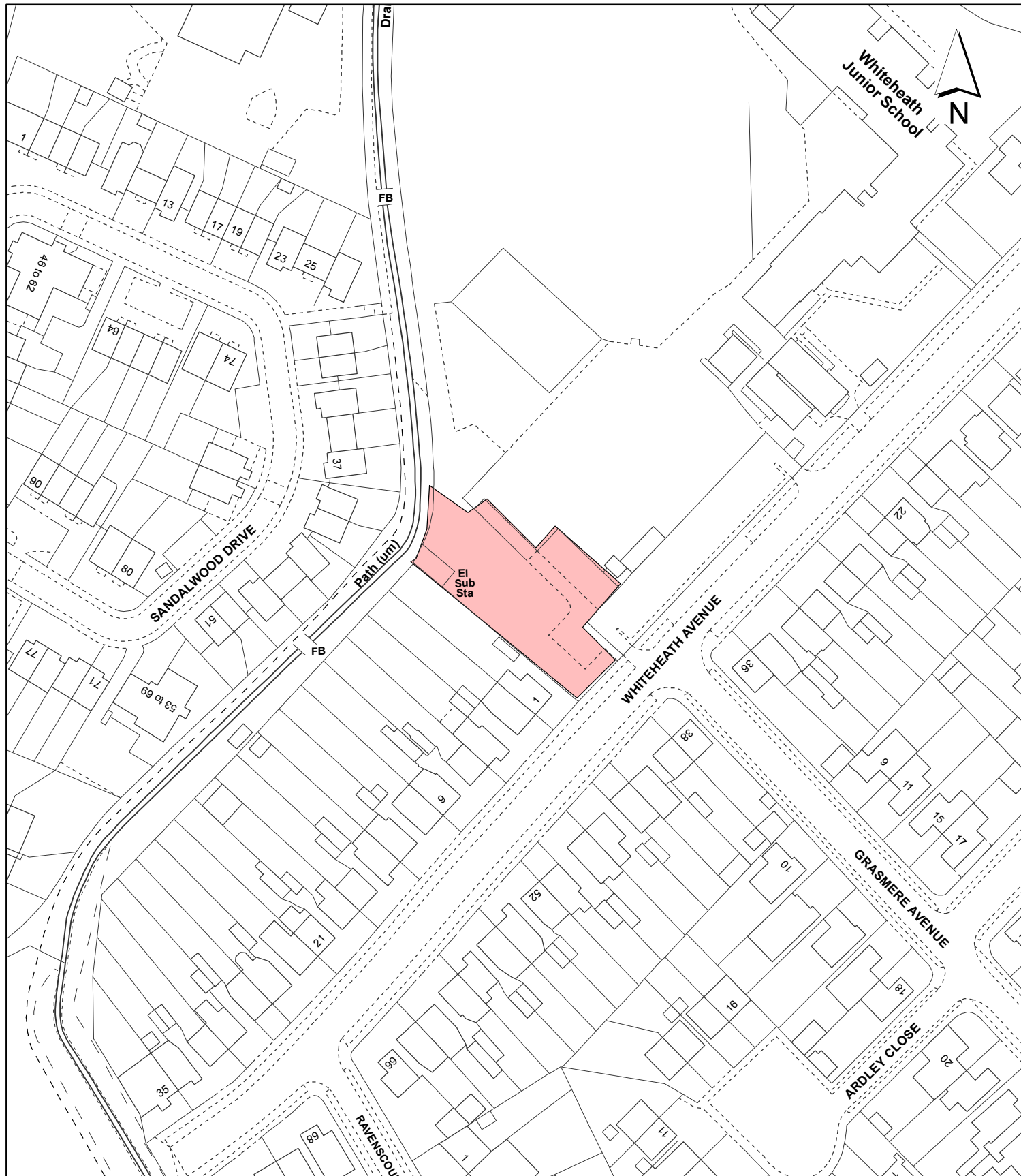
It is therefore recommended that the application be approved, subject to the conditions included within this report and the signing of a Section 106 agreement relating to the highway works required and that the applicant will enter into a property agreement with regards to the future ownership of the ecological area.

## **11. Reference Documents**

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)  
Hillingdon Local Plan: Part Two London Borough of Hillingdon Local Plan Part 2 Development Management Policies with Modifications (March 2019)  
The London Plan (2016)  
The Housing Standards Minor Alterations to The London Plan (March 2016)  
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)  
Technical Housing Standards - Nationally Described Space Standard  
Hillingdon Design and Accessibility Statement: Residential Layouts  
Hillingdon Design and Accessibility Statement: Residential Extensions  
Hillingdon Design and Accessibility Statement: Accessible Hillingdon  
National Planning Policy Framework

**Contact Officer:** Christopher Brady

**Telephone No:** 01895 250230



#### Notes:

 Site boundary

For identification purposes only.

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Site Address:

**Land adjacent to Whiteheath Junior School**

Planning Application Ref:

**64510/APP/2019/1412**

Planning Committee:

**Page 23 Major**

Scale:

**1:1,250**

Date:

**March 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>	FORMER CHANTRY SCHOOL SITE FALLING LANE YIEWSLEY
<b>Development:</b>	Demolition of the existing school and a comprehensive redevelopment of the site to provide a new two storey school building; provision of a Multi-Use Games Area (MUGA); an All Weather Pitch (AWP); increased car and cycle parking facilities; landscaping; and associated works. Provision of temporary construction access across Philpots Farm and a temporary compound and associated development.
<b>LBH Ref Nos:</b>	5746/APP/2019/2403
<b>Drawing Nos:</b>	Air Quality Screening Assessment dated June 2019 Arboricultural Impact Assessment dated August 2017 Archaeological Desk Based Assessment dated June 2019 BRUKL Outputs dated October 2019 Transport Statement Feasibility Study by Education Funding Authority dated July 201 Flood Risk Assessment dated December 2019 Noise Impact Assessment GLA Carbon emission reporting Ground Investigation Factual Report dated September 2017 Site Context Plans ORC_ATK_ZZ_XX_DR_A_PL003 Rev. P02 Drainage Maintenance Plan Visuals of the Proposal Ecology Report Feasibility Study Ground Investigation Factual Report Ref: R17-12386 Preliminary Ground Contamination Risk Assessment Report Ref: R17-12386/ds Traffic Routes from M40_A40 ORC_ATK_Z1_ZZ_SK_C_(95)_0002 Rev. P02 Design and Access Statement - dated June 2019 Noise Baseline Monitoring Report Planning Statement dated June 2019 ORC_ATK_ZZ_XX_DR_A_PL002 Rev. P01 ORC_ATK_ZZ_XX_DR_A_PL013 Rev. P01 ORC_ATK_Z1_00_DR_A_PL010 Rev. P01 ORC_ATK_Z1_01_DR_A_PL011 Rev. P01 ORC_ATK_Z1_RL_DR_A_PL012 Rev. P01 ORC_ATK_ZZ_XX_DR_A_PL004 Rev. P01 ORC_ATK_ZZ_XX_DR_A_PL005 Rev. P01 ORC_ATK_Z1_XX_DR_A_PL006 Rev. P01 ORC_ATK_Z1_XX_DR_A_PL007 Rev. P01 ORC_ATK_Z1_XX_DR_A_PL015 Rev. P01 ORC_ATK_Z1_XX_DR_A_PL016 Rev. P01 ORC_ATK_ZZ_XX_DR_A_PL014 Rev. P01 External Works Schedule ORC_LOR_ZZ_00_DR_A_(90)_0001 Construction Logistics Plan Rev. 0

**Date Plans Received:** 17/07/2019  
**Date Application Valid:** 17/07/2019

**Date(s) of Amendment(s):** 24/07/2019  
23/07/2019  
24/12/2019  
17/07/2019

## 1. SUMMARY

This application seeks full planning permission for the demolition of the existing school and the erection of a 2-storey building to facilitate the expansion and co-location of the Young People's Academy and Young People's Hub. The new building would be provided on the playing field situated to the north of the existing school. Once construction of the new school is complete, the existing school would be demolished and the southern part of the site would be resurfaced to provide an All Weather Pitch (AWP) and a Multi Use Games Area (MUGA) with a reconfigured car park, cycle parking, refuse storage and ancillary development.

The proposal would enable the expansion of Special Educational Needs (SEN) provision and Alternative Provision (AP) allowing the school to cater for a total of 230 pupils.

The Education Act 1996 states that Local Authorities have a duty to educate children within their administrative area. The proposal would enable the Council to meet the legal requirement and the educational needs of the Borough.

In the main metropolitan areas throughout the country there has been a significant increase in the need for school places and this holds true for London. This increase reflects rising birth rates, migration changes and housing development. Many mainstream schools have already expanded, however there is a growing need to accommodate children and young people with more complex needs. To that end, the proposal fully complies with the aims of paragraph 94 of the National Planning Policy Framework (NPPF), London Plan policy 3.18 and Policy DMC11 and DMC11A of the Local Plan: Part Two which seek to encourage the provision of new and/or enhanced educational facilities.

Whilst the proposal would result in loss of playing field, it is considered that the provision of alternative high quality sporting facilities would be of sufficient benefit to both school and community sports provision. Furthermore the need for this school provision is considered sufficiently acute to outweigh this loss, such that the proposal is contrary to policies that seek to protect playing fields but this is outweighed by other material considerations which in this case is meeting the educational need.

It is not considered that the proposed development would result in an unacceptable impact on the visual amenities of the school site or the surrounding area. Furthermore, it is not considered that the proposal would have any significant detrimental impact on the amenities of the occupiers of neighbouring residential properties.

The proposal is supported by a detailed Transport Assessment and provides for mitigation measures to reduce its impact on the local highway network. The Council's Highway Engineer has reviewed this information in detail and confirmed that the proposed development would be acceptable in terms of traffic impact, pedestrian and highway safety.

It should be noted that the scheme is referable to the Secretary of State due to an objection from Sport England related to the loss of playing field. Notwithstanding this, the proposal is considered to comply with relevant Local Plan and London Plan policies and, accordingly, it is recommended that delegated powers be given to the Head of Planning, Transportation and Regeneration to approve the scheme, subject to the appropriate referral to the Secretary of State.

## **2. RECOMMENDATION**

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

**A. That the application be referred to the Secretary of State for Housing, Communities and Local Government.**

**B. That should the Secretary of State not call in the application, the application be deferred for determination by the Head of Planning, Transportation and Regeneration for an approval.**

**C. That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:**

**1. To secure all necessary highway works including written agreement from the Local Planning Authority on the final proposed public realm improvements to the pedestrian environment.**

**2. The provision of a Green School Travel Plan: Prior to first occupation a full travel plan to be submitted to and approved in writing by the council. Thereafter, the Travel Plan is required to be reviewed at regular intervals to monitor its impact and, if required, it shall be updated and/or amended in order that its aims and objectives are achieved. Therefore, a travel plan review should be undertaken and submitted to the Local Planning Authority for approval at 25%, 50%, 75% and 100% occupation of pupils and staff. The Travel Plan shall demonstrate a commitment to the ongoing provision and expansion of the existing school bus service to cater for the growing number of pupils and also a commitment to the ongoing review of and provision of additional cycle parking provision should demand dictate. A Travel Plan bond in the sum of £20,000 is also to be secured.**

**3. Community Use Agreement: Prior to occupation of the development a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of hours of use, access to the grass pitches, all weather pitch, MUGA and sports hall (including WCs and changing rooms) by non-school users, management responsibilities and include a mechanism for review. The approved scheme shall be implemented upon commencement of use of the development.**

4. **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.

5. **Air Quality damage cost linked to the failure to be air quality neutral of £53,454 to deliver mitigation measures along the road network affected by the proposal and reduce human exposure to pollution levels.**

6. **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.**

**D. That the applicant meets the Council's reasonable costs in the preparation of the Section 106 agreement and any abortive work as a result of the agreement not being completed.**

**E. That the officers be authorised to negotiate the terms of the proposed agreement and conditions.**

**F. That, if the S106 agreement has not been finalised within 31-08-2020, under the discretion of the Head of Planning, Transportation and Regeneration, the application is refused under delegated powers on the basis that the applicant has refused to address planning obligation requirements.**

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

**1 T8 Time Limit - full planning application 3 years**

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

**REASON**

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

**2 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: ORC\_ATK\_ZZ\_XX\_DR\_A\_PL001 Rev. P01, ORC\_ATK\_Z1\_ZZ\_SK\_C\_(95)\_0002 Rev. P02, ORC\_ATK\_Z1\_00\_DR\_A\_PL010 Rev. P01, ORC\_ATK\_Z1\_01\_DR\_A\_PL011 Rev. P01, ORC\_ATK\_Z1\_RL\_DR\_A\_PL012 Rev. P01, ORC\_ATK\_Z1\_XX\_DR\_A\_PL006 Rev. P01, ORC\_ATK\_Z1\_XX\_DR\_A\_PL007 Rev. P01, ORC\_ATK\_Z1\_XX\_DR\_A\_PL015 Rev. P01, ORC\_ATK\_Z1\_XX\_DR\_A\_PL016 Rev. P01, ORC\_ATK\_Z1\_ZZ\_SK\_C\_(95)\_0001 Rev. P02, ORC\_ATK\_Z1\_ZZ\_SK\_C\_(95)\_0002 Rev. P02 and shall thereafter be retained/maintained for as long as the development remains in existence.

**REASON**

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

### **3 COM5 General compliance with supporting documentation**

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

Air Quality Screening Assessment dated June 2019  
Arboricultural Impact Assessment dated August 2017  
Archaeological Desk Based Assessment dated June 2019  
BRUKL Outputs dated October 2019  
Construction Logistics Plan Rev 0 dated June 2019  
Design and Access Statement dated June 2019  
Drainage Maintenance Plan dated December 2019  
Education Funding Authority Feasibility Study dated July 2018  
Energy Strategy Report  
External Works Schedule  
Flood Risk Assessment dated December 2019  
Flood Risk Assessment and Drainage Strategy dated June 2019  
GLA Carbon emission reporting  
Ground Investigation Factual Report dated September 2017  
Noise Baseline Monitoring Report  
Noise Survey Report dated July 2018  
Noise Impact Assessment dated December 2019  
Planning Statement dated June 2019  
Preliminary Ecological Appraisal dated August 2017  
Preliminary Ground Contamination Risk Assessment Report dated September 2017  
Statement of Community Engagement  
Traffic Routing Plan  
Transport Assessment dated February 2020  
Tree Schedule ref: E17865

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

#### **REASON**

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

### **4 NONSC Non Standard Condition**

The Multi Use Games Area and All Weather Pitch shall be delivered and available for use for pupils within 6 months of occupation of the school hereby approved.

#### **REASON**

To ensure the Phase 2 of the development is delivered within a reasonable time frame and ensuring appropriate sport and recreational facilities are available for pupils in accordance with Policies DMCI 1A of the Hillingdon Local Plan: Part Two Development Management Policies (2020) and Policy 3.19 of the London Plan (2016) and Policy S4 of the draft London Plan (2019).

### **5 M1 Details/Samples to be Submitted**

Prior to the commencement of above ground construction works, detailed plans of the facing materials, collapsible railings and elevations annotated to show where the materials are to be located and a sample of external materials and other external surfaces shall be submitted to and approved in writing by the local planning authority. The development shall only be carried out in accordance with the approved details.

## REASON

To ensure that the development presents a satisfactory appearance in accordance with Policies DMHB 11 and DMHB 12 of the Local Plan: Part Two - Development Management Policies (2020) and the London Plan (2016).

### **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 Local Plan: Part Two - Development Management Policies (2020).

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

Prior to the relevant part of the work, 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 to include pollution absorbing tree species.
2. Details of Hard Landscaping

- 2.a Refuse Storage
- 2.b Cycle Storage
- 2.c Means of enclosure/boundary treatments including shutters to the car parking area and gates/boundary fencing across the development
- 2.d Car Parking Layouts (including the layout of 6 car parking spaces reserved for blue badge holders, 7 spaces designated for taxis, 5 spaces for minibuses and 12 car parking spaces served by electrical charging points and 12 car parking spaces served by passive electric charging points)
- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 2.g Other structures such as play equipment

### 3. Living Walls and Roofs

- 3.a Details of the inclusion of living walls and roofs that include nectar rich planting on two or more elevations
- 3.b Justification as to why no part of the development can include living walls and roofs

### 4. Details of Landscape Maintenance

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

### 5. Schedule for Implementation

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

### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14 and DMT 6 of the Local Plan: Part Two - Development Management Policies (2020) and Policies 5.11 and 5.17 of the London Plan (2016).

## **8 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 Local Plan: Part Two - Development Management Policies (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

### **9 NONSC External Fixtures**

No additional lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials or satellite dishes shall be fixed or installed on the external face of the buildings, without the prior approval in writing of the Council.

#### REASON

To protect the character of the area in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

### **10 COM26 Ecology**

Prior to above ground works, a full ecological protection and enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme must include a clear and appropriately scaled plan showing the retention of the ecological features of interest and the specific measures to enhance opportunities for wildlife, including but not limited to; bat and bird boxes appropriately located, artificial refugia within the landscaping areas; wildlife specific planting (i.e. nectar rich planting) and a specific area within the landscaping that is developed specifically to enhance opportunities for wildlife.

The scheme shall also incorporate a report with a commentary on the proposed enhancement features, how these will benefit wildlife and how the scheme will be managed and maintained to maximise the opportunities for wildlife over the lifetime of the development. The development thereafter proceed in accordance with the approved scheme.

#### REASON

To ensure the development protects and enhances ecology in accordance with the national planning policy framework and EM7 of the Local Plan Part One (November 2012)

### **11 COM30 Contaminated Land**

(i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the Local Planning Authority (LPA) in accordance with the Supplementary Planning Guidance Document on Land Contamination and the Environment Agency document 'Model procedures for the Management of Land Contamination' (CLR11). All works which form part of a 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) An interpretive report produced by a competent person, and submitted to the LPA for approval; the report is to include suitably updated conceptual model and risk assessment along with detailed conclusions and recommendations based on findings within the previously submitted Preliminary Ground Contamination Report and the Ground



Investigation Factual Report), and also including, where relevant, details of soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment. 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 DME1 12 of the Local Plan: Part Two - Development Management Policies (2020).

### **12 COM31 Secured by Design**

The building, car park and site 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 (2016).

### **13 SUS1 Carbon Reduction**

Prior to above ground works, an energy assessment for the works hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The assessment

shall set out the annual baseline regulated energy demand (kwhr) as per 2013 Building Regulations (or subsequent amendments) and associated carbon emissions (kgCO2 and tCO2). The assessment shall then set out the measures and technology required to achieve a 100% reduction (zero carbon) in the CO2 associated with the baseline regulated energy demand; these measures must be sufficiently evidenced with corresponding details and specifications including the location of low and zero carbon technology (i.e. roof plans showing the inclusion of PV panels). The updated Energy Assessment must clearly set out any shortfall (tCO2) of the zero carbon standard. The development must proceed in accordance with the approved updated Energy Assessment.

#### REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy 5.2 of the London Plan (2016).

### **14 SUS5 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 follow the strategy set out in 'Flood Risk Assessment' and 'Drainage Statement', produced by Infrastruct CS Ltd dated August 2019 Ref: 3478. 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). v. 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). vi. 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. vii. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods; 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. 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 DMEI 10 Water Management, Efficiency and Quality in Hillingdon Local Plan Part 2 Development Management Policies

2020), Policies 5.12, 5.13 and 5.15 of the London Plan (2016), National Planning Policy Framework (2019), and the Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

**15 NONSC Non Standard Condition**

The use of the external play areas hereby permitted shall take place only between the hours of 08.00 and 22:00 from Monday -Sunday.

**REASON**

To ensure that the development protects the amenities of neighbouring residents in accordance with Policy DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020) and the London Plan (2016).

**16 OM19 Construction Management Plan**

Prior to development commencing, the applicant shall submit a demolition and construction management and logistics 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.
- (iii) Measures to mitigate against noise during construction.
- (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 and manage highways impacts in accordance with Policy DMHB 11, DMT2 and DME14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

**17 NONSC Servicing and Delivery Plan**

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

- i) rationalise the number of delivery and servicing trips, particularly during peak traffic periods;
- ii) ensure there is provision of adequate loading facilities;
- iii) ensure that the delivery space and time is actively controlled through a site booking plan; and
- iv) Provide details of measures which will be implemented to reduce neighbourhood impacts.

Operators should also be able to demonstrate their sustainability through membership of the Freight Operators Recognition Scheme (FORS) or similar.

**REASON**

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy DMT1 and DMT2 of the Local Plan: Part Two - Development Management Policies (2020).

**18 NONSC Staggered Start and Finish Times**

The development hereby permitted shall strictly operate and enforce the following staggered start and finish times for the lifetime of the development unless otherwise agreed in writing by the local planning authority:

- Key Stage 1 and 2 - Start Time: 08:30 and Finish Time: 14:30
- Key Stage 3 - Start Time: 09:00 and Finish Time: 15:00
- Key Stage 4 - Start Time: 09:30 and Finish Time 15:30
- Key Stage 5 - Start Time: 10:00 and Finish Time 16:00

**REASON**

To manage traffic flows and mitigate against congestion on the local highway network in accordance with Policy DMT 1 and DMT 2 of the Local Plan: Part Two - Development Management Policies (2020) and Policy 6.12 of the London Plan (2016).

**19 OM2 Levels**

No development shall take place (other than site clearance and demolition) 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 and DMHB 12 of the Local Plan: Part Two - Development Management Policies (2020).

**20 NONSC Lighting**

Measures shall be put in place to ensure that lights, including car park lighting, are automatically turned off when the buildings are not in use.

**REASON**

To safeguard residential amenity in accordance with policies DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and to reduce energy demands in accordance with Policy 5.2 of the London Plan (2016) .

**21 NONSC Anti Climb Boundary Fencing**

Before the development is brought into use the site be adequately fenced along all boundaries and access routes into and out of the school with anti-climb welded mesh fencing/gates to a height of 2.4m in accordance with details to be submitted and thereafter such fencing shall be installed maintained as approved.

**REASON**

To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and the appearance of the locality in accordance Policy DMHB 11, DMHB 12 and DMHB 14 of the Local Plan: Part Two - Development Management Policies (2020).

## **22 NONSC External Noise**

External noise level emitted from plant, machinery/ equipment shall be lower than the lowest existing background noise level by at least 5dBA, where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity. The noise levels shall be maintained for the lifetime of the development.

### **REASON**

To safeguard the amenity of the surrounding area in accordance with Policy DME 4, DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

## **23 NONSC NRMM**

All non-Road mobile Machinery (any mobile machine, item of transportable industrial equipment, or vehicle - with or without bodywork) of net power between 37kW and 560kW used on the site for the entirety of the demolition and construction phase of the development hereby approved shall be required to meet Stage IIIA of EUDirective 97/68/EC. The site shall be registered on the NRMM register for the demolition and construction phase of the development.

### **REASON**

Reason: To safeguard the amenities of the adjoining occupiers, the area generally and contribution of developments to the air quality of the borough in accordance with the requirements of Policies policy DMT 2, DMEI 1, and DMEI 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

## **24 NONSC Control of Noise**

Prior to occupation, a scheme which specifies the provisions to be made for the control of noise from the All Weather Pitch from the site has been submitted to and approved in writing by the Local Planning Authority. In particular the scheme shall consider where noise reduction fencing should be installed to reduce noise around goal areas for hockey and football. The scheme shall include such combination of physical, administrative measures, noise limits and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

### **REASON**

To safeguard the amenity of the surrounding area in accordance with policies DMHB 11 of the Hillingdon Local Plan: Part Two (2020).

## **25 OM11 Floodlighting**

Prior to the relevant part of the works isolux diagrams and illumination calculations based on the actual external lighting products to be used on the site shall be submitted to and approved, in writing, by the Local Planning Authority. Once approved the development should be completed fully in accordance with the approved details

### **REASON**

To protect neighbouring amenity and the character of the surrounding Conservation Area in accordance with Policy DMHB 4 of the Local Plan: Part Two - Development Management Policies (2020).

## **26 DIS2 Access to Buildings for People with Disabilities**

Prior to occupation, details of a dedicated dial-a-Ride or taxi/cab vehicle stop and wait

facility, accessible toilet facilities and changing places to meet the needs of people with disabilities have been submitted to and approved in writing by the Local Planning Authority. The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

#### REASON

To ensure that people with disabilities have adequate access to the development in accordance with Policy DMCI 2 of the Local Plan: Part Two - Development Management Policies (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.

LPP 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 6.1	(2016) Strategic Approach
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.13	(2016) Parking
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
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 7.21	(2016) Trees and woodlands
LPP 8.2	(2016) Planning obligations
NPPF	National Planning Policy Framework
DMAV 1	Safe Operation of Airports
DMCI 1A	Development of New Education Floorspace
	New Community Infrastructure

DMCI 2	
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 3	Decentralised Energy
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 3.18	(2016) Education Facilities
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.6	(2016) Architecture

### **3            I24            Works affecting the Public Highway - General**

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

### **4            I3            Building Regulations - Demolition and Building Works**

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

### **5            I15            Control of Environmental Nuisance from Construction Work**

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

A) Demolition and construction works should only be carried out between the hours of

08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays or Bank Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

## **6 I18 Storage and Collection of Refuse**

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans.

For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

## **7 I19 Sewerage Connections, Water Pollution etc.**

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

## **8 I60 Cranes**

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn 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 [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp))

# **3. CONSIDERATIONS**

## **3.1 Site and Locality**

The proposal site comprises an approximately 1.2 hectare irregularly shaped plot located on the northern side of Falling Lane in Yiewsley and currently occupied by The Young People's Academy (formerly known as Chantry School), a 60 place special educational needs school.

The site currently accommodates a predominantly single-storey main school building and school hall, a number of temporary classroom buildings, car parking, playground, playing



field and ancillary facilities. The built elements of the site are predominantly located towards the front (south) and middle of the site, with the more open playground and playing fields located towards its north.

The school falls on the edge of a predominantly residential area. It is bounded to the west by Rabbsfarm Primary School; to the north by public open space; and to the east and south by residential properties along Leacroft Close and Falling Lane, respectively. Philpots Farm falls within the Green Belt as designated in the Local Plan.

The sole vehicular and pedestrian access to the site is gained via a service road, which runs parallel with Falling Lane and also serves the adjoining residential properties.

The adjoining public open space falls within the Green Belt and is designated as a Nature Conservation Site of Borough Grade II or Local Importance.

### **3.2 Proposed Scheme**

Orchard Hill Special Free School Young People's Academy and Orchard Hill Alternative Provision Free School - Young People's Hub, will be two Free schools with a combined pupil capacity of 230 - full-time primary, secondary and sixth form places for pupils who require alternative provision or have social emotional and mental health difficulties (SEMH) in association with a range of learning needs, including a high proportion with Autistic Spectrum Disorder (ASD). The school would be supported by 115 staff. This represents a net increase of 164 pupils and 75 staff.

The existing school sites are located on Falling Lane and Providence Road and both schools would be closed to create the new Free Schools under this application that extends to Alternative and SEMH provision in the area from primary through to post 16.

The proposed fully ambulant new Orchard Hill Special Free School - Young People's Hub will admit pupils with Education and Health Care Plans (EHCPs) identifying one or more of two needs:

- Autistic Spectrum Disorder (ASD)
- Social Emotional and Mental Health needs (SEMH)

The second new fully ambulant Orchard Hill Alternative Provision Free School (Hillingdon) Young People's Hub will provide full time education to pupils that are not able to attend mainstream school, either long-term or short term due to exclusion.

Many of these pupils will display extremely challenging behaviour and / or high levels of sensory need / anxiety. All pupils will have additional and significant learning needs, which will be often specific in nature and typically concern numeracy and literacy issues. The majority of children will have language and communication problems. As such the proposed development has been designed to cater to the particular needs of these pupils.

Amount

The proposal would involve the erection of an 2 storey building measuring 68.5 m width and upto 46.5m depth and a height of upto 10.8m. The school would comprise 5,618 sq.m of new floorspace.

Layout

The building would be split into two zones. Young People's Academy (YPA) and Young People's Hub (YPH). Students, staff and visitors enter each school zone separately. The proposal includes some shared facilities such as the hall at the centre of the school, the Multi Use Games Area (MUGA) and the All Weather Pitches (AWP). Each school would have access to its own play area around the perimeter of the built footprint.

The proposal has been developed with the needs of the children in mind. Though consolidated into one block, the proposal includes two schools (Young People's Academy and Young People's Hub) that cater for the two needs groups, which requires a secure line between each school with limited and operationally controlled shared use of PE facilities externally.

### Design

The buildings would be of a modern design. The proposed building would be pre-fabricated to enable onsite assembly and it would feature colour cladding panels contrasted with blast finished concrete facade panels. Brise Soleil would be mounted to windows and full height curtain wall glazing would be used to mark the school entrance.

### Play Spaces

The proposal results in the loss of an existing grassed playing pitch measuring approximately 4,000 sq.m. The informal play spaces would be replaced by:

- Approximately 2,100 sq.m of play spaces along the perimeter of the built footprint of the school;
- A new artificial grass All Weather Pitch (AWP) capable for use for a number of sports would be provided on the playing field. This would be bounded by 3m high fencing and it would measure 1,620 sq.m; and
- A multi-use games area measuring 720 sq.m.

No floodlighting is proposed, but the applicant has confirmed that the facilities would be available for community use outside school hours.

### Car Parking

The existing car park includes 27 car parking spaces, however 17 of the existing spaces are double parked and require the space in front of it to be vacant to allow access to the space. The proposal seeks to provide the following:

- 63 car parking spaces which include 6 accessible car parking spaces and 6 electric car parking spaces
- 7 drop off bays at the entrance of the school

The car parking layout would provide a clockwise car parking system so that it functions seamlessly and provides adequate manoeuvring space for minibuses for student pick ups and drop offs.

- 5 minibus spaces are proposed to be provided on a permeable surface adjacent to the entrance of the school.

### Cycle Parking

The proposal seeks to provide 16 secure cycle parking spaces for staff and 32 secure cycle parking spaces for students.

#### Temporary Haul Road

During construction a temporary haul road is proposed across Philpots Farm so as not to add to the Falling Lane traffic issues during this period. After construction, the temporary track will be removed and replaced with vegetation to enhance the area. The main pedestrian access is sited alongside the vehicular access off Falling Lane. There are no secondary access points from other boundaries.

#### Construction Phasing

Due to the constrained nature of the site and the fact the existing school will need to remain operational during construction the development will occur on a phased basis. Phase 1 would consist of the creation of the temporary construction access through Philpots Farm and the construction of the school.

Phase 2 proposes the construction of the two storey block, the removal of all the mobile classrooms, demolition of the existing main school building, development of the MUGA and AWP, construction of car parking, landscaping of the site and the removal of and landscaping of the temporary construction access.

#### Refuse and Recycling

Refuse and recycling is proposed to be placed within a secured waste storage area adjacent to the all weather pitch and cycle stores.

### 3.3 Relevant Planning History

5746/AA/94/1987                      Chantry Special School    Falling Lane Yiewsley  
Retention of mobile classromm unit; Renewal of planning permission ref. 5746T/91/1546 dated 06/12/91

**Decision:** 27-02-1995    ALT

5746/AC/95/0280                      Chantry Special School    Falling Lane Yiewsley  
Replacement of a mobile classroom

**Decision:** 19-07-1995    ALT

5746/AG/98/1585                      Chantry School    Falling Lane Yiewsley  
Erection of two single storey extensions

**Decision:** 21-09-1998    Approved

5746/APP/2004/412                      Chantry School Falling Lane Yiewsley  
ENCLOSURE OF EXISTING INTERNAL COURTYARD FOR EDUCATIONAL USE

**Decision:** 02-04-2004    Approved

5746/APP/2006/2666      Chantry School Falling Lane Yiewsley  
ERECTION OF A MODULAR CLASSROOM ACCOMMODATION AND ADDITIONAL PARKING SPACES

**Decision:** 09-01-2007    Approved

5746/APP/2007/3545      Chantry School Falling Lane Yiewsley  
ERECTION OF A SINGLE STOREY FRONT EXTENSION TO PROVIDE ADDITIONAL STAFF FACILITIES

**Decision:** 15-01-2008    Approved

5746/APP/2013/1221      Chantry Special School Falling Lane Yiewsley  
Installation of single storey (temporary) mobile classroom

**Decision:** 19-07-2013    Approved

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

The school buildings have been significantly altered and extended since originally built and the site has an extensive planning history. However, none is directly relevant to the current application.

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

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

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)  
The Local Plan: Part 2 - 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)

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 (Intend to Publish Version, December 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. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October.

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.

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 Local Plan Policies are considered relevant to the application:-

##### **Part 1 Policies:**

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM5 (2012) Sport and Leisure
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation

##### **Part 2 Policies:**

- LPP 5.1 (2016) Climate Change Mitigation
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2016) Sustainable design and construction
- LPP 5.7 (2016) Renewable energy
- LPP 5.11 (2016) Green roofs and development site environs
- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.15 (2016) Water use and supplies

LPP 6.1	(2016) Strategic Approach
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.13	(2016) Parking
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
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 7.21	(2016) Trees and woodlands
LPP 8.2	(2016) Planning obligations
NPPF	National Planning Policy Framework
DMAV 1	Safe Operation of Airports
DMCI 1A	Development of New Education Floorspace
DMCI 2	New Community Infrastructure
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 3	Decentralised Energy
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 3.18	(2016) Education Facilities
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.6	(2016) Architecture

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

**5.1** Advertisement Expiry Date:- **4th September 2019**

**5.2** Site Notice Expiry Date:- **27th January 2020**

## **6. Consultations**

### **External Consultees**

This application was consulted upon between 13-08-19 and 04-09-19. 1 objection was received from a neighbouring resident which is summarised below:

- a proper management plan is required as there have been instances where children have caused anti-social behaviour.
- residents would like assurances that the proposed fencing is anti climb.
- concerns about the proposed MUGA in close proximity to neighbouring property.
- concerns the proposed MUGA would result in additional traffic and noise.
- the application is unclear about the hours the proposed MUGA is proposed to be used.

Officer comment: Anti climb fencing will be subject to a planning condition. All other matters raised are addressed within the main body of the report or by way of condition.

### **RE-CONSULTATION**

Following the receipt of additional information, the application was consulted on between 13-01-2020 and 03-02-2020. 2 objections were received to the application which are summarised as follows:

- The walkway into the school is adjacent to private residential gardens, the school should ensure there is appropriate and secure boundary fencing along all private gardens to prevent anti-social behaviour;
- There are concerns relating to traffic, noise, nuisance, anti-social behaviour;
- Falling Lane is a narrow road with cars parked on the road, during school times, there is a lot of noise and congestion and residents find it difficult to park unless there is a garage or driveway, where there are driveways, these are often blocked;
- Residents do not want permits along Falling Lane which consequently requires residents to pay for parking spaces, whereas the impacts are generated entirely by the school.

Officer comments: The concerns raised are addressed within the main body of the report or by way of condition.

### **STATUTORY CONSULTEE COMMENTS**

Sports England (09-10-2019)

The Proposal and Impact on Playing Field The application proposes a replacement school on the site which would result in the loss of the existing playing field. The proposed school would have an Artificial Grass Pitch (AGP), Multi-Use Games Area (MUGA) and a sports hall.

Assessment against Sport England Policy/NPPF The existing playing field is a good size that would allow a range of sports to be played although aerial photographs suggest that only a football pitch has been marked in the past. The playing field, however, would be lost but an AGP, MUGA and sports hall would be provided. Although the proposed facilities would allow some sport at the site, Sport England does not consider, on balance, that these facilities would adequately mitigate the loss to sport caused by the proposed loss of playing field. The proposed AGP does not appear to meet

FA/Football Foundation dimensions (including run-off) for any pitch while its proposed surface is unclear as the documentation indicates that football and hockey would be played on it. These sports require different types of artificial surfaces to be played adequately. Furthermore, the proposed sports hall is a limited size and does not reflect the sizes in Sport England's Sports Hall guidance thereby limiting its ability to be used for a range of sports. The documentation, however, does state that the proposed MUGA would be designed and constructed in accordance with Sport England guidance which is welcomed. Sport England also notes that both the proposed MUGA and AGP would not have sports lighting thereby limiting its benefits to the wider community if the school does allow any community use of its facilities. Sport England would also like to highlight that the proximity of both these facilities to the residential properties could increase the risk of noise and disturbance experienced by local residents. Sport England would also like to highlight that the drawings show trees over-hanging the proposed AGP which is likely to cause a safety hazard due to leaves falling onto the surface. Overall, Sport England acknowledges that the proposed school would have some sports provision however it is considered that given the concerns highlighted above it is not considered to mitigate the harm caused by the loss of the playing field therefore Sport England does not consider that the proposal would meet any of the exceptions in its Playing Field Policy. Sport England would therefore advise that the playing field is retained or replaced or the sport provision facility proposed is reconsidered. Conclusion In light of the above, Sport England objects to the application because it is not considered to accord with any of the exceptions to Sport England's Playing Fields Policy or with Paragraph 97 of the NPPF. Should the local planning authority be minded to grant planning permission for the proposal, contrary to Sport England's objection then in accordance with The Town and Country Planning (Consultation) (England) Direction 2009, the application should be referred to the Secretary of State, via the National Planning Casework Unit. If this application is to be presented to a Planning Committee, we would like to be notified in advance of the publication of any committee agendas, reports and committee dates.

Sport England Revised (22-10-2019)

All parts of the NPPF should be read equally and it does advocate strong support for the protection of playing fields with paragraph 97 broadly reflecting Sport England Playing Field Policy. This aspect appears to be omitted from the consultants letter. As set out in Sport England's previous comments, the proposed Artificial Grass Pitch does not appear to meet FA/Football Foundation requirements and the sports hall is not large enough to accommodate a broad range of sports. The playing field is also a more flexible space that can be adaptable for a range of sports and is therefore more beneficial than smaller fixed spaces. The quality of the playing field expressed in the letter is noted however measures such as improved drainage could be explored before considering the loss of what is essentially a finite resource.

In relation to community use, while entering into a Community Use Agreement is positive and encouraged, given the lack of floodlighting the only benefit to community sport would be the small sports hall proposed as this would be the only facility available throughout the peak period for community sport participation all year round (weekdays between 6:30/7pm - 10pm and at weekends). Sport England does not consider this of sufficient benefit to outweigh the loss of playing field that could accommodate a range of sports and informal play which would be more adaptable to future needs.

Sport England Revised (16-01-2020)

No further comments to make in addition to previous comments.

NATS

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company



("NERL") has no safeguarding objection to the proposal.

#### Transport for London

The development site is located in an area with a Public Transport Access Level of 2 (PTAL) on a scale of 1-6b where 6b is the highest. Draft London Plan policy T6 states that when calculating general parking provisions within the relevant standards, the starting point for discussion should be the highest existing or planned PTAL at the site, although, consideration should be given to local circumstances and the quality of public transport provision, as well as, conditions for walking and cycling. It is evident that there is a low PTAL in the area, however, the development proposes 57 car parking spaces which is an over provision of spaces when compared to adopted policy. Hillingdon's parking standards (UDP, 2001) requires for Land Use D1, Education, 1 space per 3 staff should be provided. Based on 115 staff this would equate to 43 spaces ( $115 \text{ staff} / 3 = 38 \text{ spaces} + 5 \text{ visitor spaces} = 43 \text{ spaces}$ ).

Notwithstanding the above objection to the level of parking, the school should implement a site wide car parking management plan to manage and regulate the use of the car park, this is to ensure the safety of pupils, visitors and staff to the school, the layout of the car park is detailed in the TA but a full management plan should be secured by appropriate planning obligation/ condition and monitored.

A total of 6 disabled parking spaces are proposed. Draft London Plan policy T6.5 states that Education use class must ensure that 5% of total parking provision is for designated bays, with a further 5% provided for enlarged bays. Disabled parking bays should be located on firm and level ground, as close to the building entrance or facility they are associated with. In order to meet the Mayor's target for carbon-free travel by 2050, all operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles.

Policy 6.13 (Parking) of the draft London Plan states that the Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use, therefore a robust Travel Plan should be submitted to provide detailed information on the various modes of sustainable travel to and from the school. The Travel Plan chapter in the TA sets out the basic travel planning information, however a full Travel Plan should be secured by appropriate planning/obligation/condition and monitored.

The applicant proposes to provide cycle parking in conformity with draft London Plan standards outlined in Policy T5 of the draft London Plan which is welcomed with a total of 48 cycle spaces. The provision of stands should be in line with the London Cycling Design Standards (LCDS). Please note that LCDS refers to the need for easy access, and cycle parking should cater for cyclists who use adapted cycles, as this is an accessibility requirement. The LCDS states that 5% of stands ought to be able to accommodate larger cycles. Staff showers, lockers and storage facilities should also be provided to encourage the uptake of cycling. To summarise, for the development to be acceptable in strategic transport terms the car parking should be reduced and a robust Car Park Management Plan and Travel Plan should be secured through condition.

#### Transport for London (January 2020)

It is understood that the application comprises of demolition and redevelopment of a school on land accessed from Falling Lane, Yiewsley which is a borough road, managed by Hillingdon Council. TfL work to implement the Mayor's Transport Strategy and the Draft London Plan and have a responsibility to make sure new development in London meets strategic transport policy objectives.

- The development site is located in an area with a Public Transport Access Level of 2 (PTAL) on a

scale of 1-6b where 6b is the highest. Draft London Plan policy T6 states that 'when calculating general parking provisions within the relevant standards, the starting point for discussion should be the highest existing or planned PTAL at the site, although, consideration should be given to local circumstances and the quality of public transport provision, as well as, conditions for walking and cycling.' It is evident that there is a low PTAL in the area, however, the development proposes 57 car parking spaces which is an over provision of spaces when compared to adopted policy. Hillingdon's parking standards (UDP, 2001) requires for Land Use D1, Education, 1 space per 3 staff should be provided. Based on 115 staff this would equate to 43 spaces ( $115 \text{ staff} / 3 = 38 \text{ spaces} + 5 \text{ visitor spaces} = 43 \text{ spaces}$ ). The development is still providing 57 car parking spaces which is not in line with DLP Policy T6.

- Notwithstanding the above objection to the level of parking, the school should implement a site wide car parking management plan to manage and regulate the use of the car park, this is to ensure the safety of pupils, visitors and staff to the school, the layout of the car park is detailed in the TA but a full management plan should be secured by appropriate planning obligation/ condition and monitored.

- A total of 6 disabled parking spaces are proposed. Draft London Plan policy T6.5 states that Education use class must ensure that 5% of total parking provision is for designated bays, with a further 5% provided for enlarged bays. Disabled parking bays should be located on firm and level ground, as close to the building entrance or facility they are associated with. The provision of 6 spaces is in line with DLP Policy T6.5.

- In order to meet the Mayor's target for carbon-free travel by 2050, all operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles. All car parking should have provision for electric or other Ultra-Low Emission vehicles.

- Policy 6.13 (Parking) of the draft London Plan states that the Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use, therefore a robust Travel Plan should be submitted to provide detailed information on the various modes of sustainable travel to and from the school. The Travel Plan chapter in the TA sets out the basic travel planning information, however a full Travel Plan should be secured by appropriate planning/obligation/condition and monitored. A Travel Plan has not been submitted.

- The applicant proposes to provide cycle parking in conformity with draft London Plan standards outlined in Policy T5 of the draft London Plan which is welcomed with a total of 48 cycle spaces. The provision of stands should be in line with the London Cycling Design Standards (LCDS). Please note that LCDS refers to the need for "easy access" and cycle parking should cater "for cyclists who use adapted cycles" as this is an accessibility requirement. The LCDS states that 5% of stands ought to be able to accommodate larger cycles. Staff showers, lockers and storage facilities should also be provided to encourage the uptake of cycling.

To summarise, for the development to be acceptable in strategic transport terms the car parking should be reduced and a robust Car Park Management Plan and Travel Plan should be secured through condition.

Metropolitan Police

I recommend that a condition is applied to it that the site must achieve Secured By Design accreditation. I have met the applicant and explained to them what this will entail. Of note to achieve accreditation a secure line around the community use will be required. This will mean numerous internal doors needing to be security rated which had not been planned for. This is not incorporated in plans within this application but is vital to ensure the school is not vulnerable during the hours that

the school is open to the community. Subject to a secured by design condition, there are no significant objections to this application.

#### Historic England - GLAAS

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.

The application does not lie within an Archaeological Priority Area and although it does involve built development on previously undeveloped land I agree with the applicant's desk-based assessment when it concludes that there is overall a low archaeological potential.

#### **Internal Consultees**

##### Access Officer

The proposed redevelopment of the former Chantry School site would function as two separate, independently functioning zones, namely a Young People's Academy (YPA) and Young People's Hub (YPH) that will be one of fourteen Special Education Needs (SEN) schools operated by Orchard Hill College Academy Trust (OHCAT). Having reviewed the proposed plan, the redevelopment is considered to be acceptable to support pupils, students and staff with a range of impairments, and is otherwise in keeping with the principles of Inclusive Design.

##### Flood Water Management Officer (October 2019)

The application should be refused as the submitted information has not demonstrated that a Sustainable Drainage System can be implemented within the current site layout. See more detailed observations below.

A Flood Risk Assessment (FRA) and Drainage Strategy (Atkins Report revision 1.0 dated 6th June 2019) has been provided to support the application at the site.

Firstly, the Flood Risk Assessment references the National Planning Policy Statement that was published in March 2012. There have been numerous revisions to the NPPF since this edition, most recently in February 2019. The report should take into account the most recent policies in the NPPF.

The FRA confirms that the site is located in Flood Zone 1 and is not identified to be at risk of flooding from all other sources. While the FRA includes references to the London Plan and the West London Strategic Flood Risk Assessment (SFRA), the FRA does not reference any local planning policies related to the management of water and flood risk (including Local Plan Part 1 and emerging Local Plan Part 2), which have been used as the basis to assess the suitability of the proposals.

The FRA states that "Flood risk should be considered alongside other spatial planning matters such as transport, housing, economic growth, natural resources, regeneration, biodiversity, the historic environment and the management of other hazards". While these issues will be discussed in more detail at a later stage, there has been little regard to the consideration of natural resources and biodiversity in particular within the proposals.

Pre-application advice was given to the applicant in June 2019 for the proposals at the site. This information is different from that quoted in Section 6.2 of the Drainage Strategy and places additional expectations on the information that is provided at this stage of the application.

More specifically, the advice from LBH states that, "Sustainable Drainage Systems (SuDS) should be incorporated into every drainage strategy and should, where possible, be integrated into the soft

landscaping rather than relying on below-ground measures that do not provide wider biodiversity or amenity benefits." In addition, the advice states that, " It is understood that the new school building will be constructed while the existing school is in operation. The management of surface water during construction is therefore of importance, when any drainage infrastructure proposed within the car parking area will not be constructed. This should be addressed in any submission to accompany an application."

Table 6-1 of the Drainage Strategy addresses each of the stages in the drainage hierarchy presented in London Plan Policy 5.13. The Drainage Strategy has discounted the potential to store water for use completely, quoting "space planning, building services or budgetary constraints". Policy EM1 of the Hillingdon Local Plan Part 1 requires major developments to consider the whole water cycle impact of the proposals, including water consumption. Further, emerging Local Plan Part 2 Policy DMEI 10 (G) requires all new development proposals to include the collection and reuse of rainwater. The current proposals are therefore not in line with local planning policy.

The Drainage Strategy has also discounted the potential for infiltration based on a single soakage test carried out in the adjacent site. Given the scale of the development, we would expect infiltration tests to be undertaken at detailed design on the site to confirm the assumptions. While this could be required as part of a planning condition, it is disappointing that this approach isn't reflected in the proposed drainage strategy.

The Drainage Strategy states that there is insufficient space available in the site boundary for above ground open water features. While this may be the case for large attenuation basins, this is not considered to be sufficient justification for excluding any above ground drainage features. Despite the recommendations of the pre-application advice, there is no reference in the Drainage Strategy to the landscape masterplan (Atkins drawing number ORC\_ATK\_Z1\_XX\_DR\_L\_PL008 dated May 2019) and consequently any opportunities to align the drainage infrastructure with the landscaping have been lost. Even though the detailed design of specific drainage elements may be conditioned post-planning, the drainage strategy at this stage should incorporate as many sustainable elements as possible so that these can be incorporated into the detailed design of the other elements (e.g. detailed landscaping and highway design). The current design is contrary to Part F of emerging Local Plan Part 2 Policy DMEI 10.

While the drainage strategy currently seeks to provide permeable surfacing in limited areas, all attenuation is currently proposed to be located in below-ground tanks with a final discharge to the surface water sewer to the north of the development. While they control the quantity of surface water runoff, below-ground attenuation connected with pipes is not considered to be classed as a Sustainable Drainage System. The Drainage Strategy states that the discharge will be controlled to existing greenfield rates but such a rate has not been provided in the report.

While the drainage strategy quotes a discharge rate of 5l/s, the HR Wallingford calculation states that QBAR is 1.9l/s. In order to mitigate for the increase in runoff volume from the development, we would expect a peak runoff rate of 1.9l/s leaving the site and not 5l/s as shown on the drainage strategy plan. The discharge location is also shown to be to the Thames Water surface water sewer to the north of the site within the green open space between Coltsfoot Drive and the River Pinn. The Drainage Strategy states that discharging to a watercourse would require negotiation with the landowner. The Council is the landowner for the green space to the north of the site and may welcome the creation of a swale/watercourse to the River Pinn that will provide wider amenity or biodiversity benefits.

An indication of the potential maintenance requirements of the drainage system has not been provided. The ongoing maintenance of the drainage system should be a fundamental aspect of the choice of approach to take. The school would need to have appropriate long-term budgets in place to maintain the highly engineered network, such as regular inspections of the tanks and potential

clearance of the drainage pipes. With full application, we expect an indicative maintenance plan to have been provided, noting the expected authority or company that will be maintaining the whole system.

Flood Water Management Officer (February 2020)

The applicant has revised the proposed drainage strategy based on discussions held with the Flood and Water Management Officer. The proposals now include more green infrastructure within the outline drainage strategy.

There are aspects of the drainage design for which additional information is required post-planning and therefore the detail of the drainage design should be secured by way of a surface water management condition.

Highways Officer (February 2020)

The application site is situated on the northern side of Falling Lane, Yiewsley, approximately 350 metres west of the A408 Yiewsley High Street. Falling Lane is a classified road with a 30mph speed limit and street lighting. There is a housing estate to the east of the application site and Rabbsfarm Primary school to the west. The northern rear boundary of the site backs onto Philpots Farm, an area of public open space.

Access to the site is provided by a driveway leading off a residential service road that runs parallel to Falling Lane. The driveway is unadopted measuring 4 metres wide and 28 metres long.

A close boarded fence has been erected in-between the service road and Falling Lane. This service road varies in width - at its narrowest point being not more than 4.4 metres wide. Where the driveway intersects with the service road school 'Keep Clear' markings have been provided, these are enforced by CCTV cameras. Parking here is prohibited Monday to Friday 8.00 am to 10.00 am and 2.30pm to 4.30 pm. Aside from the school 'Keep Clear' markings the service road has no parking restrictions, cars have been observed parking on-street, where this takes place the carriageway is not wide enough for two cars to pass.

Vehicles leaving the school heading towards the A408 westbound must turn right out of the driveway and proceed for 200 metres before reaching Falling Lane. Drivers heading eastbound do not have a direct route to Falling Lane, 75 metres east of the school access from the service road onto Falling Lane has been closed. Vehicles heading eastbound must now drive a further 265 metres around a housing estate before they are able to join Falling Lane and the classified road network.

Transport for London use a system called PTAL (Public Transport Accessibility Level) to measure access to the public transport network. PTAL assesses walk times to the nearest public transport location taking into account service frequency. The location is then scored between 0 and 6b where 0 is the worst and 6b the best. According to the Transport for London WebCAT service the application site has a PTAL ranking of 2 indicating access to public transport is poor compared to London as a whole.

The proposed demolition of the Young Peoples Academy and the construction of Orchard Hill Special Free School in its place would considerably increase the number of trips the site would generate as the number of pupils would increase from 66 to 230 and the number of teachers would increase from 40 to 115 (full time and part time). Because Orchard Hill Special Free School is a Special Educational Needs (SEN) school, the ratio of staff to pupils is higher than at a conventional school. The majority of car trips to the school are made by teachers.

Access to the new school would remain in the existing position. The driveway would however be widened to 6 metres. Policy AM14 of the Hillingdon Local Plan: Part 1 - Strategic Policies

(November 2012) state that new development will only be permitted where it is in accordance with the Council's adopted parking standards. These parking standards are those that are contained in the document titled London Borough of Hillingdon Unitary Development Plan (Adopted 1998) Saved Policies 27th September 2007. These require that for Use Class D1 Schools (day): nursery, primary, secondary and special that car parking is provided on 'an individual basis using a transport assessment and travel plan'.

The new school would have 63 car parking spaces of which 6 would be accessible and 6 electric vehicle charging bays. There would be a minibus parking zone with capacity for 5 vehicles as well as 7 spaces for taxis to wait and 4 spaces for taxis to pick up/set down. Cycle parking for 48 bicycles would be provided; the Highway Authority requires that these are covered and secure. This should be secured by a suitably worded condition.

A Transport Statement has been submitted alongside the application for planning permission. This includes the results of a school travel survey undertaken to determine how pupils and staff travel to school. The results of this travel survey have been used by the Highway Authority to calculate the number of trips by mode Orchard Farm would generate. A worst case scenario has been used; one where it is assumed that all full time and all part time staff are at the school all at the same time, car sharing takes place on a one driver one passenger basis and each school minibus carries 8 students.

The applicants report that because the Young Peoples Academy is a SEN school the majority of pupils travel using home to school transport services with pick up/drop off taking place within the school campus. Of a school role of 66 pupils, the travel surveys show that just 3 are driven to school in a private car. However, these trips are described as 'park and stride' meaning that the car is parked away from the school gates, the final leg of the journey is completed on foot.

The surveys show that 17 (44%) members of staff drive to school alone and 6 (15%) car share, these results indicate that 20 staff vehicles enter the site each day. These survey results have been used to calculate the forecast the number of trips the development would generate for each mode. Of 115 members of staff 49 would drive and 17 would car share. This suggests that 58 cars would enter the site each day, an increase of 38 staff cars.

As well as there being an increase in the number of staff driving to school there would also be an increase in the number of pupils arriving by taxi and mini bus. The travel survey has shown that 5 (8%) pupils currently arrive at the Young People Academy by a school organised taxi. This figure would increase to 17 if the Orchard Hill Special School were to be built.

In addition to staff arriving by car and pupils by school organised taxis there would also be an increase in the number of school organised buses arriving at the site. Results of the travel survey shows that 23 (35%) pupils arrive by school organised bus, the capacity of these buses is not known but in a worst case scenario this would be 3 buses based on 8 pupils per bus. Highway engineers visited the site at the end of the school day and 3 mini buses were observed. Assuming the mode split stays the same with the Orchard Hill Special School development then 10 school organised buses would arrive at the site.

Based on the survey results, 20 staff cars, 5 school organised taxis and 3 school organised buses currently arrive at the site each day, 28 vehicles in total. With the new Orchard Hill Special School these figures would increase to 58 staff cars, 17 school organised taxis and 10 school organised buses, 85 vehicles in total an increase of 57 vehicles.

Whilst the Orchard Hill Special Free School would generate a greater number of vehicular trips, how these vehicles are managed on site would be considerably better than in the existing situation. Highway Engineers have visited the site at the end of the school day and witnessed themselves a

high level of traffic activity taking place on-site within a confined space. Vehicles were double parking and all being dependant on each other to give way allowing them to manoeuvre. Just two cars that appeared to be school related were observed to be waiting outside the school on the service road. The grounds to the Orchard Hill Special Free School would be much better laid out and the above problems addressed.

As mentioned above the Orchard Hill Special Free School would have 63 car parking spaces, in a worst case scenario 58 staff cars would be on site. The quantum of staff parking is considered satisfactory though the drawings submitted do not show any visitor parking. The Highway Authority requires this matter to be addressed. Again as mentioned above a minibus parking zone would be provided with space for 5 vehicles to park. Based on the uplift of pupil numbers up to 10 minibuses will arrive at the school everyday. However again this is a worst case scenario where each minibus is occupied by just 8 pupils. Furthermore it is not necessarily the case that all minibuses will be on-site all at the same time. The Highway Authority require the applicant to demonstrate that the quantum of minibus parking provided and forecast demand will not lead to vehicular conflict, a Service and Delivery Plan is required show how the arrival of minibuses will be managed. The new school would have 6 electric vehicle charging points, 10% of the total. The Highway Authority requires that 12 active electric vehicle and 12 passive electric vehicle charging points are provided. Both the Service and Delivery Plan and electric vehicle charging point requirements should be secured by way of a suitably worded condition.

Alongside the application for planning permission the developers have submitted a Framework Travel Plan. This has been reviewed and is considered satisfactory overall though the mode share targets proposed need clarification/further work. The Highway Authority require that it be made of condition of any planning permission that a full Travel Plan is submitted and a £20k bond secured through a S106 agreement as surety that the Travel Plan will be delivered and its targets achieved.

To build the new school it will be necessary to build a haul road from the A408 High Street Yiewsley across Philpots Farm public open space to the application site at the rear of the existing school. It is proposed that this haul road will intersect with High Street Yiewsley by utilising an existing 10 metre wide vehicle crossover that provides vehicular access into Philpots Farm. This access is just 50 metres north of the busy A408 High Street/Falling Lane/Trout Road signalised crossroads junction, during peak hours the queue of traffic waiting at these signals will sometimes tail back as far as this access. Taking into account that this point of access is already used by vehicles, the Highway Authority can not object given that its use and location is already established. However, using this point of access for construction traffic will increase the frequency that it is used; the developer is required to submit a comprehensive Construction Logistics Plan setting out how construction traffic will be managed to reduce the risk to road safety and delay to other road users. This should be drafted based upon the guidance produced by Transport for London that is available on their website address <http://content.tfl.gov.uk/construction-logistics-plan-guidance.pdf>

Contaminated Land Officer

The following reports were submitted with the application and reviewed accordingly:

- a) Preliminary Ground Contamination Risk Assessment Report; Ref. R17-12386/ds; Dated September 2017; Prepared by Ashdown Site Investigation Limited
- b) Ground investigation Factual Report; Ref. R17-12386; Dated September 2017; Prepared by Ashdown Site Investigation Limited

The previously submitted Ground Investigation report (dated September 2017) provided factual details relating to observations and results of site investigation works. However, the LPA requires

further information, as detailed interpretation of the factual data concerning land condition, including conclusions, requirements and recommendations relating to identified contaminants at the site.

As the planning application is not supported by the necessary detail it does not meet the requirements set out in paragraphs 170 and 178 of the National Planning Policy Framework.

The current use of the development site is as an education facility and thereby groups of highly sensitive receptors are present.

The applicant should submit an updated conceptual model and risk assessment and the information must demonstrate to the LPA that the risks have been fully understood and can be addressed through appropriate measures.

If the application receives approval then the following condition is recommended:

(i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the Local Planning Authority (LPA) in accordance with the Supplementary Planning Guidance Document on Land Contamination and the Environment Agency document 'Model procedures for the Management of Land Contamination' (CLR11). All works which form part of a 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) An interpretive report produced by a competent person, and submitted to the LPA for approval; the report is to include suitably updated conceptual model and risk assessment along with detailed conclusions and recommendations based on findings within the previously submitted Preliminary Ground Contamination Report and the Ground Investigation Factual Report), and also including, where relevant, details of soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment. 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 contaminated land policies.

Air Quality Officer (October 2019)

The application site is within West Drayton/Yiewsley Focus Area, (see attached map) with wider impacts throughout the network as parents drop/pick up the children at school and drive to/from their workplaces. The proposed development is estimated to generate 85 vehicle movements / day on the effected road network. There is no transport assessment however to confirm the trip generation of the proposed development nor providing suitable information on travel plan, mitigation measures.

Whereas the proposal may not generate a significant number of additional vehicles on the local road network, it is important to control and minimise to the possible maximum extent the impacts within Focus Areas where several exceedances to the annual mean limit value for nitrogen dioxide are observed.

Therefore, a section 106 agreement with the LAP of £53,454 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 reduce human exposure to pollution levels.

In addition, a travel plan is required to minimise any vehicle emissions and promote the use of public transport into sensitive locations.

Air Quality Officer - Revised Comments (November 2019)

In terms of quantifying the impacts on air quality, the transport comments have confirmed the estimated transport impacts arise from approximately 85 additional vehicles/day on the effected road network. As the attached air quality observations have been calculated on this basis the Air Quality Observations as attached to this email can be confirmed as the final comments. The s106 contribution sought is in this case is £53, 454, the calculations are all attached. I have no objection if the contribution to be sought by other means than s106 eg unilateral undertaking, subject to the necessary legal approval.

Support is given to the increased provision of electric vehicle points, the travel plan should seek to prioritise the uptake of cleaner vehicle technology in the associated traffic eg private cars and minibuses, where possible.

In addition please can the following condition be added:

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.

Reason: Compliance with London Plan Policy 7.14

Sustainability Officer (October 2019)

The Energy Assessment contains a significant amount of information but unfortunately not the important elements to make it compliant with policy. The report has no front cover, no contents page, no executive summary, and no conclusions. This make it extremely difficult to determine what the strategy is to reduce the emissions by 35% in line with the London Plan (Policy 5.2).

The applicant needs to provide a much clearer strategy that accurately reflects the requirements of

energy assessments as set out in the London Plan. The assessment needs to include clear details of the baseline annual regulated energy demand and associated carbon emissions; the efficiency measures (be lean) to be adopted to reduce the baseline level and then whatever low and zero carbon technology (be clean and be green) is necessary to achieve the total 35% reduction. The report does suggest that 550m<sup>2</sup> of PV panels are required and these are shown indicatively on the roof plan but do not appear on the elevations.

#### Sustainability Officer Revised Comments - (November 2019)

The updated energy assessment is still not sufficient. The guidance of how to undertake an energy assessment is clear and it is surprising that an adequate assessment is still not available.

The SAP calculations can inform a proper report but there needs to be a clear presentation of the data and what is intended.

The report needs to provide evidence of the baseline position and where this is taken from as it appears very low. Furthermore, the submission provides different calculations on the savings. It is also not clear what 'lean' measures (i.e. specifications) will be used to reduce the baseline level. Finally, no information is provided on the PVs which appear to be the only low or zero carbon technology to be used and are not shown on the roof plan.

An updated energy assessment in line with the guidance is still required.

#### Ecology Officer Comments - (November 2019)

The following condition is required:

Condition: Prior to above ground works, a detailed ecological enhancement plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall clearly detail the enhancement measures to be incorporated into the landscaping plan and the fabric of the building. The enhancement measures shall include, but not limited to, bat and bird boxes, enhancement of the northern landscaped buffer, an area of landscaping specifically for a wildlife garden (for ecological and educational purposes), reptile and invertebrate refugia and living walls (particularly on featureless facades), roofs and screens. The development must proceed in accordance with the approved plan.

Reason: To ensure the development contributes to the protection and enhancement of biodiversity.

#### EPU Officer (November 2019)

The information on noise is not acceptable. It amounts to a very basic presentation of a baseline assessment. There is no assessment of the impacts of the proposed development on the nearby residential receptor and consequently no understanding of the mitigation required.

There is no acknowledgement of how the school will be used (i.e. out of school time) or the impact of the multi use games area to the south eastern part of the site. The baseline information is also very poorly presented with analysis of the findings. A full noise impact assessment is required.

#### EPU Officer - Revised Comments (February 2020)

I have read through the Noise Impact Assessment for the proposed Orchard School, the report details the design noise criteria for the building fabric and the ventilation systems.( in relation to the surrounding ambient noise levels from the existing primary school activities. Proposed plant noise rating levels cited in item 5.2 , when operating simultaneously will meet with the recommended

criteria of BS4142 : 2014, plant noise levels at the identify receptors will not have an adverse impact on the nearest sensitive receptors and are very unlikely to lead to complaints. The noise levels are indicative and for design purposes.

Proposed noise from the Outdoor activity ( break times), MUGA ( games /football) area and playground area) have stated measured noise levels of 55 dB(A) ,this is 15 metres from the MUGA within the site boundary, but have also stated the higher outdoor noise levels for gardens and external places criteria of 58 dB(A).The assessment and guidance from Artificial Grass Pitch (AGP) Acoustic\_Planning Implications 2015, which cites a higher external level of 58 dB(A).

The assessment of various noise sources on the proposed school and the identified sensitive residential receptors is deemed satisfactory.

#### Trees and Landscaping Officer

1. The preferred option for the haul route is via Philpotts Farm (Council-owned Green Belt) and via a temporary ramp from the north of the site - to span the change in level of approximately 1 metre.

A small site compound will also be required on Philpotts Farm for the duration of the project.

A licence agreement for the use of Philpotts Farm is subject to ongoing discussion with LBH.

2. A tree report and arboricultural impact assessment, by The Landscape Partnership, dated August 2017, is technically out of date. While still relevant the trees should be re-surveyed.

The survey has identified and assessed 17 individual trees, groups and hedges which are on, or close to, the site.

The single 'A' grade tree is T6, a Tree of Heaven, located on the east side of the campus. There are three 'B' grade trees T7, an alder, T10 Weeping willow and T11 Tree of Heaven. - According to BS5837:2012, 'A'grade trees should be retained on development sites, as should 'B' grade trees, if possible.

The remaining trees are all 'C' grade trees of less individual merit - albeit their group presence may raise their amenity / ecological value. No up to date Arboricultural Impact has been submitted, however, it is evident that the 'A' Tree of Heaven will be removed to facilitate the development according to the current site layout.

The three 'B' grade trees and many of the 'C' grade boundary trees may be retained, subject to an Arb. Method Statement and appropriate Tree Protection Measures - not yet specified.

3. Tree replacement is indicated on plan, albeit no replacements can compensate for the loss of T6.

The car park is characterised by a massive area of hard surfacing which would benefit from additional tree planting. This could be achieved using diamond-shaped tree pits with underground engineered cells to provide adequate volumes of soil for the trees, while contributing to SUDS and supporting the car park surfacing.

4. If SUDs is an issue, the tree pits and underground cells could also contribute to the strategy to attenuate surface water run-off.

5. Defensible space along the drop off area was discussed with the design team. The space shown for planting is too narrow to support planting and needs to be reviewed to ensure that it has the desired effect as a green barrier - without obstructing sight lines.

6. The mini-bus parking area was also discussed. The area provided for five mini-buses is excessive and the specification of re-inforced grass is unlikely to survive regular parking and foot traffic. Alternative material ought to be considered which should be submitted to for approval.

In all other aspects the landscape strategy and layout described is understood to have been carefully considered in order to meet the operational requirements of the school and provide an attractive and stimulating environment for the children using the site. It would have been helpful to have had The

success of this will depend on the detailed design and quality of implementation and future management.

Details of the re-instatement of the haul route on public open space / Green Belt land to the north and west will also be required. Any off-site re-instatement of Philpotts Farm may be mitigated by additional landscape enhancement.

The loss of the 'A'grade tree cannot be underestimated. The only reason that it was not TPO'd is because it is located on former Council-owned land. Otherwise there is no objection subject to details outlined above and appropriate conditions. Pre-commencement condition COM8 is required (to include an updated survey). Post-commencement conditions: COM9 (parts 1,2,3,4,5 and 6) and COM10.

Waste Officer

The doors for the refuse storage area should open outward so that bins are accessible for collection. On the proposed plan, the collection crew would have to pull the bins across parking spaces (which may be in use when collections take place). There should be an unobstructed 2 metre wide path with suitable dropped kerbs between the RCV stopping point and the bin store. Otherwise, suitable for waste and recycling requirements.

## **7. MAIN PLANNING ISSUES**

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

Whilst the site accommodates an established educational facility, it also comprises an area of playing field.

Accordingly, the key issues pertaining to the principle of development relate to the continued educational use of the site and the loss of the existing playing field.

New Educational Facility

In respect of new developments for educational facilities there is strong support for this at local, regional and national level. On 15/08/11 the Ministry of Housing, Communities and Local Government (MHCLG) (formerly known as DCLG), published a policy statement on planning for schools development, which is designed to facilitate the delivery and expansion of state-funded schools. It states:

"The Government is firmly committed to ensuring there is sufficient provision to meet growing demand for state-funded school places, increasing choice and opportunity in state-funded education and raising educational standards. State-funded schools - which include Academies and free schools, as well as local authority maintained schools (community, foundation and voluntary aided and controlled schools) - educate the vast majority of children in England. The Government wants to enable new schools to open, good schools to expand and all schools to adapt and improve their facilities. This will allow for more provision and greater diversity in the state-funded school sector to meet both demographic needs and the drive for increased choice and higher standards."

It goes on to note that "it is the Government's view that the creation and development of state-funded schools is strongly in the national interest and that planning decision-makers can and should support that objective, in a manner consistent with their statutory obligations. We expect all parties to work together pro actively from an early stage to help plan for state-school development and to shape strong planning applications. This collaborative working would help to ensure that the answer to proposals for the development of state-funded schools should be, wherever possible, "yes".

The statement clearly emphasises that there should be a presumption in favour of the development of schools and that "Local Planning Authorities (LPA) should make full use of their planning powers to support state-funded schools applications."

Paragraph 94 of the NPPF (2019) reiterates the objectives set out in the Policy Statement on Planning for Schools Development. It gives great weight to the delivery of sufficient choice of school places to meet the needs of existing and new communities and it requires LPAs to take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

Policy 3.18 of the London Plan (2016) supports proposals for new schools, including free schools. It notes proposal for new schools shall only be refused where there are demonstrable negative local impacts which substantially outweigh the desirability of establishing a new school and which cannot be addressed through the appropriate use of planning conditions or obligations.

Policy 3.18 of the London Plan (2016) also encourages the co-location of services between schools and other provision in order to maximise land use, reduce costs and develop the extended schools offer.

Policy CI1 of the Local Plan: Part One (2012) seeks to ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations by supporting extensions to existing schools and the development of new schools and youth facilities.

Policy DMCI 1A of the Local Plan: Part Two (2020) requires development proposals for new schools to take into account 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 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.

The proposal seeks to provide a new school for up to 230 pupils following the redevelopment of the Former Chantry School site which currently accommodates approximately 60 pupils. It is proposed to be a special school that supports the learning and educational needs of children and young people that require Alternative Provision (AP) or Social, emotional and mental health (SEHM). The Local Education Authority (LEA) has verbally commented on this application highlighting the London Borough of Hillingdon has the largest number of students across London on the school roll (approximately 52,000). There are a number of students that are diagnosed with special needs of which SEHM students are growing. In May 2019, the Council produced an 'Additional Needs Data Review Summary' which highlighted that there is a 48% increase in forecast demand for SEHM places for primary and secondary aged children. Furthermore, in response to this application, the LEA has confirmed there is a proven and unmet need for the school in this location.

The Council has a statutory duty to ensure there is a school place available for every resident child who requests one between the ages of 5 and 17. There is an identified and documented need for SEHM and AP school places. In the short term, this need has been met through temporary and bulge classrooms at the Former Chantry School Site and The Skills Hub on Providence Road. As part of this proposal, The Skills Hub would co-locate to this site. Both the Chantry School site and the Skills Hubs are in a poor state of repair, not

fit for purpose and have come to the end of their life. The redevelopment of the site would allow the provision of purpose built school accommodation to meet the specific needs of pupils with AP and SEHM needs. Furthermore, it would allow for the co-location of The Young People's Academy (currently occupying the application site) and the Skills Hub along Providence Road at this site. It would allow the two schools to maximise land use, share resources and reduce costs which is supported by Local and London Plan policies.

#### Loss of Playing Field

The proposed footprint of the new school would occupy the existing playing field and the footprint of the existing school would be reconfigured to provide sufficient car parking for staff and visitors and an All Weather Pitch (AWP) and Multi Use Games Area (MUGA).

Paragraph 92 of the NPPF (2019) seeks to provide social, recreational and cultural facilities and services the community needs, planning policies and decisions should guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs.

Paragraph 97 of the NPPF (2019) seeks to protect open space and playing fields unless the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

Policy 3.19 of the London Plan (2016) expects development proposals to increase or enhance the provision of sports and recreation facilities. Proposals that result in a net loss of sports and recreation facilities, including playing fields should be resisted.

Policy S5 of the draft London Plan (2019) seeks to retain existing playing fields unless (amongst other criteria) the loss resulting from the proposed development would be replaced by equivalent or other better provision in terms of quantity and quality in a suitable location or the development is for an alternative sports and recreational provision and the benefits of which clearly outweigh the loss of current and former use.

Policy DMCI 1A of the Local Plan: Part Two (2020) requires new schools to consider their 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.

In a meeting with Sport England and Officers, the Applicant has clarified the overall condition of the existing playing field. This is used by the Skills Hub and it is in a poor condition and undrained. The playing field would require intervention in order to improve and increase its usage. Alternative sport provision is proposed however this is not in the form of a playing field. The school are supportive of community use of the site. An out of hours use of the AWP and MUGA is being provided which will need to be carefully managed through a community use agreement in order to ensure it does not adversely impact on the amenity of neighbouring residents. The school argue that the existing pitch which is undrained does not lend itself to be used in all weathers and is seldom used by the pupils that attend the school as it is unsuitable for their complex and special needs.

A community use agreement would be secured by way of S106 agreement to ensure opportunities for community use of the site are maximised but carefully managed with residents in mind. The benefits of the proposed AWP and MUGA, which unlike the existing

school playing field, could be used all year round are considered sufficient to offset the loss in usability of the playing field and officers consider these benefits outweigh the conflict with policy in this regard. However, notwithstanding this, Sport England have raised an objection.

Sport England object to the loss of playing field despite their acknowledgement of the site constraints and consideration which has been clearly given to alternative enhanced provision, Sport England maintain their objection noting that the proposed Artificial Grass Pitch does not meet FA/Football Foundation requirements and the proposed indoor sports hall is not large enough to accommodate a broad range of sports. Whilst Sport England acknowledge the quality of the existing playing field, they are of the view that the size of the pitch should be increased before considering the loss of what is essentially a finite resource. Sport England does not consider this of sufficient benefit to outweigh the loss of playing field that could accommodate a range of sports and informal play which would be more adaptable to future needs. Officers did discuss enlarging the artificial grass pitch with the applicant, but it is not possible on the constrained site without reducing the site of the expanded school.

Officers acknowledge Sport England's objection to this application and note that notwithstanding current planning policies relating to playing fields and sports provision, the operational needs of the school are an important material planning consideration. In this instance, due to the limited use of the existing playing field both due to lack of drainage and usage because of the pupil's needs; the proposed MUGA and AWP which could be used all year round by pupils and the local community is a material consideration that weighs in favour of the development.

The above mitigates against the loss of the playing field. Officers are satisfied that an appropriate balance has been struck between planning and educational policy requirements such that the development meets the practical needs of the school whilst ensuring there is no overall loss in quality sports provision. Officers are of the view that the educational need for the proposals carries significant weight, which would outweigh any loss in sports provision Sport England may argue.

The application site lies in close proximity to Yiewsley Recreation Ground and Philpotts Farm. However, it must be noted that the further creation of formal sports provision at these sites could not be supported. These are areas of public open space and it is important that a balance is struck between formal sports provision and less informal recreational activities such as walking, jogging, etc. A pitch is already present at Yiewsley Recreation Ground and there is limited capacity at this space to create additional or enhanced sports facilities. Philpotts Farm is a less formal, semi-wild space which falls within the Green Belt and is designated as a Nature Conservation site. The creation of formal sports provision here would therefore be inappropriate for environmental and ecological reasons.

The Ministerial Statement on planning for schools is clearly an important material planning consideration. It is important to understand the 'weighting' that should be given to this as a material planning consideration. Officers have undertaken a search of appeal decisions concerning new education developments that affect either playing fields or open space to understand how Planning Inspectors have interpreted the Ministerial Statement.

A search of a national appeals database identified 4 appeal cases where loss of open space or playing field was involved.

Where the schemes are of direct relevance is that in each case the decision maker had, in effect, to decide whether a clear education need outweighed other strong material planning considerations. All 4 appeals (namely the appeal by Chapel Street Community Schools Trust for a free school on open space in Oxfordshire, a new free secondary school by 'Great Schools for all Children' in Warrington on public open space involving the loss of a sports pitch and Poulton Church of England Primary and Nursery School's planning application in Gloucester for a school on open space was allowed and significant weight was given by the appeal inspector to the education need in every case.

In the Warrington case (which is a 2014 case and therefore was based on the NPFF, Ministerial statement and most up to date national Planning Policies) the Council in refusing the planning application stated:

"The playing fields offer significant benefits to the local community due to the sports pitches available and their accessibility and close proximity to residents, community groups and schools."

Sport England did not object subject to conditions regarding the submission, agreement and implementation of a sports development plan and community use agreement, the details and specifications of the sports hall, changing rooms and artificial grass pitch and a scheme for the improvement of the remaining playing fields are required to ensure that there is sufficient benefit to the development of sport, suitable arrangements for community access and that the loss of the existing playing fields on the site is effectively mitigated.

It should be noted that Sport England therefore appear to have been satisfied that conditions could be used to address potential policy conflicts. The Inspector in allowing the appeal stated;

"There are differing views as to the potential effects on existing schools and the justification for the proposed school in terms of the need to raise educational standards. What is clear however is that the proposal will create an additional school, increasing the number of school places available and creating greater choice and diversity for secondary education in the area. In the context of the Framework and the Ministerial Policy Statement, this constitutes a significant benefit that carries substantial weight."

What these recent appeal cases show is that decision makers are expected to place substantial weighting on the Ministerial Statement and that it is a very important material planning consideration. As such, officers consider that the educational need argument outlined by the applicant with respect to schools should be given substantial weighting as a material planning consideration.

Taking all matters into consideration, including current planning policy wording at local, regional and national level, the applicant's and Sport England's arguments, it is very difficult to see how an objection from Sport England could be upheld in this instance. This application is supported by a well reasoned justification that demonstrates there would be no loss in overall sports provision in terms of quality.

#### **7.02 Density of the proposed development**

The application relates to new educational development. Residential density is therefore not relevant to the consideration of this application.

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

There are no Conservation Areas, Listed Buildings or Areas of Special Local Character within the vicinity. Although the application site does not fall within a designated



Archaeological Priority Area, there is a requirement to consult Historic England's Greater London Archaeological Advisory Service (GLAAS) due to the size of the site. An Archaeological Desk-Based Assessment has been submitted in support of the application and GLAAS have been consulted. No objection has been raised and there is no further requirement for conditions.

#### **7.04 Airport safeguarding**

No airport safeguarding objections were raised in response to this application.

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

The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the most important attribute of Green Belts is their openness. Local Plan policies specify that there is a presumption against inappropriate development. The proposed development is not considered inappropriate as it maintains the openness of the Green Belt and does not involve any building works.

As discussed in part 7.01 of this report, the proposed temporary access road falls within the Green Belt. However, as this would only be temporary, and does not involve any permanent building works on the Green Belt, this would limit any potential impact it could have on the openness of the wider Green Belt. The access would then be removed and reinstated as landscaping following the completion of the new school. It is not considered that the proposal would have any significant impact on the visual amenities or the openness of the Green Belt in this location due to its temporary nature.

In terms of the visual impact of the development on the openness of the Green Belt, this is considered to be limited. The proposal is bound by Philpots Farm which is designated as Green Belt to the north. Philpots Farm is separated from the site by scrubland and mature trees. The size, scale and height of the proposed building would not be out of character with that of the existing Rabbsfarm Primary School to the east. The proposal seeks to provide a set back from the northern edge and provide new trees along the boundary. Whilst the built footprint of the site would become visible from the Green Belt, due to the setback, its impact would be limited. It would also be seen in the context of with existing built development, including Rabbsfarm Primary School. It is also of note that the same access and construction route was used to aid the redevelopment of the adjacent Rabbsfarm Primary School. The Green Belt has been successfully restored following the completion of that development several years ago. Overall, given the developed nature of the surrounding area, it is not considered that the proposed development would have any significant adverse impact on the visual amenities of the openness of the green belt in this location.

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

Paragraph 131 of the NPPF (2019) requires that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Policy 7.6 of the London Plan (2016) requires new developments to make be of the highest architectural quality and be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm.

Policy D1 of the London Plan (2019) requires all development to make the best use of land by following a design led approach that optimises the capacity of sites. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth

Policy BE1 of the Local Plan: Part One (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) re-emphasises the importance of good design in new development by A) requiring all new buildings and extensions to be designed to the highest standards, which incorporate principles of good design, such as harmonising with the local context by having regard to the scale, height, mass and bulk of surrounding buildings; using high quality materials and finishes; having internal layouts and design which maximise sustainability and the adaptability of the space; protecting features which contribute positively to the area and providing landscaping that enhances amenity, biodiversity and green infrastructure; B) avoiding adverse impacts on the amenity, daylight and sunlight of adjacent property and open space; C) safeguarding the development potential of adjoining sites and D) making adequate provision for refuse and recycling storage.

Policy DMHB 12 of the Local Plan: Part Two (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.

The proposal seeks a comprehensive redevelopment of the site in two phases to allow the school to continue to operate during the construction process. The proposal would involve the erection of an 2 storey building measuring 68.5 m width and upto 46.5m depth and a height of upto 10.8m comprising 5,618 sq.m of new education floorspace. The building would be split into two zones: Young People's Academy (YPA) and Young People's Hub (YPH). Students, staff and visitors would enter each school zone separately. The proposal includes some shared facilities such as the hall at the centre of the school, the Multi Use Games Area (MUGA) and the All Weather Pitches (AWP). Each school would have access to its own play area which is pepper potted around the perimeter of the built footprint and designed to meet the specialist educational needs of the pupils. It is noted that the proposal includes plant equipment that would occupy a central position on the roof to limit views of equipment. The proposal includes secure walkways separating the car parking area from the MUGA and AWP. A 3m in height anti climb fence is proposed to be provided across the perimeter boundary of the school.

The proposed development would provide a building of a considerable footprint, it would be one consolidated building on the former playing field. Its form would be utilitarian and functional, though the stepped plan form along the front elevation adds a degree of depth and some articulation. The proposed built form would have a very institutional and functional look, particularly in views from Leacroft Close, however the design is dictated by the very specialist educational and behavioural needs that this school must cater for and overall the layout and scale of the proposal is considered acceptable.

The application proposal seeks to provide a very contemporary design which includes pre-fabricated building that would be assembled onsite and it would feature colour cladding panels contrasted with blast finished concrete facade panels. Brise Soleil would be mounted to windows and full height curtain wall glazing would be used to mark the school entrance. The architectural details such as difference in materials help to break up the facade.

Due to its siting off a private road, there would be limited views of the building from the

surrounding public realm and its layout is an improvement to the disparate clutter of temporary buildings that currently occupy the site. The proposal whilst substantial would have a neutral impact on the area and it is considered that a reason for refusal based on its functional and utilitarian appearance could not be sustained at appeal especially given the requirements and specialist nature of the school.

Details of collapsible railings, boundary treatments, colour and materials of external finishes would be required by condition to ensure the proposal does not compromise the visual appearance of the building and the setting of the wider area. Overall, the proposal meets the objectives of the Local Plan (2020), London Plan (2016) and the NPPF (2019).

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

Policy DMHB 11 (2020) requires that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. The nearest residential property is situated to the east and to the south.

The proposed built footprint would be situated 16.1m from No. 7 Leacroft Close and 19m from No 1 Coltsfoot Drive. These properties are predominately orientated north-south with flank/end walls facing the site.

In terms of overlooking, given the orientation of the dwellings to the school there will not be any direct window to window overlooking or adverse impacts. The eastern elevation of the new school building has been designed to centralise the proposed windows to avoid any potential views of private amenity spaces.

The schools' hours of use are day time only and not during the evenings and weekends when a greater degree of privacy is expected by local residents and as such, the proposal is unlikely to result in significant harm to the amenities of neighbouring residents through noise and disturbance.

In respect of the residential properties backing on to the site from Falling Lane and Leacroft Close, these will be nearer to the all-weather pitch and the MUGA. There will be some intervening vegetation between them. There may be a degree of noise generated when these facilities are in use either by the school or community groups however, it is not considered that there would be undue harm to residential amenity as a result of this use. The hours of use of the MUGA and AWP is proposed to be controlled by way of planning condition to minimise noise and disturbance to neighbouring residents. Subject to the recommended conditions, the proposal is considered to comply with Policy DMHB 11 of the Local Plan: Part Two (2020).

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

This consideration relates to the quality of residential accommodation and is not applicable to this type of development. However, it is considered that the proposed development, which has been designed to accord with Department for Education standards, would provide an appropriate environment for the future staff and pupils.

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

Policy DMT 2 of the Local Plan: Part Two (2020) notes development proposals must ensure that safe and efficient vehicular access to the highways network is provided to the Council's standards.

Policy DMT 6 of the Local Plan: Part Two (2020) sets maximum car parking standards. For a development of this type it is required that the quantum of car parking provided is determined 'on an individual basis using a transport assessment and a travel plan, and in

addition provision for taxi and bus/coach access and parking'.

The application site is situated on the northern side of Falling Lane, Yiewsley, approximately 350 metres west of the A408 Yiewsley High Street. Falling Lane is a classified road with a 30mph speed limit and street lighting. There is a housing estate to the east of the application site and Rabbsfarm Primary school to the west. The northern rear boundary of the site backs onto Philpots Farm, on an area of public open space. Access to the site is provided by a driveway leading off a residential service road that runs parallel to Falling Lane. The driveway is unadopted measuring 4 metres wide and 28 metres long.

A close boarded fence has been erected in-between the service road and Falling Lane. This service road varies in width - at its narrowest point being not more than 4.4 metres wide. Where the driveway intersects with the service road school 'Keep Clear' markings have been provided, these are enforced by CCTV cameras. Parking here is prohibited Monday to Friday 8.00 am to 10.00 am and 2.30 pm to 4.30 pm. Aside from the school 'Keep Clear' markings the service road has no parking restrictions, cars have been observed parking on-street, where this takes place the carriageway is not wide enough for two cars to pass.

Vehicles leaving the school heading towards the A408 westbound must turn right out of the driveway and proceed for 200 metres before reaching Falling Lane. Drivers heading eastbound do not have a direct route to Falling Lane, 75 metres east of the school access from the service road onto Falling Lane has been closed. Vehicles heading eastbound must now drive a further 265 metres around a housing estate before they are able to join Falling Lane and the classified road network. According to the Transport for London WebCAT service the application site has a PTAL ranking of 2 indicating access to public transport is poor.

The proposed demolition of the Young Peoples Academy and the construction of Orchard Hill Special Free School in its place would increase the number trips the site would generate as the number of pupils would increase from 66 to 230 and the number of teachers would increase from 40 to 115 (full time and part time). Because Orchard Hill Special Free School is a Special Educational Needs (SEN) school, the ratio of staff to pupils is higher than at a conventional school. The majority of car trips to the school are made by teachers.

Access to the new school would remain in the existing position. The driveway would however be widened to 6 metres. Policy DMT6 of the Local Plan: Part Two (2020) requires that for Use Class D1 Schools (day): nursery, primary, secondary and special that car parking is provided on 'an individual basis using a transport assessment and travel plan'.

The new school would have 63 car parking spaces of which 6 would be accessible and 6 electric vehicle charging bays. There would be a minibus parking zone with capacity for 5 vehicles as well as 7 spaces for taxis to wait and 4 spaces for taxis to pick up/set down. Cycle parking for 48 bicycles would be provided; the Highway Authority requires that these are covered and secure. This should be secured by a suitably worded condition.

A Transport Statement has been submitted alongside the application for planning permission. This includes the results of a school travel survey undertaken to determine how pupils and staff travel to school. The results of this travel survey have been used by

by the Highway Authority to calculate the number of trips by mode Orchard Farm would generate. A worst case scenario has been used; one where it is assumed that all full time and all part time staff are at the school all at the same time, car sharing takes place on a one driver one passenger basis and each school minibus carries 8 students.

The applicants report that because the Young Peoples Academy is a SEN school the majority of pupils travel using home to school transport services with pick up/drop off taking place within the school campus. Of a school role of 66 pupils, the travel surveys show that just 3 are driven to school in a private car. However, these trips are described as 'park and stride' meaning that the car is parked away from the school gates, the final leg of the journey is completed on foot.

The surveys show that 17 (44%) members of staff drive to school alone and 6 (15%) car share, these results indicate that 20 staff vehicles enter the site each day. These survey results have been used to calculate the forecast the number of trips the development would generated for each mode. Of 115 members of staff 49 would drive and 17 would car share. This suggests that 58 car would enter the site each day, an increase of 38 staff cars.

As well as there being an increase in the number of staff driving to school there would also be an increase in the number of pupils arriving by taxi and mini bus. The travel survey has shown that 5 (8%) pupils currently arrive at the Young People Academy by a school organised taxi. This figure would increase to 17 if the Orchard Hill Special School were to be built.

In addition to staff arriving by car and pupils by school organised taxis there would also be an increase in the number of school organised buses arriving at the site. Results of the travel survey shows that 23 (35%) pupils arrive by school organised bus, the capacity of these buses is not known but in a worst case scenario this would be 3 buses based on 8 pupils per bus. Highway engineers visited the site and the end of the school day and 3 mini buses were observed. Assuming the mode split stays the same with the Orchard Hill Special School development then 10 school organised buses would arrive at the site.

Based on the survey results, 20 staff cars, 5 school organised taxis and 3 school organised buses currently arrive at the site each day, 28 vehicle in total. With the new Orchard Hill Special School these figures would increase to 58 staff cars, 17 school organised taxis and 10 school organised buses, 85 vehicles in total an increase of 57 vehicles.

Whilst the School would generate a greater number of vehicular trips, how these vehicles are managed on site would be considerably better than in the existing situation. As mentioned above the School would have 63 car parking spaces, in a worst case scenario 58 staff cars would be on site. The quantum of staff parking is considered satisfactory though the drawings submitted do not show any visitor parking. The Highway Authority requires this matter to be addressed. Again as mentioned above a minibus parking zone would be provided with space for 5 vehicles to park. Based on the uplift of pupil numbers up to 10 minibuses will arrive at the school everyday. However again this is a worst case scenario where each minibus is occupied by just 8 pupils. Furthermore it is not necessarily the case that all minibuses will be on-site all at the same time. The Highway Authority require the applicant to demonstrate that the quantum of minibus parking provided and forecast demand will not lead to vehicular conflict, a Service and Delivery Plan is required show how the arrival of minibuses will be managed. The new school would have

6 electric vehicle charging points, 10% of the total. The Highway Authority requires that 12 active electric vehicle and 12 passive electric vehicle charging points are provided. Both the Service and Delivery Plan and electric vehicle charging point requirements would be secured by way of a suitably worded condition.

Alongside the application for planning permission the developers have submitted a Framework Travel Plan. This has been reviewed and is considered satisfactory overall though the mode share targets proposed need clarification/further work. The Highway Authority require that the Travel Plan is secured by way of a planning obligation and a full Travel Plan is submitted and a £20k bond secured through a S106 agreement so that the Travel Plan will be delivered and its targets achieved.

To build the new school it will be necessary to provide a temporary haul road from the A408 High Street Yiewsley across Philpots Farm public open space to the application site at the rear of the existing school. It is proposed that this haul road will intersect with High Street Yiewsley by utilising an existing 10 metre wide vehicle crossover that provides vehicular access into Philpots Farm. This access is just 50 metres north of the busy A408 High Street/Falling Lane/Trout Road signalised crossroads junction, during peak hours the queue of traffic waiting at these signals will sometimes tail back as far as this access. Taking into account that this point of access is already used by vehicles and the temporary access road was used for the neighbouring Rabbsfarm Primary School when it was redeveloped, the Highway Officer raised no objection to this proposal.

Using this point of access for construction traffic will increase the frequency that it is used; the highways authority has requested a comprehensive Construction Logistics Plan setting out how construction traffic will be managed to reduce the risk to road safety and delay to other road users.

The highway officer notes the revised Transport Statement states the proposed development would load additional vehicle trips on a road network that during the AM and PM peak is already at capacity. However, the applicant advises that the morning drop-off usually takes place between 09:15 and 09:30 hours with the afternoon pick-up taking place between 14:45 and 15:00 hours; this is outside both the AM and PM peak hours. The adjacent Rabbsfarm Primary School school day begins 08:30 to 08:45 hours and finishes 15:10 to 15:30 hours. Therefore the peak hours for both schools do not overlap spreading the demand for road space over a longer period. On this basis, the proposal is not considered to result in detrimental harm to the local highway network subject to a condition requiring details of staggering in addition to a School

Policy DMT 2 of the Hillingdon Local Plan: Part Two Development Management Policies (2020) states that development proposals must 'ensure that they do not contribute to the deterioration of air quality, noise, local amenity or safety of all road users and residents'. Providing that the school drop off and pick up times remain outside the network AM and PM peak. Following a review of the revised Transport Statement, the highways authority notes a highway impact reason for refusal could not be sustained and as such there is no objection to the application subject to a suitably worded condition requiring the school to provide details of staggered start and finish times that would remain in place for the lifetime of the development.

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

### **Urban Design**

This issue has been addressed in parts 7.05 and 7.07 of the report. Taking into

consideration the site constraints and the character and appearance of the surrounding area, the size, scale, height and design of the proposed development is considered to be visually acceptable in this instance.

## Security

The submitted Design and Access Statement confirms that security has been carefully considered by the applicant. The Metropolitan Police has reviewed the application and raised no objection subject to the inclusion of a Secured by Design condition attached to the proposal.

### **7.12 Disabled access**

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

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

The Access Officer has commented on the application noting that having reviewed the proposed plan, the redevelopment is considered to be acceptable to support pupils, students and staff with a range of impairments, and is otherwise in keeping with the principles of Inclusive Design required by Policy 7.2 of the London Plan (2016).

### **7.13 Provision of affordable & special needs housing**

Not applicable to this type of development.

### **7.14 Trees, landscaping and Ecology**

The NPPF states that development proposals should seek to respect and retain, where possible, existing landforms and natural features of development sites, including trees of amenity value, hedges and other landscape features. It states that development should make suitable provision for high quality hard and soft landscape treatments around buildings.

Policy DMHB 14 of the Local Plan:Part Two (2020) notes all developments will be expected to retain or enhance the existing landscape, trees, biodiversity and natural features of merit. Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees.

The development would result in the loss of two existing trees. However, given the education need for the development, the existing site constraints and proposed new tree planting, the loss of these two trees is justified in this instance. Notably, the Council's Trees/Landscape Officer has raised no objections subject to standard landscaping conditions.

The trees and landscaping officer has confirmed that a licence agreement for the use Philpotts Farm as a haul route and site compound makes provision for all necessary restoration and re-planting. A separate condition or legal agreement is not required.

## Ecology

In terms of ecological impacts, an Ecological Appraisal, Woodland Survey and Nature Conservation Assessment with accompanying Advice Note, a Bat Building and Tree Inspection Report and a Bat Emergence/Re-entry and Activity Survey has been submitted in support of the application. These confirm that there are no protected species present on site, which would pose any significant constraint to the development proposals given that building works would be to existing developed areas and maintained playing field only.

A range of ecological enhancements are recommended in the reports to ensure that biodiversity features and enhancement of opportunities for wildlife are provided. Although limited details have been provided at this stage, the applicant has confirmed their commitment to taking on board the recommendations of the reports in their Design and Access Statement. Accordingly, a scheme of ecological enhancements would be secured by way of condition should approval be granted.

### **7.15 Sustainable waste management**

Policy 5.17 of the London Plan (2016) sets out the Mayors Spatial Policy for Waste Management including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling. The applicant has demonstrated the proposal would include a secure waste storage area within the proposed plan. However the bin storage layout requires amendment along with the car parking area adjacent to the proposed bin store, details of which is secured by way of a suitably worded condition.

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

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

Be lean: use less energy

Be clean: supply energy efficiently

Be green: use renewable energy

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 (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 development as submitted does not comply with the above mentioned policies however the sustainability officer considers the proposal has scope to provide further energy saving measures. Should the application be considered acceptable, an appropriately worded condition should be secured requiring further details of sustainability and energy efficiency measures the school will implement.



## **7.17 Flooding or Drainage Issues**

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

Policy DMEI 10 of the Local Plan: Part Two (2020) applications for all new build developments are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy.

Following a review of the revised drainage strategy, the flood water management officer has removed their objection to the application. The proposals has increased green infrastructure across the site including the car park within the outline drainage strategy. There are aspects of the drainage design for which additional information is required post-planning and therefore the detail of the drainage design should be secured by way of a surface water management condition.

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

Noise

Policy DMCI 1A of the Local Plan: Part Two (2020) requires new schools and school expansions to take into account 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.

The EPU officer reviewed the submitted Noise Impact Assessment and commented on the application noting:

- the report details the design noise criteria for the building fabric and the ventilation systems;
- The proposed plant noise rating levels cited, when operating simultaneously will meet with the recommended criteria of BS4142 : 2014; and
- the plant noise levels at the identify receptors will not have an adverse impact on the nearest sensitive receptors and are very unlikely to lead to complaints. The noise levels are indicative and for design purposes.

Proposed noise from the Outdoor activity (break times), MUGA/AWP ( games /football) area and playground area) have stated measured noise levels of 55 dB(A), the nearest neighbouring residential property is sited 15 metres from the MUGA, the proposal is unlikely to result in undue noise and disturbance to the neighbouring residential property. However, the report also observed the noise levels within outdoor garden spaces when the MUGA/AWP is used. The impact of various noise sources produced by the proposed school would have an acceptable impact on the amenity of neighbouring occupiers and the proposal complies with the provision of Policy DMCI 1A of the Local Plan: Part Two (2020).

Air Quality

Policy DMEI 1 of the Local Plan: Part Two (2020) requires major development in Air Quality Management Areas to provide onsite provision of living roofs and/or walls. A suitable offsite contribution may be required where onsite provision is not appropriate.

The Local Plan recognises that living walls and roofs allow a number of environmental goals to be achieved in a relatively small space. They also remove particulates that improve local air quality. The Sustainability Officer has requested that a condition is added to the decision notice to ensure the proposal contributes to Air Quality enhancements.

Policy DMEI 14 of the Local Plan: Part Two (2020) requires development proposals to demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants. Developments are expected to be:

- Air quality neutral;
- include mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors; and
- actively contribute towards the continued improvement of air quality, especially within the Air Quality Management Area.

The air quality officer has commented on the application noting the application site is within West Drayton/Yiewsley Focus Area with wider impacts throughout the network as parents drop/pick up the children at school and drive to/from their workplaces. The proposed development is estimated to generate 85 vehicle movements each day. Given the increase in trip rates and the impact on the air quality on local roads, a contribution of £53,454 is required to deliver mitigation measures along the road network affected by the proposal and reduce human exposure to pollution levels. The contribution is secured by way of a clause within the Section 106 legal agreement.

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

The objections to this application have been addressed within the main body of the report.

#### **7.20 Planning obligations**

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

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

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

At a regional level, policy 8.2 'Planning Obligations' of the London Plan (2016) stipulates that when considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. It also states that development proposals should address strategic as well as local priorities in planning obligations.

Policy DMCI 7 of the Local Plan: Part Two (2020) seeks 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. Planning obligations are sought on a scheme-by-scheme basis to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary

by the proposal.

Relevant Officers have 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.

1. To secure all necessary highway works including written agreement from the Local Planning Authority on the final proposed public realm improvements to the pedestrian environment.

2. The provision of a Green School Travel Plan: Prior to first occupation a full travel plan to be submitted to and approved in writing by the council. Thereafter, the Travel Plan is required to be reviewed at regular intervals to monitor its impact and, if required, it shall be updated and/or amended in order that its aims and objectives are achieved. Therefore, a travel plan review should be undertaken and submitted to the Local Planning Authority for approval at 25%, 50%, 75% and 100% occupation of pupils and staff. The Travel Plan shall demonstrate a commitment to the ongoing provision and expansion of the existing school bus service to cater for the growing number of pupils and also a commitment to the ongoing review of and provision of additional cycle parking provision should demand dictate. A Travel Plan bond in the sum of £20,000 is also to be secured.

3. Community Use Agreement: Prior to occupation of the development a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of hours of use, access to the grass pitches, all weather pitch, MUGA and sports hall (including WCs and changing rooms) by non-school users, management responsibilities and include a mechanism for review. The approved scheme shall be implemented upon commencement of use of the development.

4. 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.

5. Air Quality damage cost of £53,454 for failing to be air quality neutral and so that mitigation measures along the road network affected by the proposal and reduce human exposure to pollution levels can be met.

6. 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.

A Community Infrastructure Levy contribution would not be required for this development which seeks to provide an educational use.

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

Not applicable to this application.

#### **7.22 Other Issues**

Land Contamination

Policy DMEI 12 of the Local Plan: Part Two (2020) requires proposals for development on potentially contaminated sites to be accompanied by at least an initial study of the likely contaminants. 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.

The Contaminated Land Officer commented on the application noting the applicant's reports were reviewed, however further details are required by condition. As such a condition is attached to the draft decision notice requiring further details to be submitted.

## **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 current Local Plan, London Plan and national planning policies which seek to encourage the expansion of the existing educational facilities to meet need. The applicant has sufficiently demonstrated that there will be no overall loss in the quality of sports provision by providing play spaces adjacent to classrooms, an AWP and MUGA. Notwithstanding Sport England's objection, the educational need and the alternative sport provision outweighs the loss of the playing field.

It is not considered that the proposed development would result in an unacceptable impact on the visual amenities of the school site or on the surrounding area. The proposal would not have any significant detrimental impact on the amenities of the occupiers of neighbouring residential properties and it is not considered that the development would lead to such a significant increase in traffic and parking demand that refusal could be justified on highway grounds.

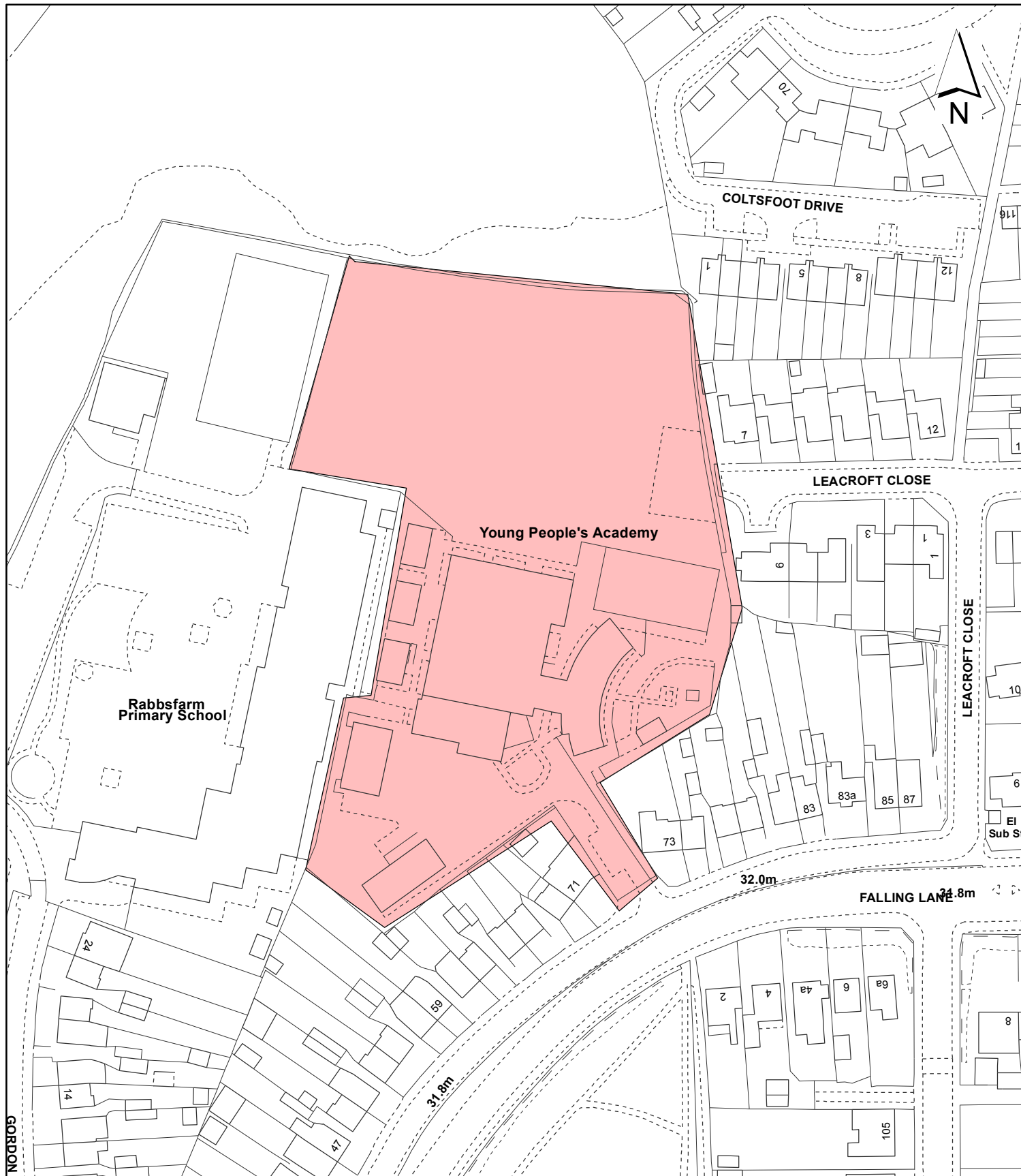
Accordingly, approval is recommended, subject to referral of the scheme to the Secretary of State.

#### **11. Reference Documents**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 Site Allocations and Designations (2020)  
Hillingdon Local Plan: Part 2 Development Management Policies (2020)  
Hillingdon Local Plan: Policies Map (2020)  
London Plan (March 2016)  
National Planning Policy Framework (2019)  
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)  
Council's Supplementary Planning Document - Planning Obligations

**Contact Officer:** Zenab Haji-Ismail

**Telephone No:** 01895 250230



# Notes:

 Site boundary

For identification purposes only.

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Site Address:

**Former Chantry School  
Site Falling Lane  
Yiewsley**

Planning Application Ref:

**5746/APP/2019/2403**

Planning Committee:

**Page 288 Major**

Scale:

**1:1,250**

Date:

**March 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** SLOUGH BOROUGH COUNCIL OUTBOROUGH MIDDLESEX

**Development:** Out of Borough consultation for a replacement Energy from Waste (EfW) facility including a High Temperature Incinerator (HTI), provision of a new access road and new junction with the A4, visitor centre, car parking, temporary construction compound, associated works, ancillary buildings and structures.

**LBH Ref Nos:** 39710/APP/2020/17

**Drawing Nos:** Letter dated 13 December 2019

**Date Plans Received:** 06/01/2020      **Date(s) of Amendment(s):**

**Date Application Valid:** 16/01/2020

### 1. SUMMARY

This application is being reported to the Major Applications Planning Committee so officers may issue another objection on behalf of the London Borough of Hillingdon (LBH) to Slough Borough Council (SBC) for the the construction and operation of a replacement Energy from Waste (EfW) facility and High Temperature Incinerator (HTI) on land located to the west of the Iver South Sludge De-watering Centre and south of the M4 motorway, in Slough.

Following the Court of Appeal decision issued on 28 February 2020, LBH strongly objects to the application. There is no policy justification or Very Special Circumstance case to allow this development in the Green Belt. In an email dated 27-02-2020, the Officer at Slough Borough Council noted that in the event that the Third Runway does not go ahead, the existing facility will simply demolished. The fact that the existing facility will be demolished to make way for a facility on a nearby land parcel does not make this development acceptable in planning terms.

LBH maintain strong objection to the proposal. The proposal was based solely on the delivery of Heathrow Expansion which is unlikely to go ahead and as such, there is no need for a new EfW and HTI.

The proposal is subject to an environmental impact assessment (EIA) and the current EIA is considered to be deficient as it does not properly address the above matters. LBH request that the application is refused by SBC.

### 2. RECOMMENDATION

#### OBJECTION:

**The London Borough of Hillingdon objects to the replacement facility which is inextricably linked to the Heathrow Expansion. This proposal represents inappropriate development in the Green Belt and the Very Special Circumstances case has fallen away in light of the Court of Appeal decision dated 27-02-2020 and this application should be refused.**

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The application site is situated to the south of the M4 and to the west of the M25. The entire site lies within the Metropolitan Green Belt. The West London Waste Authority currently hold a contract for a portion of West London's Waste to be processed through the existing facility. LBH sent more than 31,000 tonnes to the facility in 2018/19.

#### 3.2 Proposed Scheme

The site is located approximately 600m to the north west of the existing Lakeside EfW and HTI facility at Colnbrook, Slough. The site comprises 13.7ha which includes:

- 3.5 ha for EfW and HTI facilities;
- 1ha for junction with the Colnbrook bypass, access road, footpath and cycleway;
- 4ha for batters, grass verges, native planting and sustainable drainage features;
- 2.4 ha temporary working area (required during the early stages of earthworks/construction only); and
- 2.8 ha temporary construction compound that will be reinstated after use.

The proposal is not located close to any LBH residential properties. If it is solely a replacement facility then highway impacts should be no greater than the existing facility.

#### 3.3 Relevant Planning History

39710/APP/2019/2503      Slough Borough Council Outborough Middlesex

Out of Borough consultation for the replacement Energy from Waste (EfW) facility including a High Temperature Incinerator (HTI), provision of a new access road and new junction with the A visitor centre, car parking, temporary construction compound, associated works, ancillary buildings and structures at Land West of The Iwer South Sludge Dewatering Centre, South of M. Slough

**Decision:** 16-10-2019      OBJ

### 4. Planning Policies and Standards

The National Planning Policy Framework (2019)

#### UDP / LDF Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

Part 2 Policies:

### 5. Advertisement and Site Notice

**5.1**      Advertisement Expiry Date:-      Not applicable

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

### 6. Consultations



## **7. MAIN PLANNING ISSUES**

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

The site is located within the Metropolitan Green Belt. Paragraph 144 of the NPPF (2019) sets out that, when determining applications, Local Planning Authorities "should ensure that substantial weight is given to any harm to the Green Belt and states that 'very special circumstances' will not exist unless the potential harm to Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations".

As set out in paragraph 145 of the NPPF (2019), the construction of new buildings should be regarded as inappropriate development in the Green Belt. The proposal is inappropriate development within the Green Belt and its very special circumstances (VSC) are that this facility needs to be up and running before the existing facility closes in 2023 to make way for Heathrow Expansion to maintain continuity of service.

There are very strong objection to the application as the replacement facility is inextricably linked to the Heathrow Expansion and Heathrow Expansion is unlikely to proceed. In light of the decision issued by the Court of Appeal, the applicant's VSC case has fallen away. This proposal represents inappropriate development in the Green Belt and this application should be refused.

## **10. CONCLUSION**

For the reasons set out in this report, Officers request the Major Applications Planning Committee agree the response to Slough Borough Council.

**Contact Officer:** Zenab Haji-Ismail

**Telephone No:** 01895 250230

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# Plans for Major Applications Planning Committee

Wednesday 18th March  
2020



HILLINGDON  
LONDON

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

**Address** YIEWSLEY & WEST DRAYTON LEISURE CENTRE, HARMONDSWORTH ROAD/ ROWLHEYS PLACE WEST DRAYTON

**Development:** Redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated works.

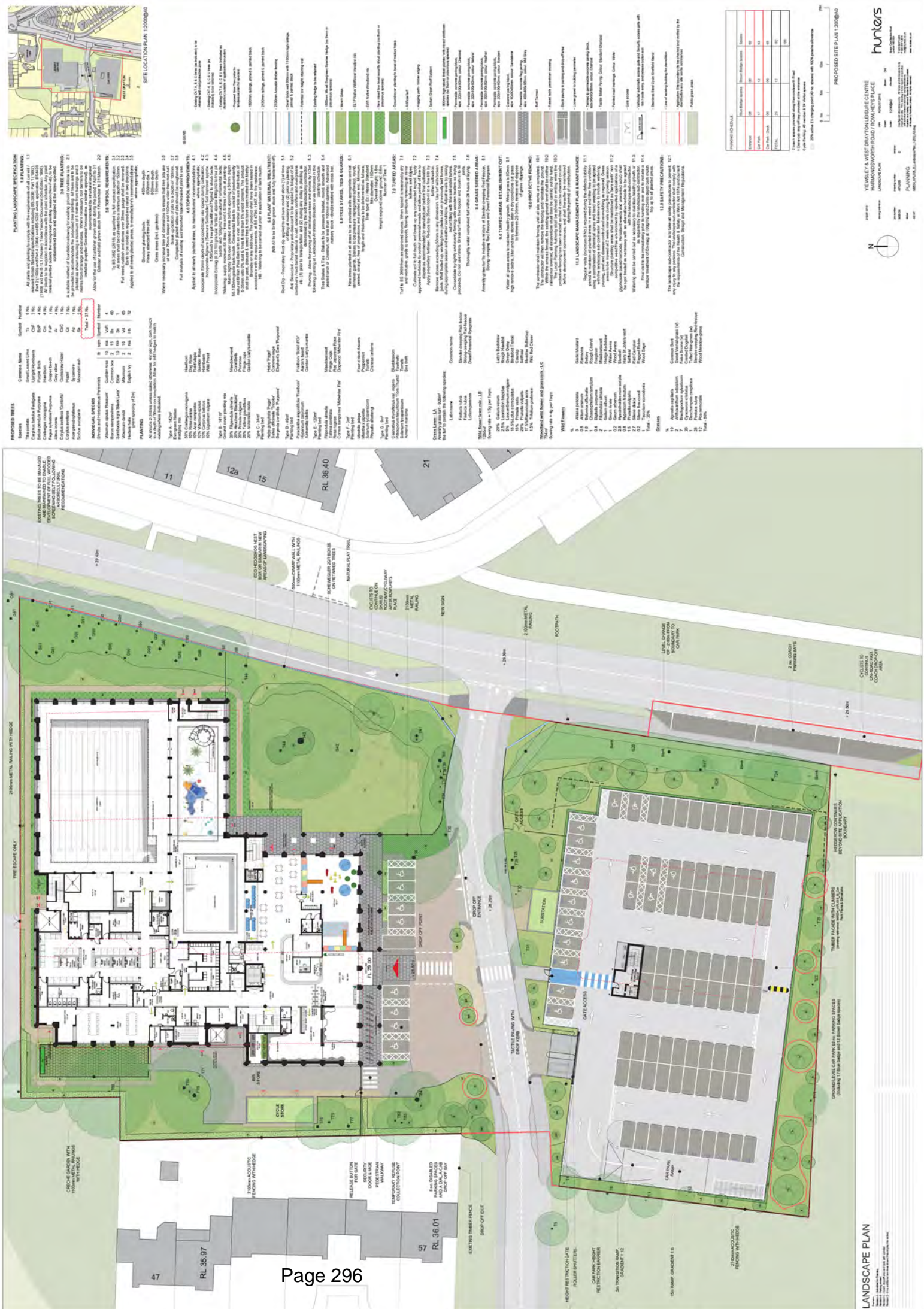
**LBH Ref Nos:** 75127/APP/2019/3221

**Date Plans Received:** 30/09/2019  
**Date Application Valid:** 03/10/2019

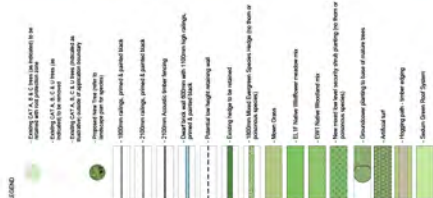
**Date(s) of Amendment(s):** 18/12/2019  
23/01/2020  
07/02/2020  
03/10/2019





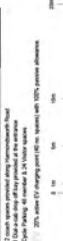




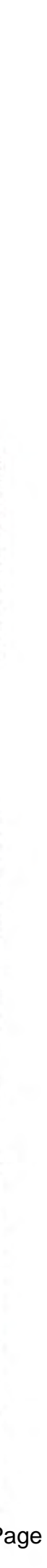


	Net internal area (m <sup>2</sup> )	Gross internal area (m <sup>2</sup> )
Ground Floor	243.2	279.0
First Floor	179.6	190.5
Second Floor	453.1	119.6
TOFAN (Excluding Basement)		502.1
Basement		104.4
TOFAN (including Basement)		779.6

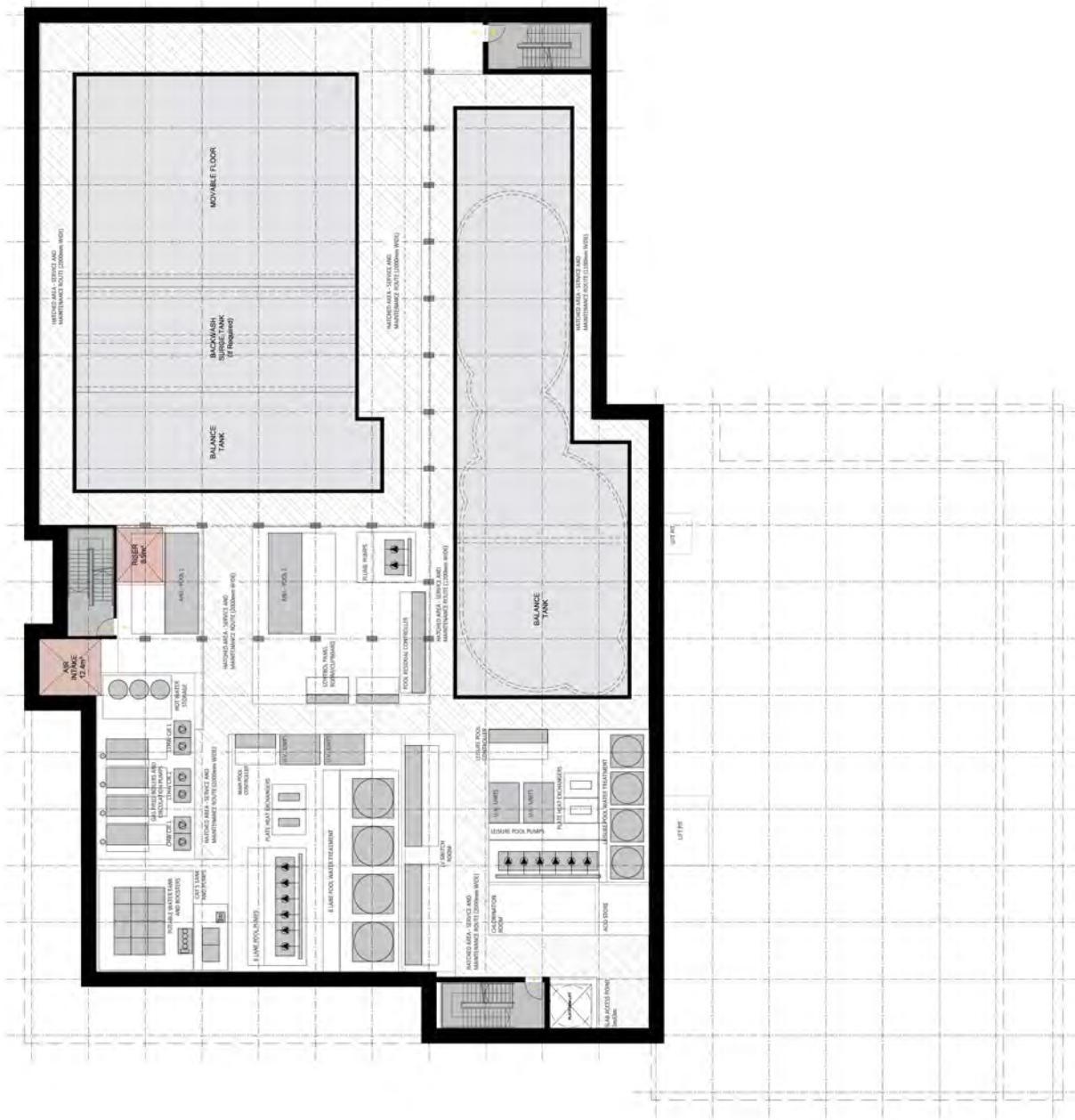
	Blue Budget spaces	Green Budget spaces	Source
Entrance	06	06	06
Car Park	17	12	83
Car Park - Deck	05	05	59
TOTAL	28	12	142







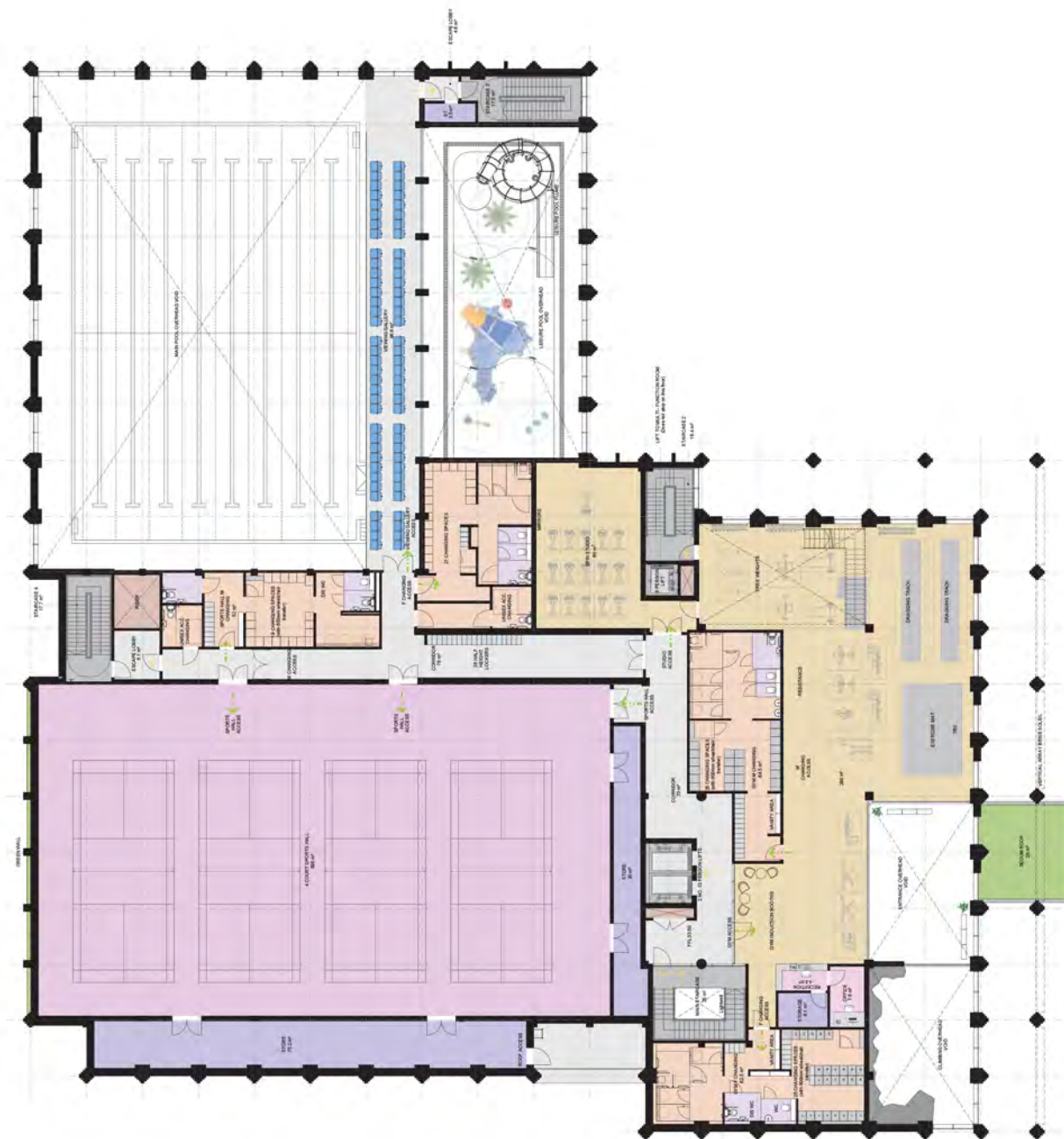








SCHEDULE OF ACCOMMODATION (KEY AREAS)	Net internal area (m <sup>2</sup> )
<b>GROUND FLOOR</b>	
Entrance	139
Dining	124
Kitchen	105
Creche	86
Changing Village	350
Lane Pool	719
Swimming Pool	437
<b>FIRST FLOOR</b>	
Gym	290
Studios	68
Gym Changing	124.9
Sports Hall	660
Sports Hall Changing	102.5
<b>SECOND FLOOR</b>	
Gym	185
Studios	161
Football Pitch	633
Football Pitch Changing	45.6



SCHEDULE OF ACCUMULATION		
	See material area (14'x)	Seems material area (14'x)
Control Panel	2000	2100
Feed Panel	1500	1600
Second Panel	1000	1100
TTTN, (Excluding Management)		1200
Resistor		1300
Other (Excluding Resistor)		1400



SCHEDULE OF ACCOMMODATION (KEY AREAS)	
	Net internal area (m <sup>2</sup> )
<b>GROUND FLOOR</b>	
Softplay	139
Climbing	124
Cafe	105
Creche	86
Changing Village	355
8 Lane Pool	719
Leisure Pool	437
<b>FIRST FLOOR</b>	
Gym	290
Studios	68
Gym Changing	124.9
Sports Hall	690
Sports Hall Changing	102.5
<b>SECOND FLOOR</b>	
Gym	165
Studios	161
Football Pitch	635
Football Pitch Changing	45.6



SITE LOCATION PLAN 1:20000

**C O L O U R   K E Y**

	Changing
	Circulation
	Activity Sport Area
	Multi-Function Rooms
	Storage
	WC
	Stairs L&R



**SCHEDULE OF ACCOMMODATION**

	Net Internal area (m <sup>2</sup> )	Gross Internal area (m <sup>2</sup> )
Second Floor	1060	1260
First Floor	1470	1660
Ground Floor	1420	1710
TOTAL (Excluding basement)	3950	4630
Basement		140
TOTAL (Including basement)		4770



SECOND FLOOR PLAN

**YEVSEY & WEST DRAYTON LEISURE CENTRE**  
 HAMMODSWORTH ROAD FROMLEY PLACE  
 HAMMODSWORTH, LEICESTERSHIRE LE9 4AB

**PLANNING**

Project Name: Yevsey & West Drayton Leisure Centre  
 Project Number: 10000000000000000000  
 Date: 10/01/2023  
 Author: J. Smith  
 Checker: M. Jones  
 Approver: K. Brown





YEVSEY & WEST DRAYTON LEISURE CENTRE  
HAWKESWORTH ROAD FROMMERS PLACE  
12000840  
PLANNING  
12000840













- MATERIAL LEGEND**
1. PRIMARY FACING BRICK, BLUE
  2. EXTERNAL GLAZING WITH POWDER COATED
  3. GLAZED BRICK - YELLOW
  4. GLAZED BRICK - RED
  5. GLAZED BRICK - LIGHT BLUE
  6. GLAZED BRICK - LIGHT BLUE
  7. GLAZED BRICK - LIGHT BLUE
  8. PRECAST CONCRETE COPING
  9. PRECAST CONCRETE COPING
  10. PRECAST CONCRETE COPING
  11. ENTRANCE CANOPY POWDER COATED
  12. POWDER COATED ALUMINUM CLAUDES
  13. PRECAST CONCRETE COPING
  14. PRECAST CONCRETE COPING
  15. LOUVERED WINDOW DOORS
  16. ROOF ACCESS LADDER
  17. ROOF ACCESS LADDER
  18. ROOF ACCESS LADDER



WEST ELEVATION 1:10000

**YEWLEY & WEST DRAYTON LEISURE CENTRE**  
 HAMMONDSWORTH ROAD / ROWMEYS PLACE  
 HAMMONDSWORTH, LEICESTERSHIRE  
 LE19 1BQ

**hnters**

Architect: hnters  
 Project Name: Yewley & West Drayton Leisure Centre  
 Location: Hammondsworth Road / Rowmays Place, Leicestershire  
 Date: 10/10/2017  
 Scale: 1:10000  
 Author: hnters





SITE LOCATION PLAN 1:2000 @A0



NORTH ELEVATION



NORTH ELEVATION WITH CONTEXT

- MATERIAL LEGEND:**
1. EXTERNAL GLAZING WITH POWDER COATED
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  3. GLAZED BRICK - ORANGE PINK 1004
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NORTH ELEVATION 1:1000 @A0

**YEVSEY & WEST DRAYTON LEISURE CENTRE**  
 HAMMONDSWORTH ROAD FROM WEST PLACE

**PLANNING**

Project Name: Yevsey & West Drayton Leisure Centre  
 Client: Yevsey & West Drayton Leisure Centre  
 Date: 10/10/2023  
 Version: 1.0  
 Author: [Name]  
 Reviewer: [Name]  
 Approved: [Name]





SOUTH ELEVATION



SOUTH ELEVATION WITH CONTEXT

- MATERIAL LEGEND**
1. PRIMARY FACAD BRICK, BLUE
  2. EXTERNAL GLAZING
  3. GLAZED BRICK, WHITE POWDER COATED
  4. GLAZED BRICK, WHITE POWDER COATED
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  11. GLAZED BRICK, WHITE POWDER COATED
  12. GLAZED BRICK, WHITE POWDER COATED



**YIEWSLEY & WEST DRAYTON LEISURE CENTRE**  
 HARMONDSWORTH ROAD FROM VIEWSLEY PLACE  
 SOUTH ELEVATION  
 DATE: 10/10/2023  
 DRAWN BY: J. HUNTERS  
 CHECKED BY: J. HUNTERS  
 PROJECT NO: 23/001  
 CLIENT: VIEWSLEY & WEST DRAYTON LEISURE CENTRE  
 ARCHITECT: HUNTERS  
 100, 101 & 102 VIEWSLEY PLACE, VIEWSLEY, LEICESTERSHIRE, LE17 7JQ  
 0115 954 1111  
 www.hunters.co.uk







PERSPECTIVE VIEW 1 - VIEW OF EXTERNAL AREAS



PERSPECTIVE VIEW 2 - APPROACH FROM ROWLEYS PLACE



PERSPECTIVE VIEW 3 - MAIN ENTRANCE VIEW



PERSPECTIVE VIEW 4 - AERIAL VIEW OF ROOFTOP FOOTBALL PITCH



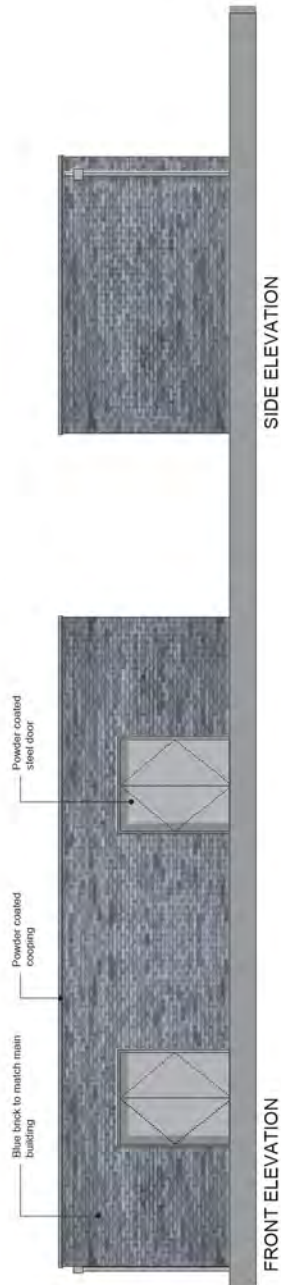
SITE LOCATION PLAN 1:2000@A0





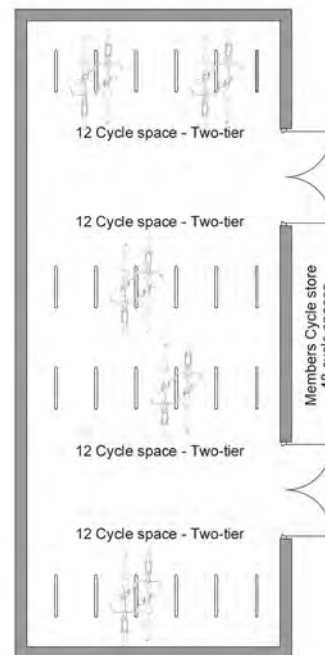


SITE LOCATION PLAN 1:2000@A3

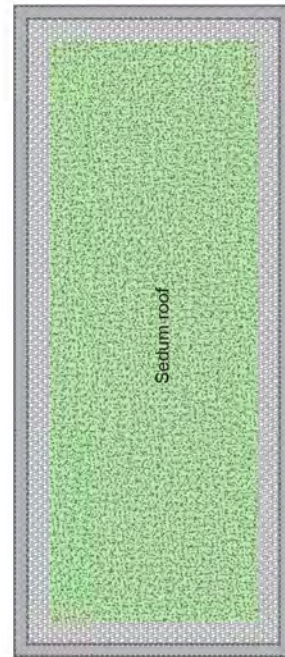


SIDE ELEVATION

FRONT ELEVATION



FLOOR PLAN



ROOF PLAN

0 1m 5m  
CYCLE STORE 1:100@A3

YIEWSLEY & WEST DRAYTON LEISURE CENTRE  
HARMONDSWORTH ROAD / ROWLHEYS PLACE  
CYCLE STORE

project name:	date:	drawn:	GH
drawing reference:	AUGUST 2019	checked:	
job number:	sheet:	scale:	1:100@A3
M9534	revision:		
status:	A		
cad ref:			

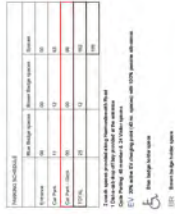
Use figured dimensions only. All levels and dimensions to be checked on site. This drawing is to be read in conjunction with all other relevant drawings and specifications. Hunters is a trading name of Hunter & Partners Limited. © Hunter & Partners Limited. All rights reserved.

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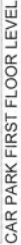
Space One Beaden Road  
London W6 0EA  
T 020 8237 8200  
F 020 8741 2614  
mail@hunters.co.uk  
www.hunters.co.uk

Revision  
Revision A - Submitted for Planning





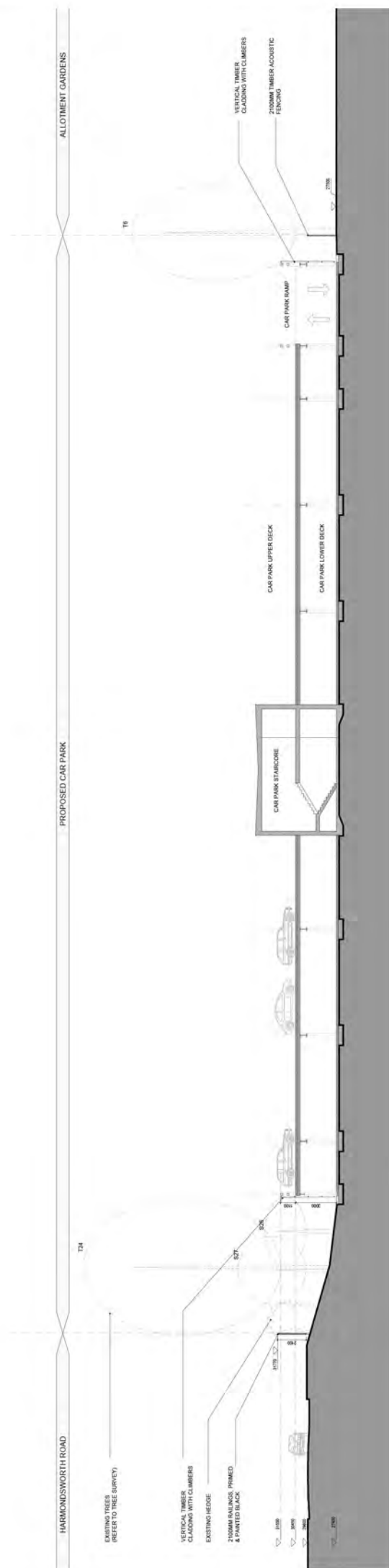
CAR PARK PLANS 1:200@A0



project area	YEOMLEY & WEST DRAYTON LEISURE CENTRE				
design objectives	HARMONIC WORTH ROAD / ROWLEY'S PLACE CAR PARK (PLAN & ELEVATIONS)				
client	date	author	drawn	checked	date
planning officer	10/01/01	MBM	MBM	MBM	10/01/01
date	10/01/01				
<p>1. This drawing is to be used in conjunction with the following documents:</p> <p>2. This drawing is to be used in conjunction with the following documents:</p> <p>3. This drawing is to be used in conjunction with the following documents:</p> <p>4. This drawing is to be used in conjunction with the following documents:</p> <p>5. This drawing is to be used in conjunction with the following documents:</p>					



1 CAR PARK KEY PLAN 1:250@A0

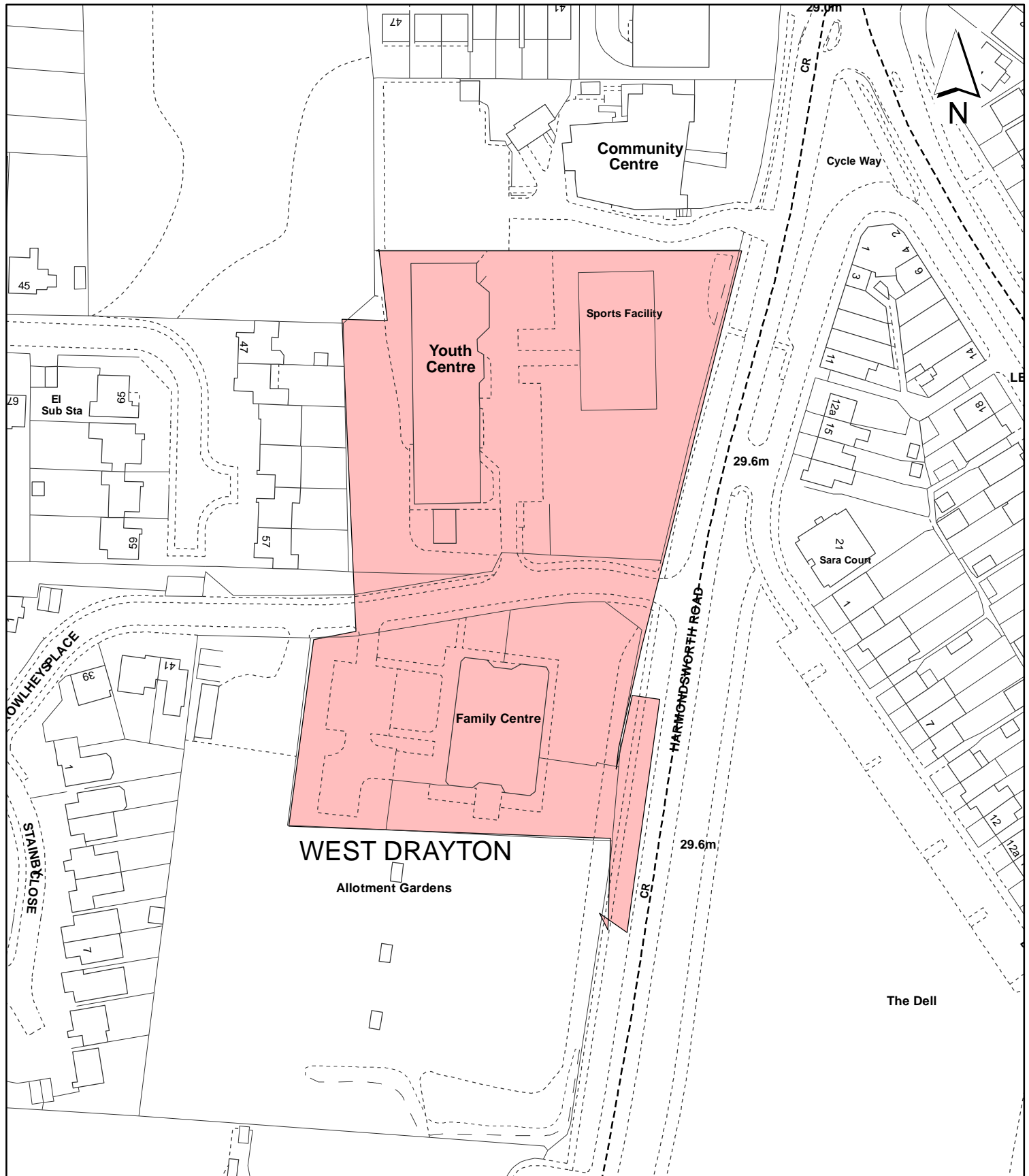


CAR PARK CROSS SECTION 1:100@A0

[illegible]







#### Notes:

 Site boundary

For identification purposes only.

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Site Address:

**Yiewsley & West Drayton Leisure Centre  
Harmondsworth Road/Rowlheys Place  
West Drayton**

Planning Application Ref:

**75127/APP/2019/3221**

Planning Committee:

**Page 310 Major**

Scale:

**1:1,250**

Date:

**March 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** T C M HOUSE NEWPORT ROAD HAYES

**Development:** Demolition of three existing buildings (Use Classes B1(a) and B1(c)) and erection of a four storey residential hostel building (Sui Generis) containing 28 units, comprising 12 x 1-bedroom, 8 x 2-bedroom and 8 x 3-bedroom dwellings with associated car parking, landscaping and children's play area.

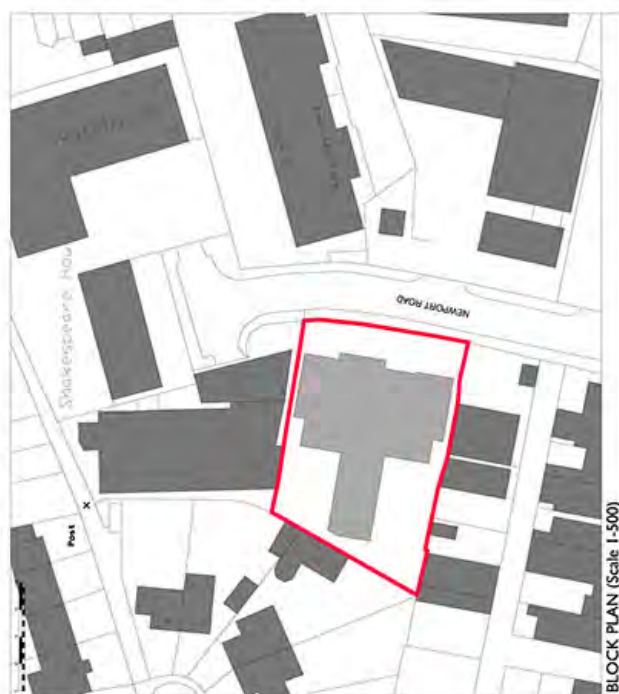
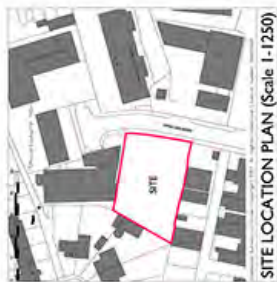
**LBH Ref Nos:** 61202/APP/2019/3510

<b>Date Plans Received:</b>	24/10/2019	<b>Date(s) of Amendment(s):</b>	19/12/2019
<b>Date Application Valid:</b>	19/12/2019		09/03/2020

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# IN DOUBT ASK FOR CONFIRMATION.

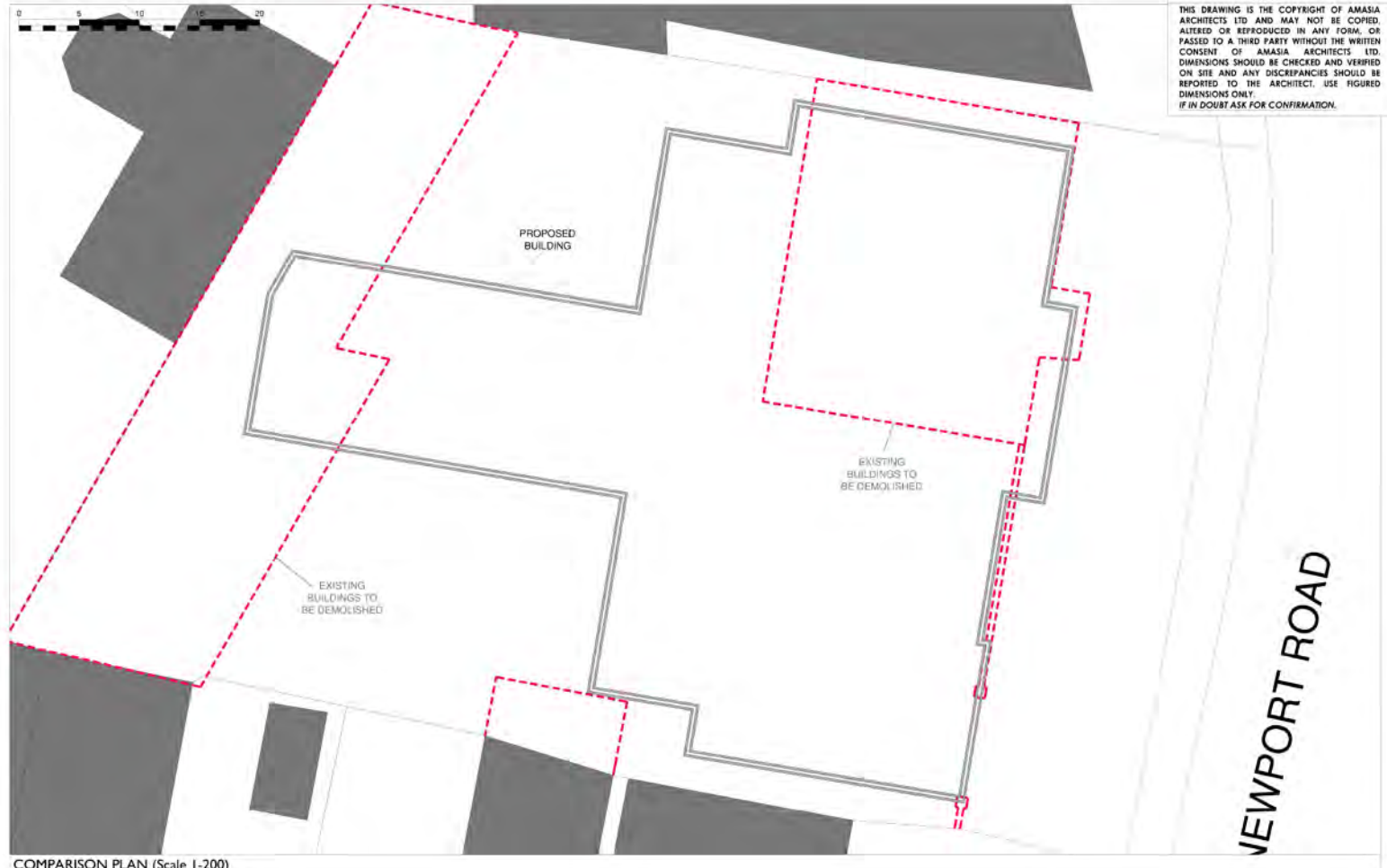


REVISIONS			
NO.	REVISIONS	DATE	BY
1	ISSUED FOR TENDER	01/10/2019	AMASIA
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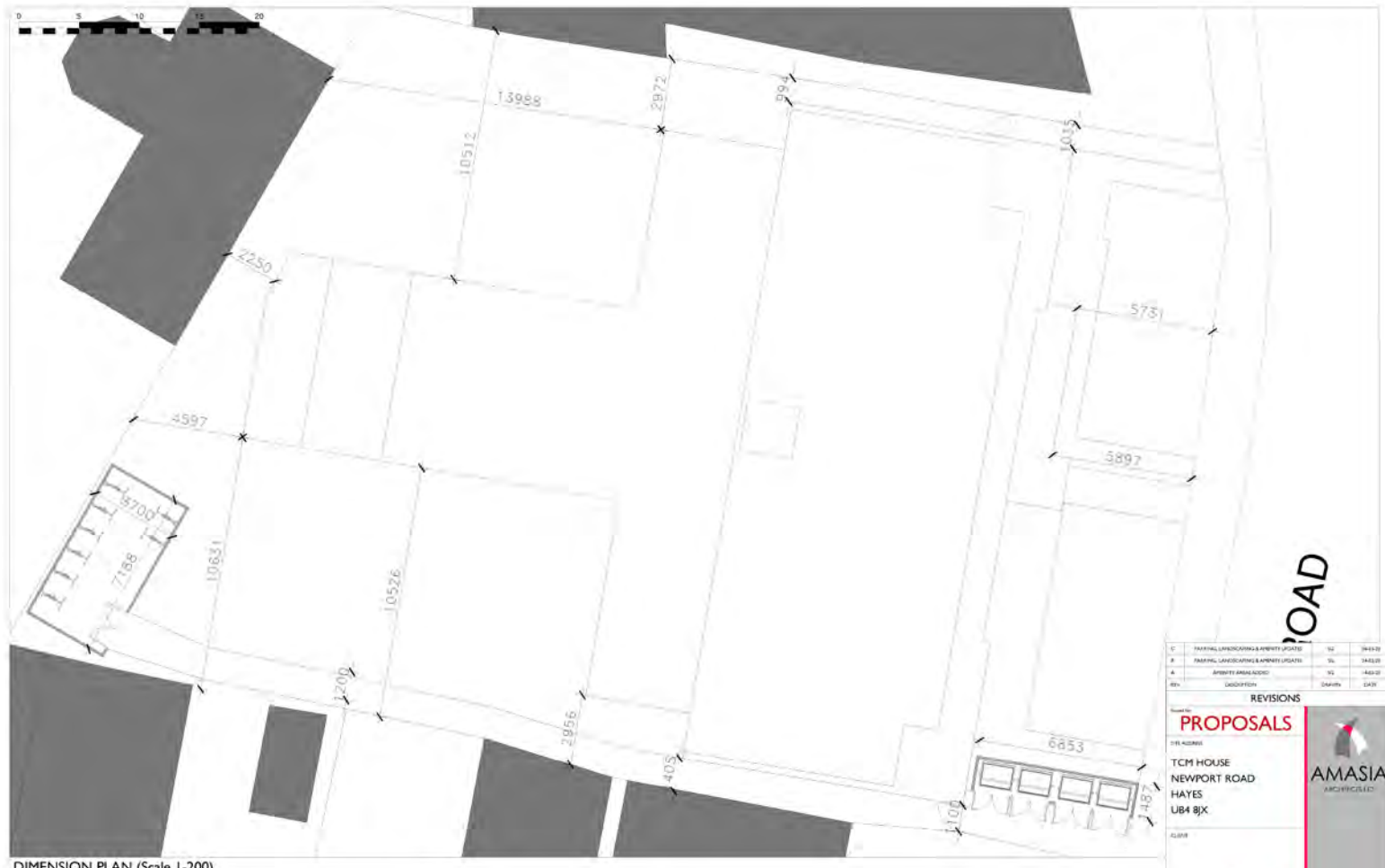


- KEY
- Indicative landscaping
  - Indicative tree planting
  - Electric vehicle charging point





COMPARISON PLAN (Scale 1-200)



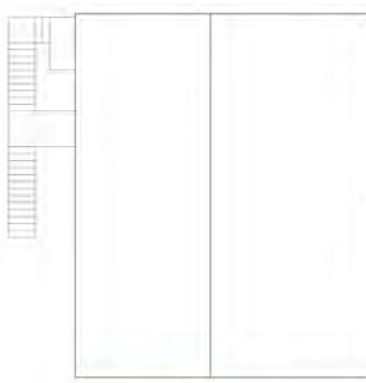
DIMENSION PLAN (Scale 1-200)

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REVISIONS	
NO.	DESCRIPTION
1	PROPOSALS
<p>TCM HOUSE NEWPORT ROAD HAYES UB4 8JX</p>	
<p>KEARNS HOMES LTD</p>	
SCALE	1:200
DATE	OCT 2019
<p>COMPARISON &amp; DIMENSION PLAN</p>	
<p>AAL-19-165-P02</p>	



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IF IN DOUBT ASK FOR CONFIRMATION



ROOF PLAN



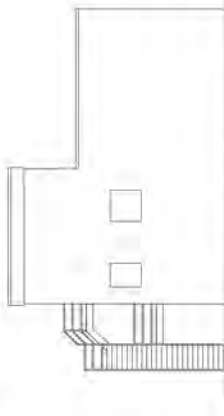
SECOND FLOOR PLAN



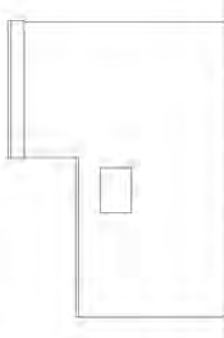
FIRST FLOOR PLAN



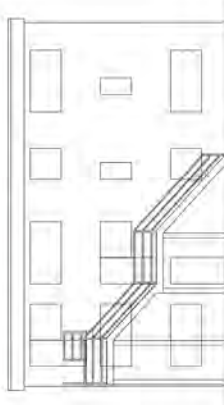
GROUND FLOOR PLAN



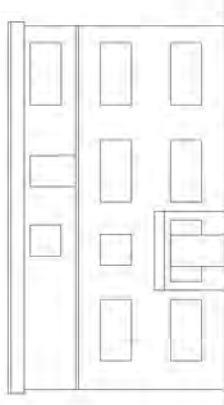
SOUTH ELEVATION



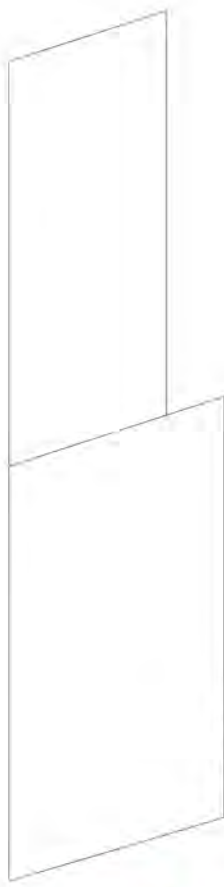
NORTH ELEVATION



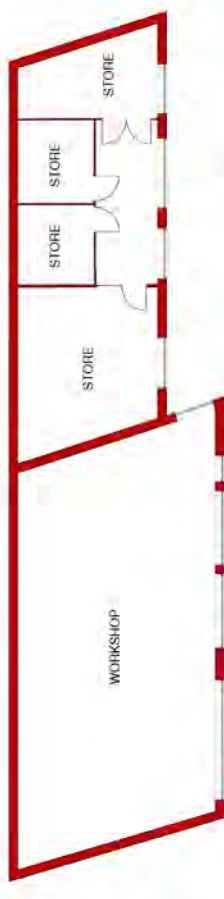
WEST ELEVATION



EAST ELEVATION



ROOF PLAN



GROUND FLOOR PLAN



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION

WEST ELEVATION

NO.	REVISIONS	DATE
1	PROPOSALS	
2	TCH HOUSE	
3	NEWPORT ROAD	
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6	KEARNS HOMES LTD	
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GROUND FLOOR PLAN



FIRST FLOOR PLAN

[illegible]



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SECOND FLOOR PLAN



THIRD FLOOR PLAN

PROPOSALS	
BY: AMASIA	FOR: TCH HOUSE
NO: 19-165-P05	ADDRESS: NEWPORT ROAD, MAYES, UB4 8PX
DATE: 19 OCT 2019	SCALE: 1:100
DRAWN BY: AMASIA ARCHITECTS LTD	
CHECKED BY: AMASIA ARCHITECTS LTD	
APPROVED BY: AMASIA ARCHITECTS LTD	
PROJECT NO: AAL-19-165-P05	
SHEET NO: B	



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IF IN DOUBT ASK FOR CONFIRMATION.



EAST ELEVATION



**SOUTH ELEVATION**



WEST ELEVATION



NORTH ELEVATION

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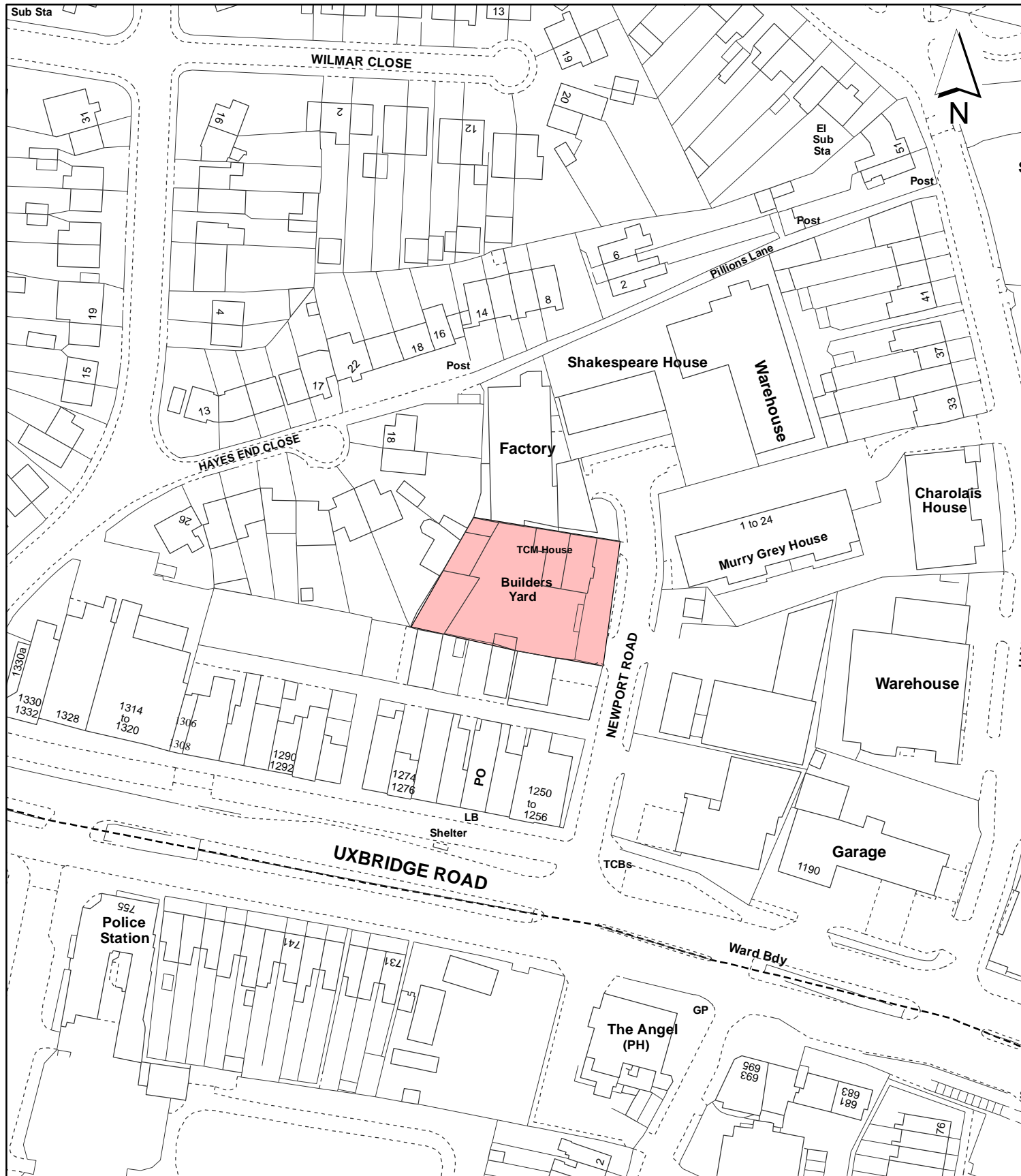
EXISTING OUTLINE



DRAWING NO.		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY	
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ALBERT GATE  
100 NEWPORT ROAD  
HAYES  
MIDDLESEX  
UB4 8X  
T: 01843 203774  
www.amasiaarchitects.co.uk



#### Notes:

 Site boundary

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Site Address:

**T C M House  
Newport Road  
Hayes**

Planning Application Ref:

**61202/APP/2019/3510**

Planning Committee:

**Major**

Scale:

**1:1,250**

Date:

**March 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** LAND NORTH OF CRANFORD LANE HARLINGTON

**Development:** Variation of Conditions 14 (Permitted Timeline) and 15 (Phasing) of planning permission Ref: 2373/APP/2005/2815 dated 12/12/2006 (Extraction of sand and gravel; backfilling (including fresh water lagoon) with inert waste; use of land for the recycling of inert construction and demolition waste and retention of temporary buildings for a period of 10 years; restoration of land to agricultural/wildlife habitat) to amend the permitted timeline and phasing of works for completion by 30th November 2022.

**LBH Ref Nos:** 2373/APP/2019/3747

**Date Plans Received:** 19/11/2019

**Date(s) of Amendment(s):**

01/09/2005

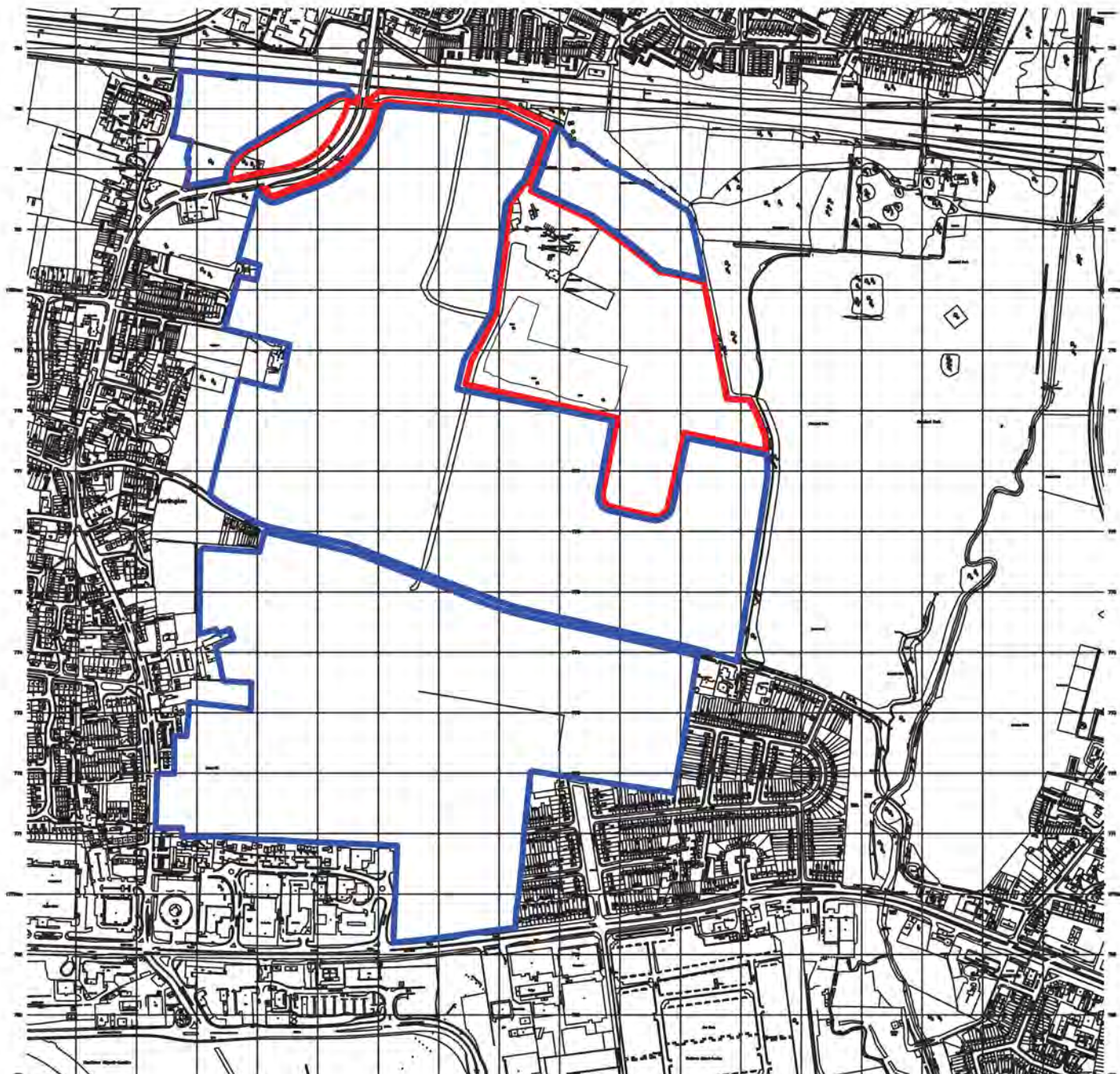
**Date Application Valid:** 19/11/2019

04/09/2005

14/09/2005

30/01/2020

01/03/2006



0 25 50 100 150

## LEGEND



APPLICATION SITE



OTHER LAND PREVIOUSLY WORKED BY HENRY  
STREETER

Rev	Date	By	Notes
C	Nov 2019	JP	Minor revision

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Client:  
HARLEYFORD AGGREGATES LTD.

Project:  
HARLINGTON QUARRY

Drawing Title:  
SITE LOCATION PLAN

Drawing Scale:

Planning

Scale	Date	Drawn By
1:10000 @ A+	Jun 19	JP

Drawing No:  
972/10C



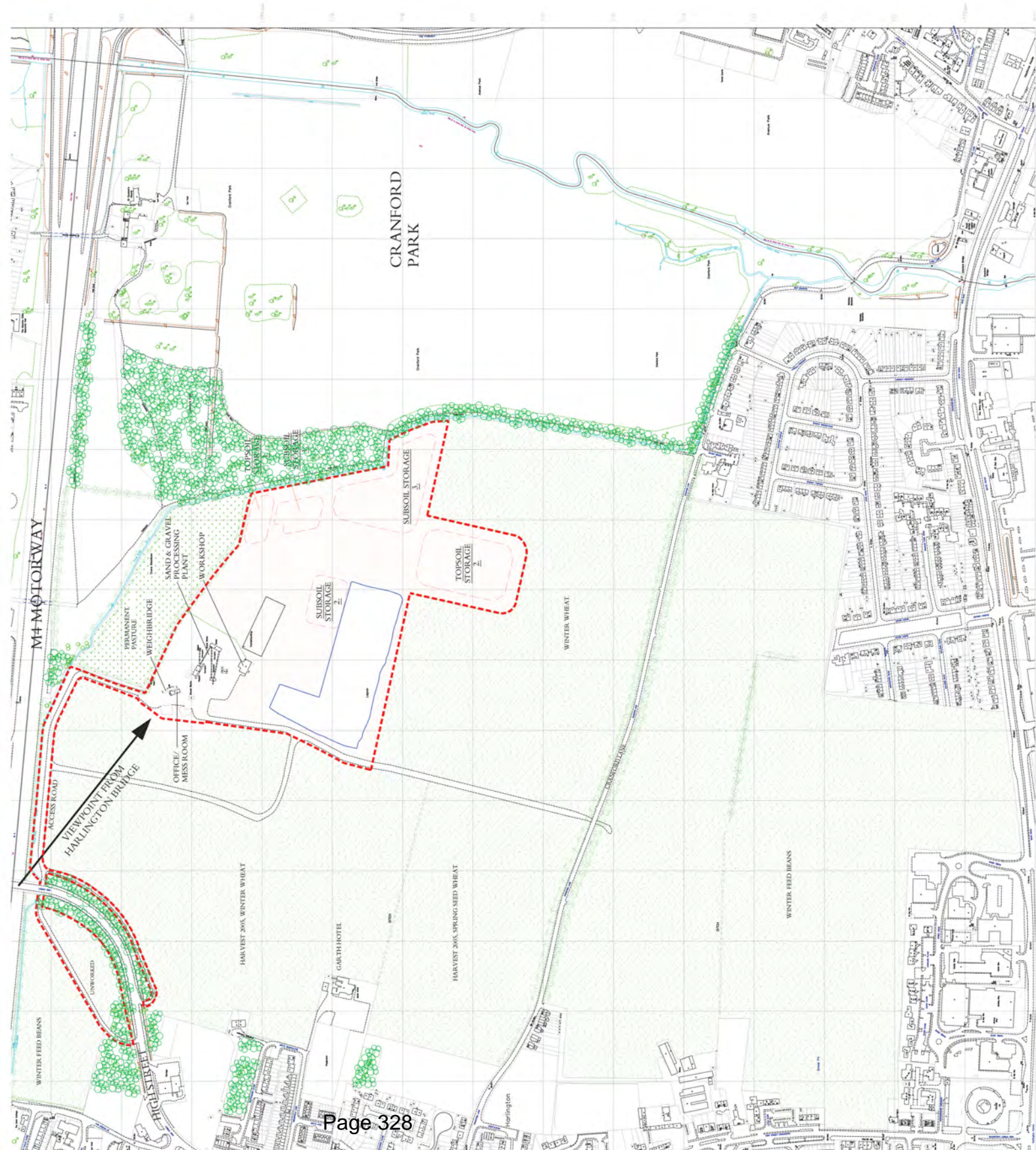
PARTRIDGE ASSOCIATES  
Landscape Consultancy

2 Silvester Court, 12th Floor, Lynton, Devon, PL15 9BQ  
Tel: 01439 574000 E-mail: info@partridgeassociates.org.uk



LEGEND

- APPLICATION SITE
- RESTORED LAND
- FILLED LAND NOT YET RESTORED
- SIGNIFICANT AREAS OF EXISTING VEGETATION



A	Rev	Issued	By	Boundary Change
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Client: HENRY STREET (S & B) LTD.				
Project: HAKLINGTON QUARRY				
Drawing Title: SITE CONTEXT PLAN (EXISTING)				
Drawing No: 972/11A				
Scale: 1/250 @ A1				
Drawing No: 972/11A				
Drawing No: 972/11A				



PARTRIDGE ASSOCIATES  
Landscape & Environmental Assessment  
100-102 High Street, London E1 1AA  
Tel: 020 7460 1000 Fax: 020 7460 1001 Email: info@partridge.co.uk





- LEGEND**
- EXISTING FEATURES**
- PREDOMINANTLY DECIDUOUS WOODLAND (see Note 3.0)
  - HEDGEROW/SMALLER AREAS OF TREES (see Note 3.0)
  - ARABLE LAND
  - PASTURE
  - PLANTING CARRIED OUT BETWEEN 2007 - 2009 (Phase 1 & 2 Planting)
- PROPOSED FEATURES**
- DECIDUOUS TREE
  - HEDGE (plant in a double staggered row)
  - NATIVE TREE & SHRUB PLANTING
  - EXISTING TRACK REMOVED
  - TEMPORARY EARTH BUND, 1:1 INSIDE SLOPE, 1:3.8 OUTSIDE (see Note 3.0)
  - PLANTING TO BE CARRIED OUT ON COMPLETION OF RESTORATION (Phase 3 planting)

**NOTES:**

1.0 All planting & landscape operations to comply with BS4422:1989 'Recommendations for General Landscape Operations' and BS5936 Pt 1 (1992) 'Specification for Nursery Stock: Trees and Shrubs'. All container sizes shown are minimum acceptable - all plants to be supplied to size indicated.

2.0 All plants to be provided with grow tubes to protect from rabbit damage and encourage establishment. All trees to be provided with plastic guards to protect from rabbit damage. All hedges to be provided, as a minimum, with 1200mm timber post & 3-strand wire fencing.

3.0 Existing vegetation shows areas of significant trees/hedges only, based on aerial photographs, and so is to be taken as illustrative.

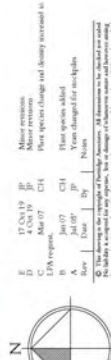
**GENERAL STRATEGY**

- PROVIDE PERMANENT NEW HEDGE AND WOODLAND PLANTING CONSISTENT WITH 'GREEN CORRIDOR STRATEGY'

- REMOVE UNSIGHTLY POOR CONDITION FENCING & GATES AROUND BOUNDARY AND REPLACE WITH NEW
- PROVIDE TEMPORARY NEW BUND 3.5m HIGH TO PROVIDE IMMEDIATE SCREENING OF LOWER PARTS OF PLANT, VEHICLES & BUILDINGS

- REMOVE DEAD TREES FROM AROUND BOUNDARY TO IMPROVE GENERAL APPEARANCE OF AREA

- PROVIDE ADDITIONAL TEMPORARY PLANTING TO BUND FOR FURTHER SCREENING OF PROPOSED PLANT AREA



Client: HALLINGTON AGGREGATES LTD.

Project: HALLINGTON QUARRY

Drawing Title: PROPOSED LAYOUT & LANDSCAPING

Drawing No: 972/12E

Scale: 1/2500 @ A1

Date: Jun 05

Drawn By: JP

Checked By:





# LEGEND

- APPLICATION SITE
- EXTRACTION PHASE 1
- EXTRACTION PHASE 2
- EXTRACTION PHASE 3



Key	Date	By	Status
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Client	HENRY STREETEER (S & B) LTD.		
Project	HARLINGTON QUARRY		
Drawn By	PROPOSED GRAVEL EXTRACTION WITH PHASING		
Thematic Notes			
Scale	1:2500 (A1)	Date	June 05
Drawing No	972/14	Drawn By	JP



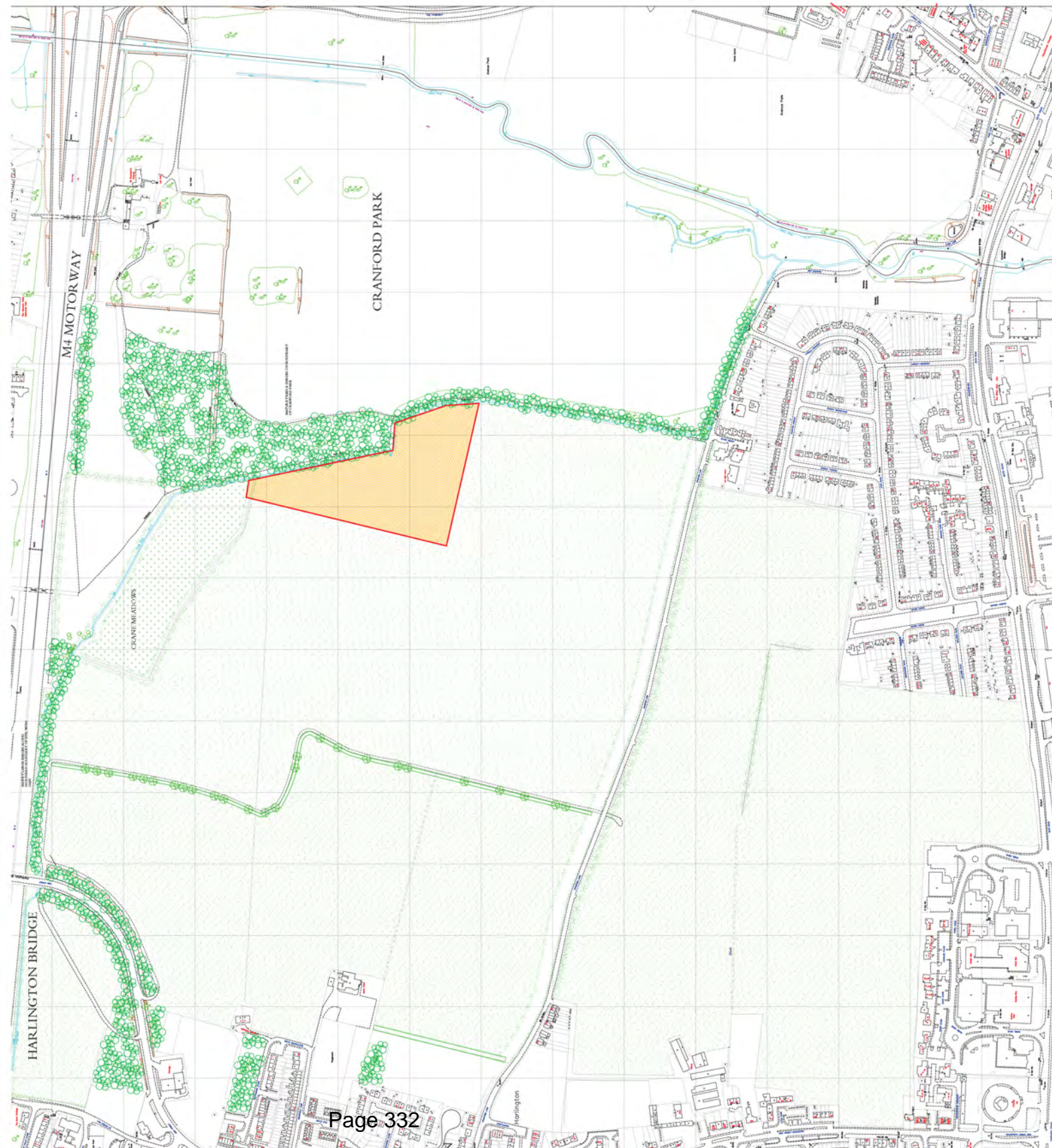
**PARTRIDGE ASSOCIATES**  
 Landscape & Environmental Associates  
 100A Church Lane, 100A Church Lane, 100A Church Lane, 100A Church Lane



# LEGEND

## EXISTING FEATURES

-  SIGNIFICANT AREAS OF EXISTING VEGETATION
-  DECIDUOUS TREE
-  HEDGEROW/SMALLER AREAS OF TREES
-  ARABLE LAND
-  PASTURE
-  HEDGE
-  CONSERVATION WILDLIFE AREA (as approved by discharge of Condition 4 of original planning permission under application ref: 273/3/APP/2009/2077)

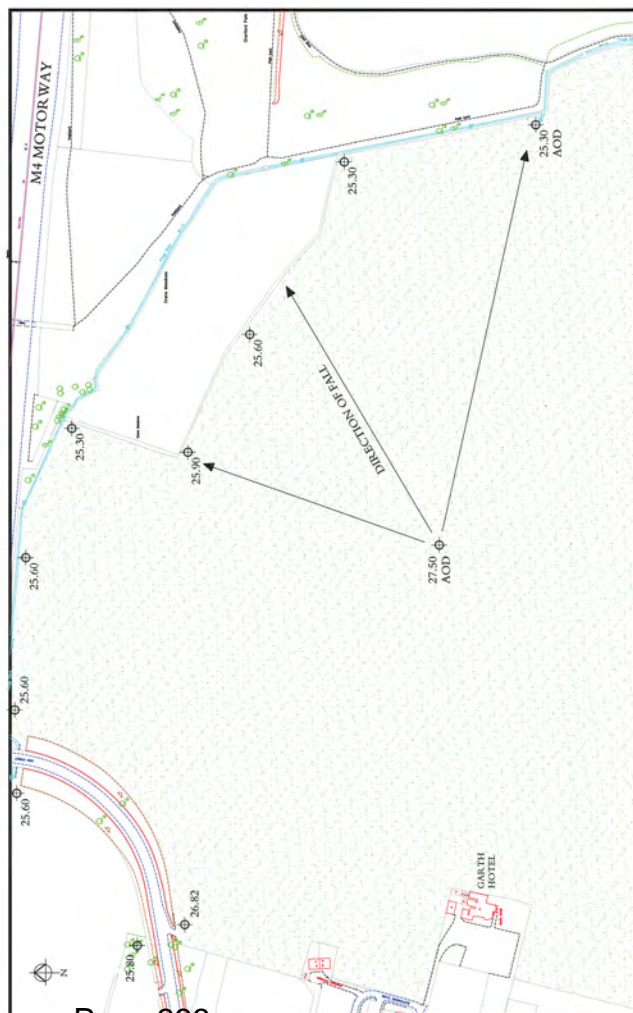
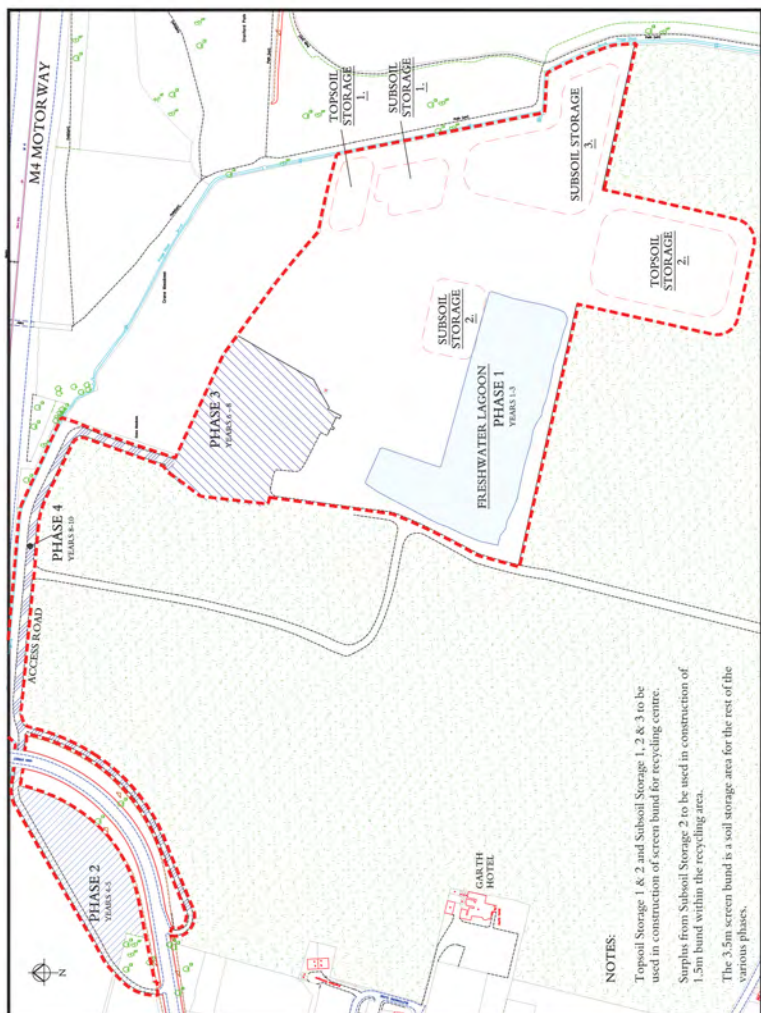
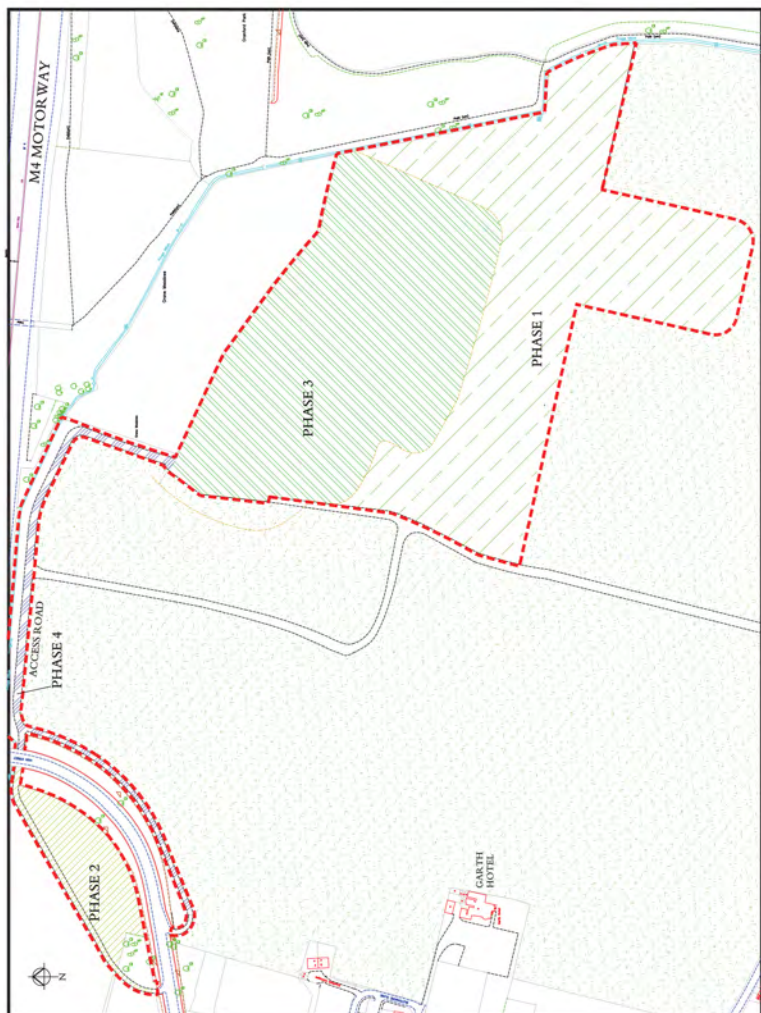


By	13 May 2016	JP	Wildlife area added
Rev			Notes
Date			
By			
Notes			
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Client	HARLEYFORD AGGREGATES LTD.		
Project	HARLEINGTON QUARRY		
Drawing Title	POST RESTORATION PLAN		
Drawing Status	Planning		
Scale	1/250 @ A1	Date	Jun 05
Drawn By	JP	Checked By	
Drawing No.	972/16B		

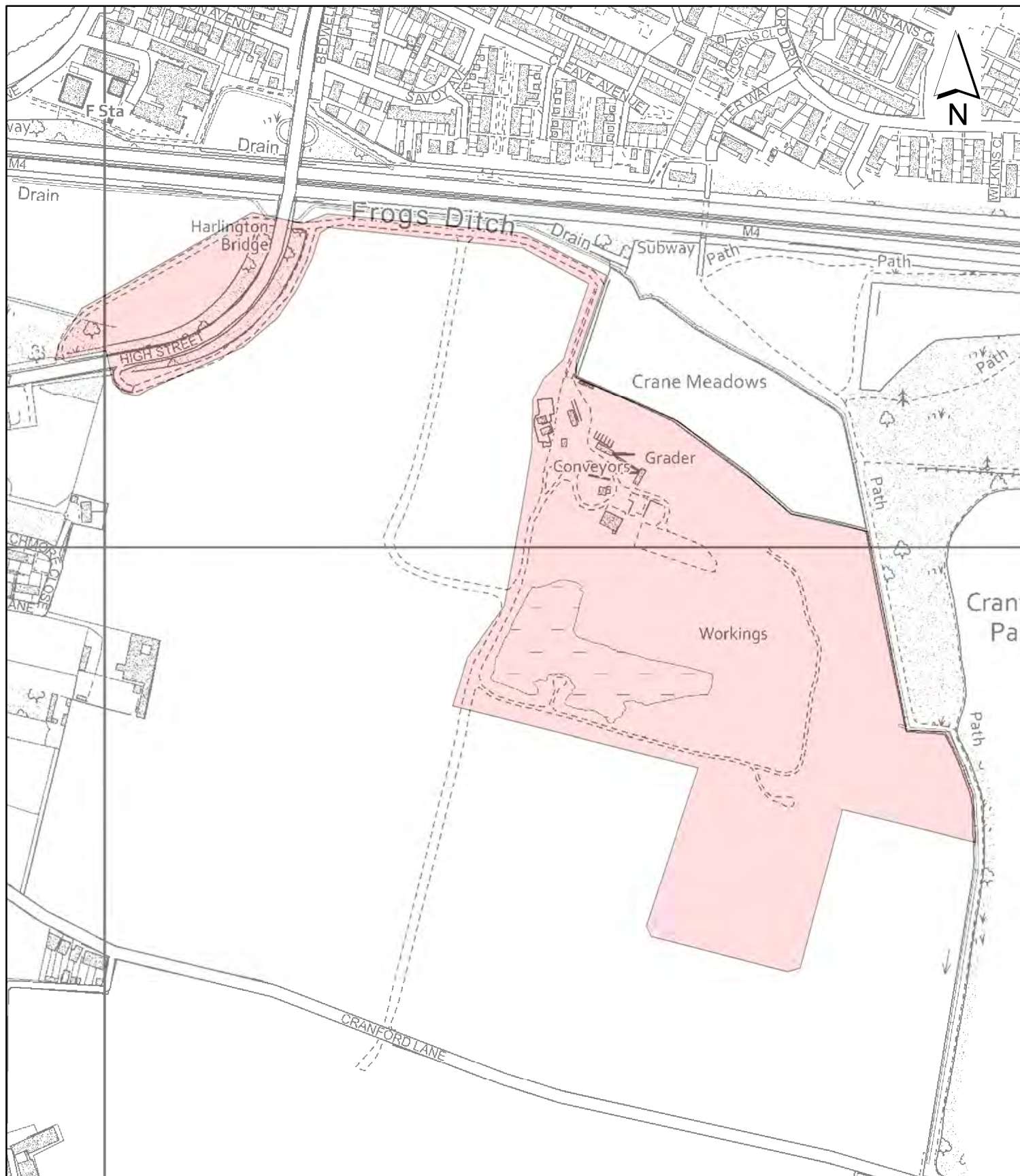


**PARTRIDGE ASSOCIATES**  
 Landscape Consultancy  
 25 Silverdale Road, Farnborough, Hampshire, SO14 6BQ  
 Tel: 01329 810000 Fax: 01329 810001 Email: info@partridge.co.uk



[illegible]





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Site Address:

**Land North of  
Cranford Lane  
Harlington**

Planning Application Ref:

**2373/APP/2019/3747**

Planning Committee:

**Page 33 Major**

Scale:

**1:5,000**

Date:

**March 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** NORTHWOOD COLLEGE EDUCATIONAL FOUNDATION MAXWELL ROAD  
NORTHWOOD

**Development:** Continued use of temporary classroom accommodation comprising of a two storey building of 1,600sqm until 14 September 2023 (as previously approved in planning application reference 2082/APP/2014/600 and 2082/APP/2017/2086)

**LBH Ref Nos:** 2082/APP/2019/3720

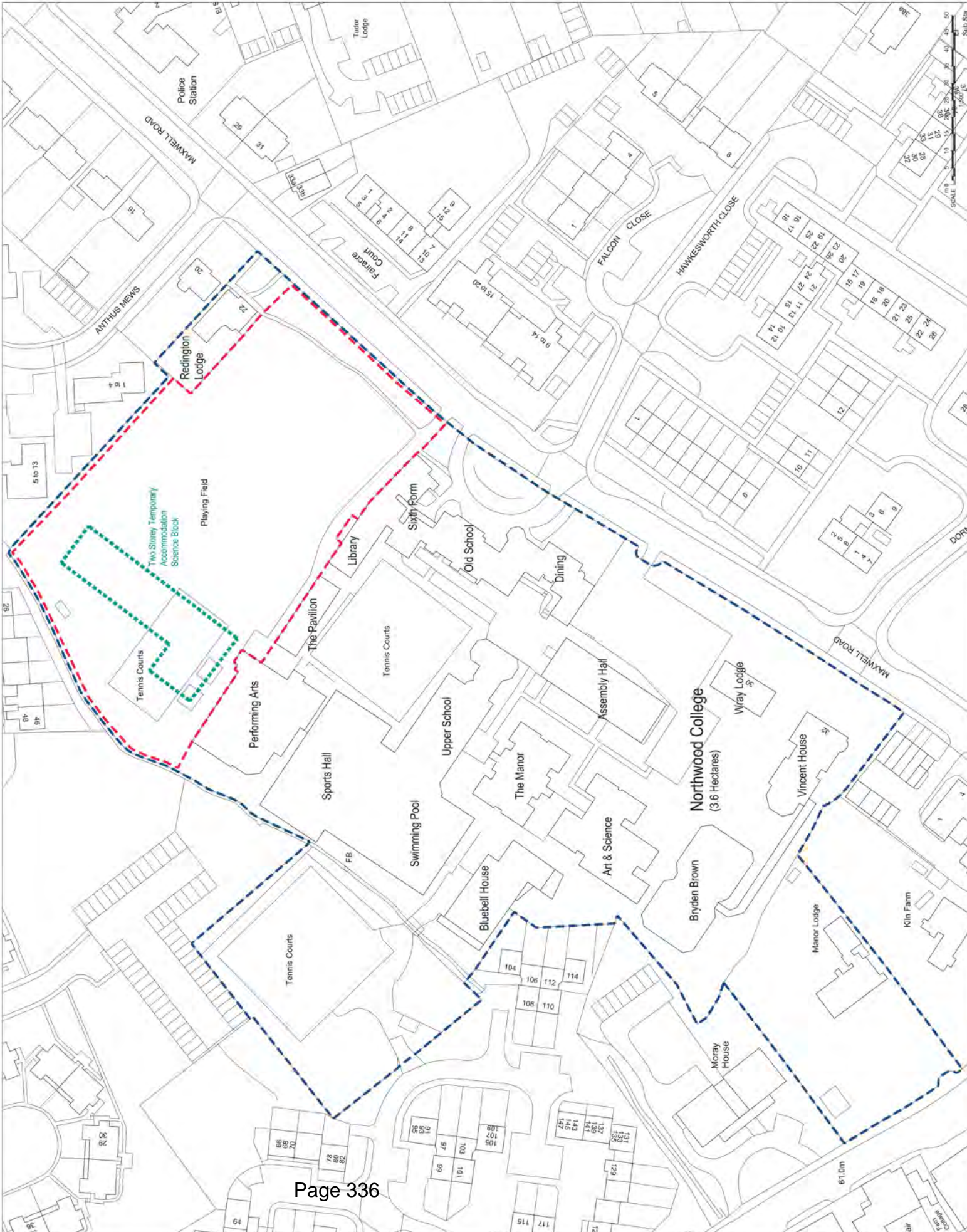
**Date Plans Received:** 15/11/2019

**Date(s) of Amendment(s):**

**Date Application Valid:** 15/11/2019

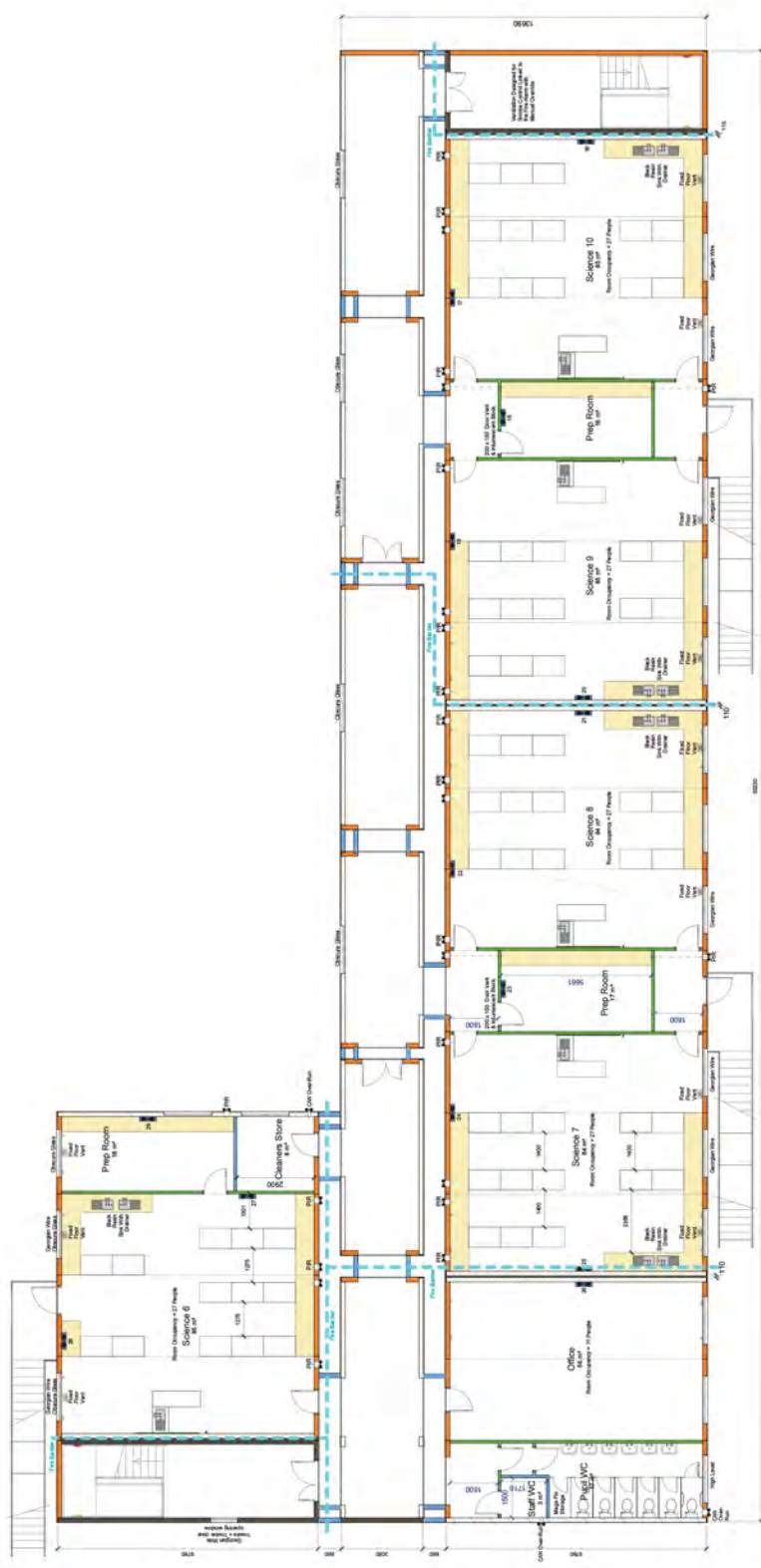
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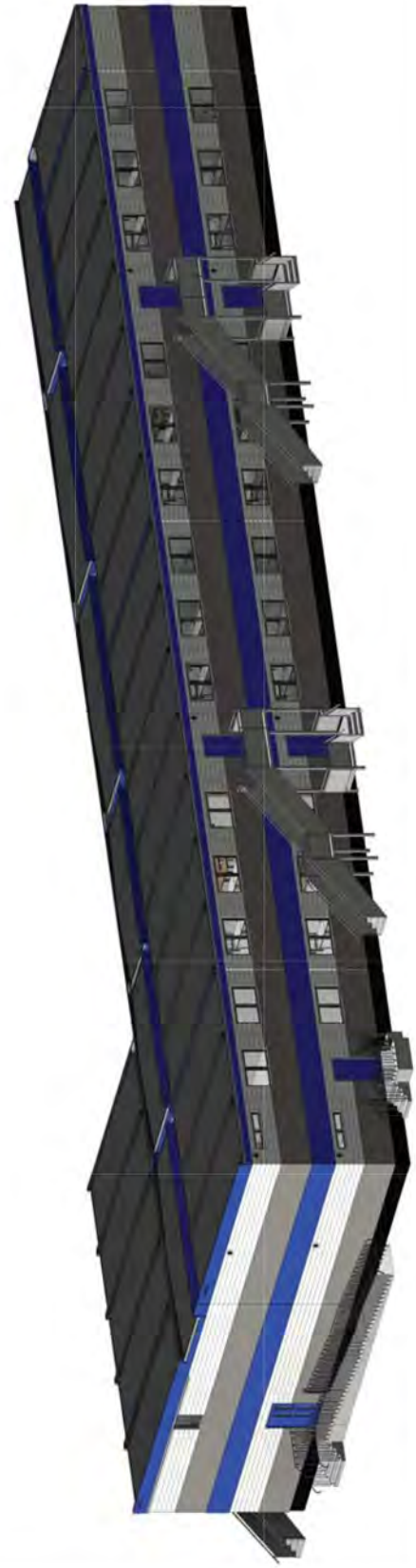




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Notes: 1. All rooms are shown with 180mm concrete walls and 180mm concrete floors. 2. All rooms are shown with 180mm concrete walls and 180mm concrete floors. 3. All rooms are shown with 180mm concrete walls and 180mm concrete floors.



Stage

SALES

SIBCAS

Head Office  
1st Floor, 100-102  
Station Road,  
Warrington, Cheshire,  
WA1 2JF

Head Office  
1st Floor, 100-102  
Station Road,  
Warrington, Cheshire,  
WA1 2JF

Client

Elia Williams Architects

Project

GSOT  
Northwood College

Drawing Title

Temporary Science Block  
First Floor Plan

Scale

1:100 @ A1

Drawing No

246 13 02

Revision

S-7

ALL KNOCK THROUGH LINKS TO BE  
CONSTRUCTED ON SITE

A 100mm Clear Airway Space To Be Provided On A1

A 100mm Clear Airway Space To Be Provided On A2

A 100mm Clear Airway Space To Be Provided On A3

A 100mm Clear Airway Space To Be Provided On A4

A 100mm Clear Airway Space To Be Provided On A5

A 100mm Clear Airway Space To Be Provided On A6

A 100mm Clear Airway Space To Be Provided On A7

A 100mm Clear Airway Space To Be Provided On A8

A 100mm Clear Airway Space To Be Provided On A9

A 100mm Clear Airway Space To Be Provided On A10

100mm Clear Airway Space To Be Provided On A1

100mm Clear Airway Space To Be Provided On A2

100mm Clear Airway Space To Be Provided On A3

100mm Clear Airway Space To Be Provided On A4

100mm Clear Airway Space To Be Provided On A5

100mm Clear Airway Space To Be Provided On A6

100mm Clear Airway Space To Be Provided On A7

100mm Clear Airway Space To Be Provided On A8

100mm Clear Airway Space To Be Provided On A9

100mm Clear Airway Space To Be Provided On A10

100mm Clear Airway Space To Be Provided On A1

100mm Clear Airway Space To Be Provided On A2

100mm Clear Airway Space To Be Provided On A3

100mm Clear Airway Space To Be Provided On A4

100mm Clear Airway Space To Be Provided On A5

100mm Clear Airway Space To Be Provided On A6

100mm Clear Airway Space To Be Provided On A7

100mm Clear Airway Space To Be Provided On A8

100mm Clear Airway Space To Be Provided On A9

100mm Clear Airway Space To Be Provided On A10

100mm Clear Airway Space To Be Provided On A1

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100mm Clear Airway Space To Be Provided On A4

100mm Clear Airway Space To Be Provided On A5

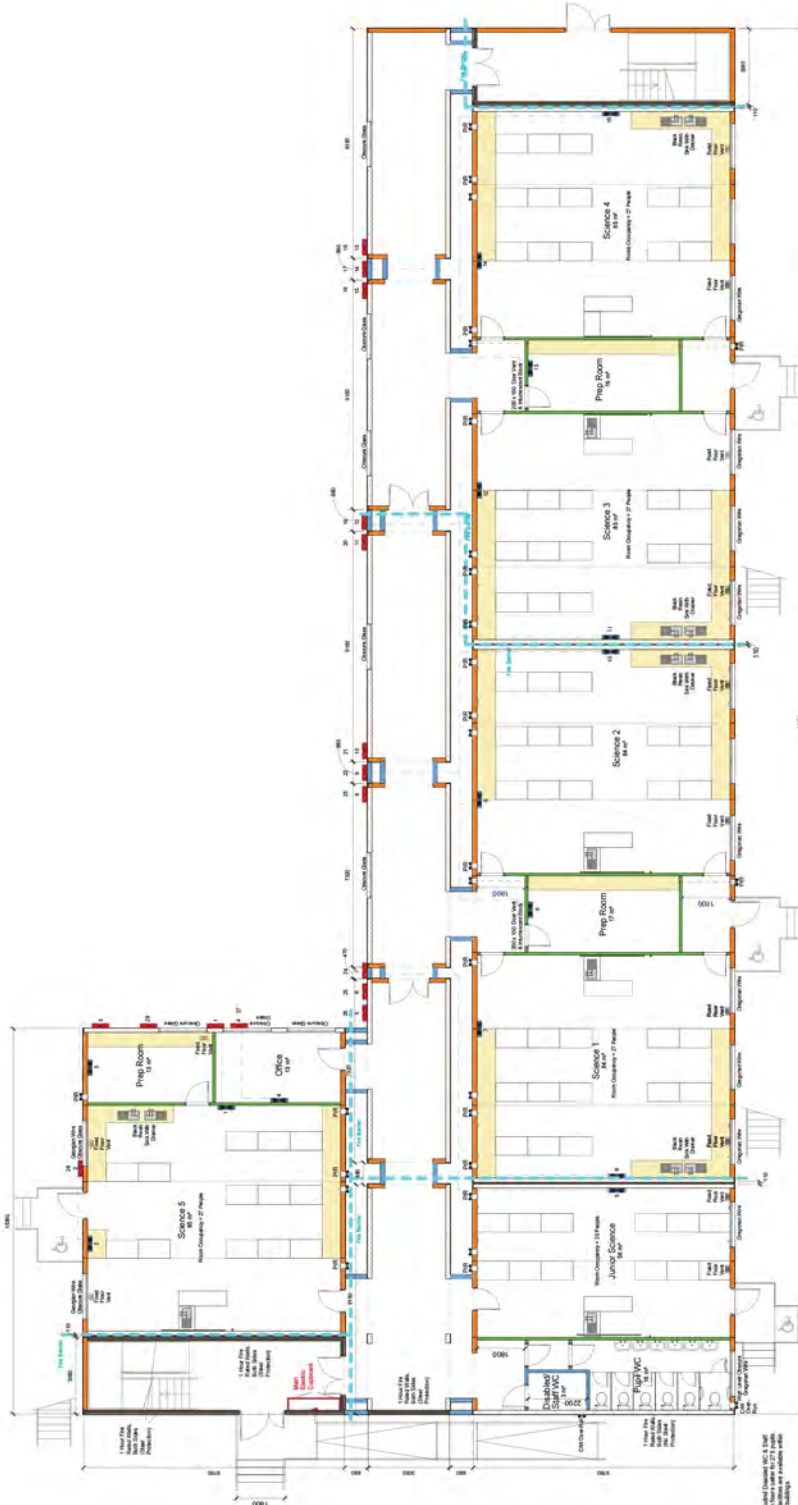
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100mm Clear Airway Space To Be Provided On A7

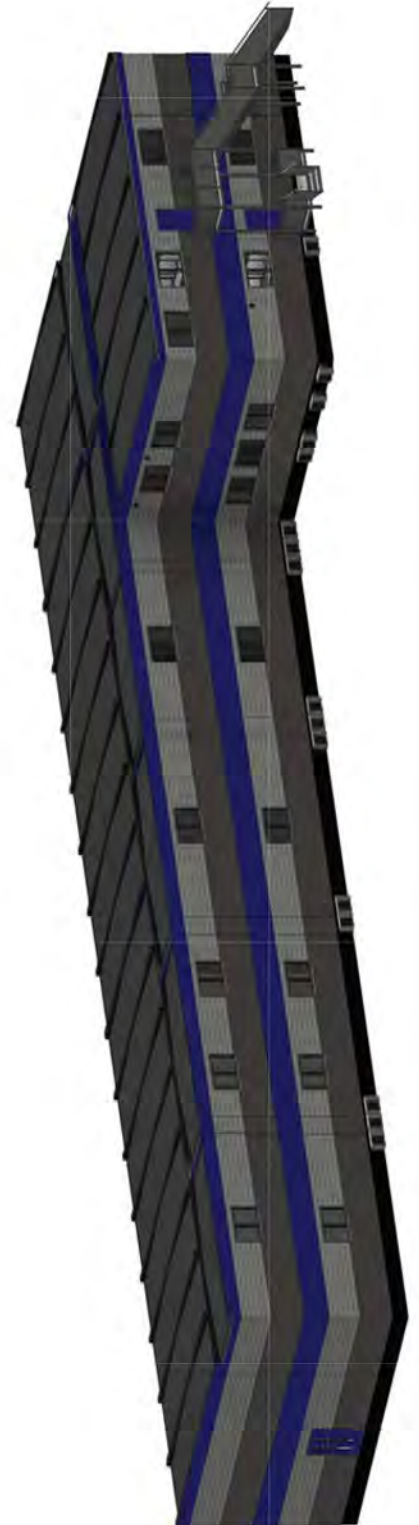
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100mm Clear Airway Space To Be Provided On A9

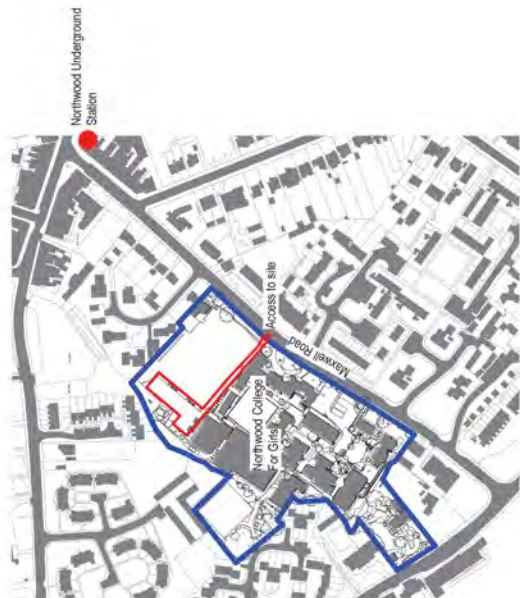
100mm Clear Airway Space To Be Provided On A10



Stage	SALES		<p>TECHNICAL MANAGER: 01753 525500</p> <p>Head Office Tel 017536 331252 Email: Head Office Fax 017536 354320 Head Office www.sibcas.co.uk</p> <p>Head Office Tel 01753 525500 Email: Head Office Fax 01753 525500 Head Office www.sibcas.co.uk</p>	Client	Elm Williams Architects	<p>Head Office Tel 017536 331252 Email: Head Office Fax 017536 354320 Head Office www.sibcas.co.uk</p>	Project	<p>GOST Normanwood College</p>	Drawing Title	Temporary Service Block Ground Floor Plan	Revision	S-B
				Scale				1:110 @ A1				
				Drawing No.								
				246 13 01								



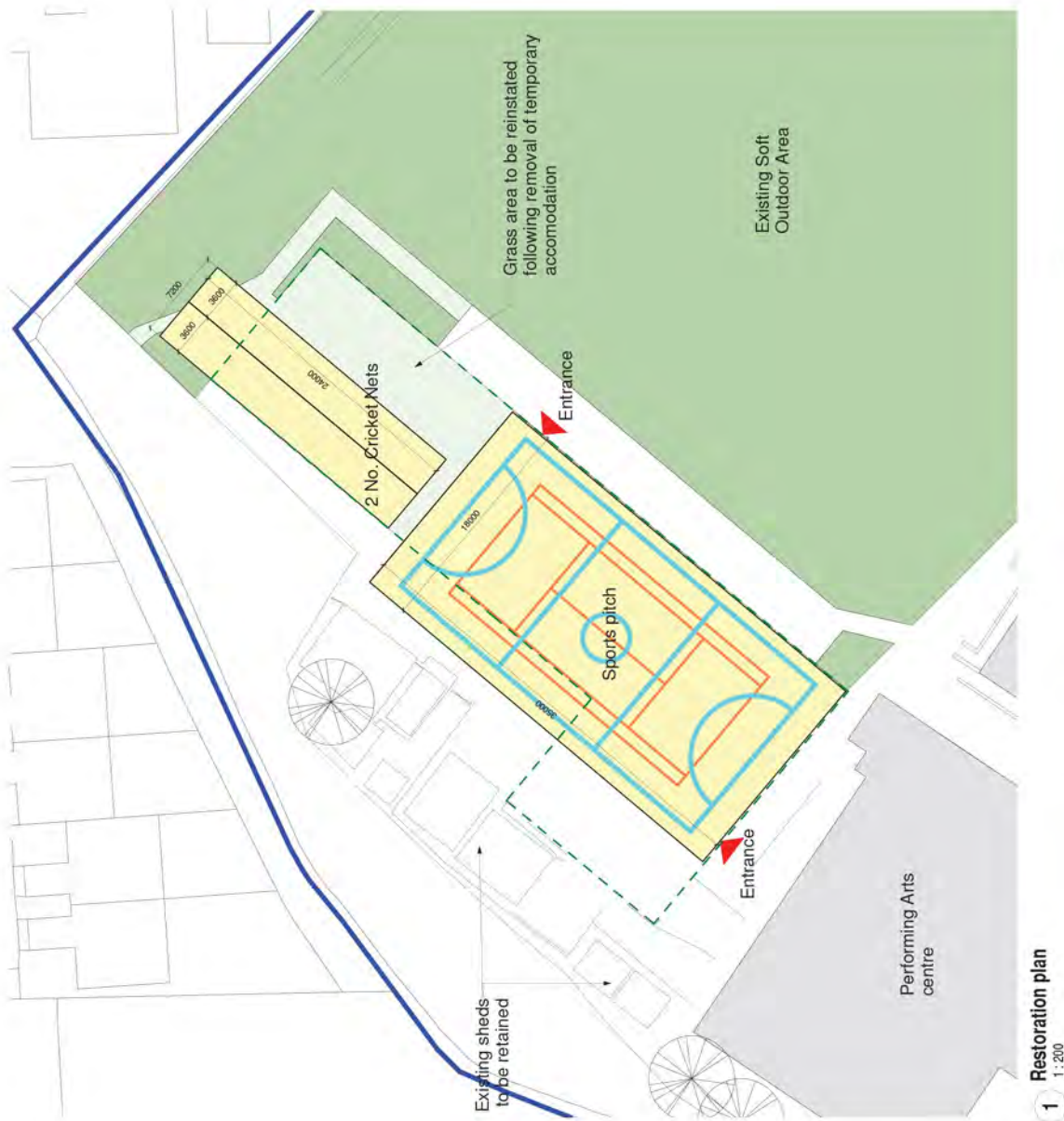




2 Site Location Plan Copy 1

1:2500

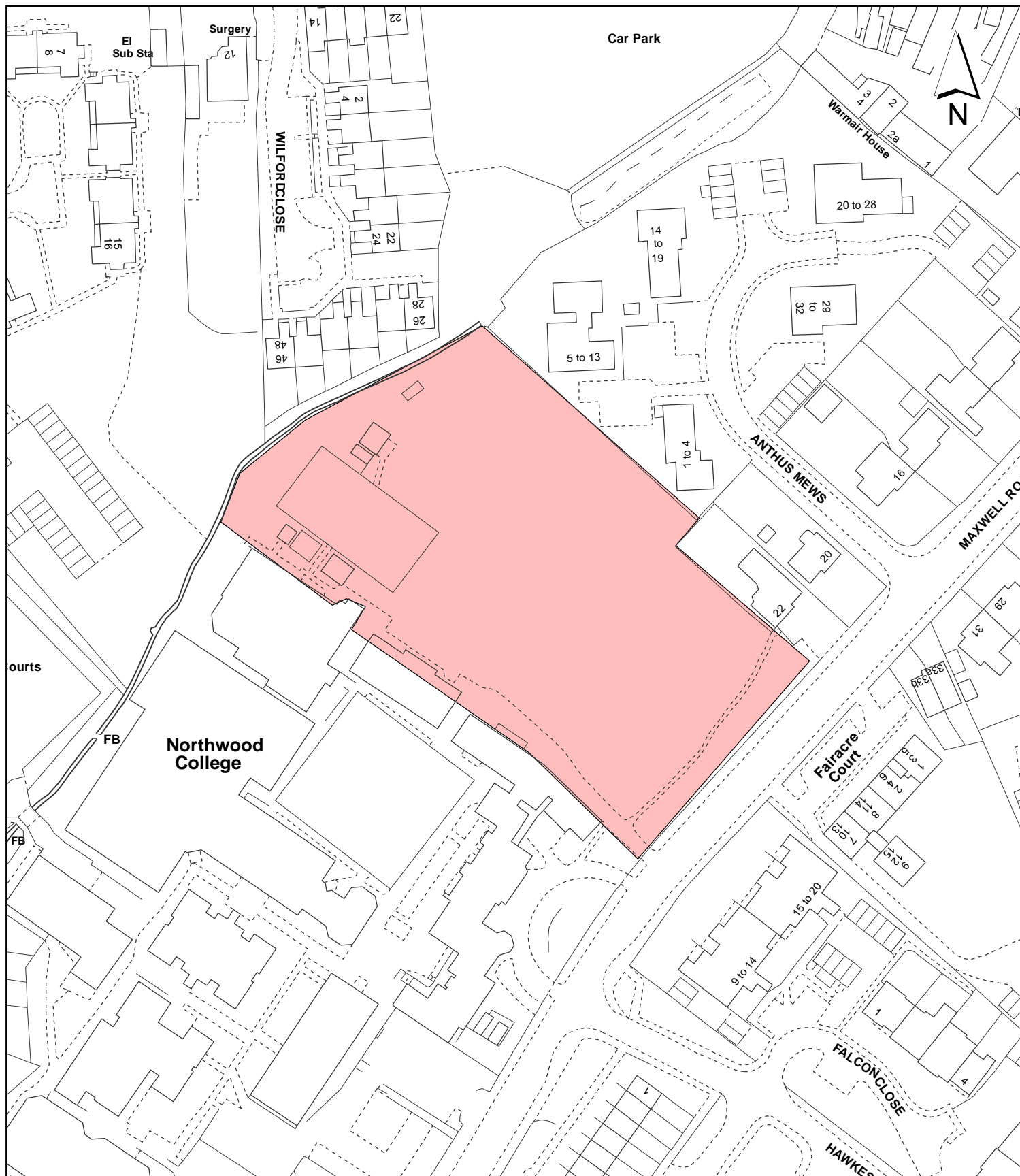
- Key:
- New sport pitch
  - Existing lawn
  - New grass area
  - Tennis pitch markings
  - Net ball pitch markings
  - Metal mesh Fence 3m high
  - Outline of temporary accommodation to be moved
  - Land owned by the Applicant
  - Application site



1 Restoration plan

1:200

NO.	DATE	REVISION	BY



# Notes:

 Site boundary

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Site Address: **Northwood College Educational Foundation  
Maxwell Road  
Northwood**

Planning Application Ref:  
**2082/APP/2019/3720**

Planning Committee:  
**Page 34 Major**

Scale:  
**1:1,250**

Date:  
**March 2020**

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

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



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

**Address** NORTHWOOD COLLEGE EDUCATIONAL FOUNDATION MAXWELL ROAD  
NORTHWOOD

**Development:** The erection of a 3-storey science block within the existing car park; re-surfacing of the play space fronting Vincent House to facilitate re-located car parking spaces and associated works

**LBH Ref Nos:** 2082/APP/2019/4091

**Date Plans Received:** 19/12/2019  
**Date Application Valid:** 19/12/2019

**Date(s) of Amendment(s):**













- Legend**
- Application boundary
  - Approximate proposed levels (existing levels retained shown underlined)
  - Existing trees retained
  - Proposed trees
  - Proposed planting/ hedge/row
  - Proposed green roof
  - Existing planting/ hedge/row retained
  - Existing planting/ hedge/row removed
  - Retained lawn (made good with new turf where required)
  - Existing hardstanding retained
  - Proposed pc concrete slabs 600x300mm, exposed aggregate surface to match PC1
  - Proposed permeable paving slabs 600x300mm, exposed aggregate surface to match PC1
  - Proposed concrete kerb 'uk' where upstand, 'fk' where flush
  - Proposed tactile paving
  - Proposed macadam
  - Proposed vehicle double gate
  - Proposed pedestrian single gate
  - Proposed timber bench
  - Proposed stainless steel bollard
  - Proposed precast concrete step units (300mm tread, 150mm riser, & handrails)
  - Proposed concrete bleachers
  - Proposed timber fence (2.4m ht. to screen bin store)
  - Existing post & chain fence removed

- Drawing Notes**
1. Existing box hedge and post & chain fence to be removed.
  2. New pedestrian timber gate (1.8m ht) to match new bin store fence.
  3. Proposed 2.4m high timber fence to screen bin store.
  4. New wing wall to match existing.
  5. Relocated existing pedestrian gate entrance. Allow for redecoration of gate metalwork.
  6. Existing hedge/row strengthened with new planting.
  7. New vehicle timber field gate, 3m wide, 1.4m ht (card reader access controlled & electronically operated).
  8. Existing stone gateway retained for vehicle entrance. Allow for redecoration of gate metalwork.
  9. Existing tree stump to be ground out, bare ground to be cultivated and then turfed.
  10. Feature brickwork wall (300mm upstand on upper side) with stainless steel balustrade.
  11. Existing hedge/row reduced in height to 1.5m high.
  12. Painted pedestrian crossing.
  13. Proposed green roof to architect's details.
  14. 1.8m ht. closeboard fence.
  15. Existing fence retained either side of path retained.
  16. New 2m wide, 1.4m ht. vertical bar pedestrian gate (similar in style but not matching the existing).
  17. New pedestrian timber field gate, 2m wide, 1.4m ht.
  18. New 1.8m ht. vertical bar rsl. railings connecting Wray Lodge to New Science Building including matching 200m wide, 1.8m ht. vehicle gates (card reader access controlled & electronically operated) and 2m wide, 1.8m ht. pedestrian gate (fib or code access, manually operated).
  19. Existing fence retained.
  20. Existing parking.
  21. New parking laid out on existing macadam in redundant play area.
  22. 3 - 4 Electric car charging points to be provided.

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FOR LANDSCAPE MASTERPLAN  
 REFER TO LUC-10892-LD-PLN-100

FOR HARD SURFACING PLAN  
 REFER TO LUC-10892-LD-PLN-200

FOR SOFTWARES PROPOSALS  
 REFER TO LUC-10892-LD-PLN-300

FOR DETAILED SECTIONS  
 REFER TO LUC-10892-LD-SEC-400 - 601

**LUC** LUC Bristol  
 Colson Tower, Colson Street, Bristol BS1 4JF  
 +44 (0)117 809 1997  
 bristol@lucuk.co.uk  
 www.lucuk.co.uk

**Northwood College For Girls**

Client: Girls Day School Trust  
 Scale: 1:200  
 Sheet: Stage 3  
 Drawing Title: General Arrangement Plan

Job No: 10892  
 Drawing No: LUC-10892-LD-PLN-101  
 Scale: A

NOTES

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Key:

Application site

Land owned by the applicant



VISUAL SCALE 1:2500 @ A4

REV	DATE	REVISION NOTE	BY	CHECK
P1	13.12.19	PLANNING ISSUE	EWA	EWA

**elliswilliams**  
ARCHITECTS

Northwood College - Science Building  
Site Location Plan

2207\_AE(0-001

REV P1

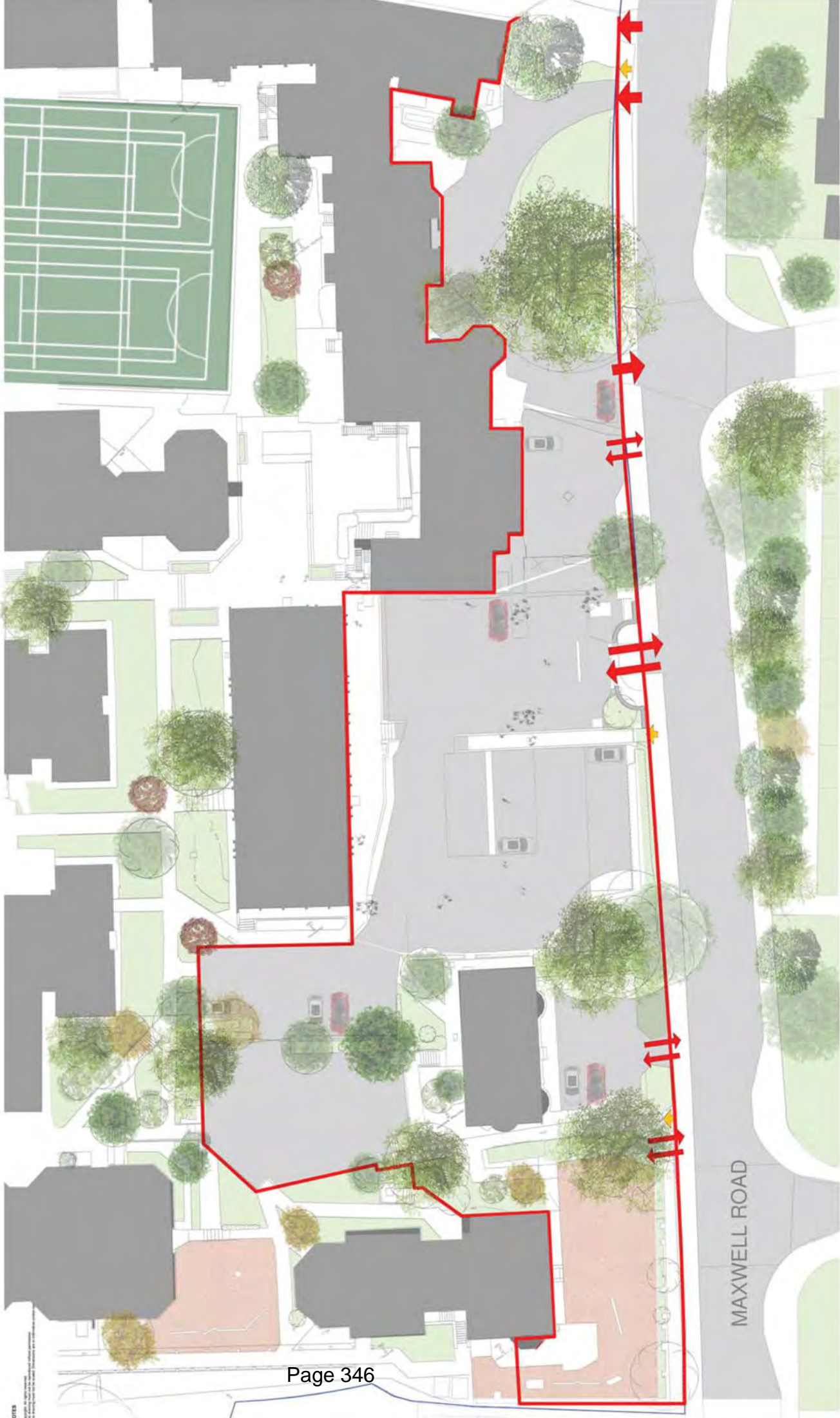
STATUS |

SCALE | As indicated @ A3

DRAWN BY | EWA

DATE | 13.12.19



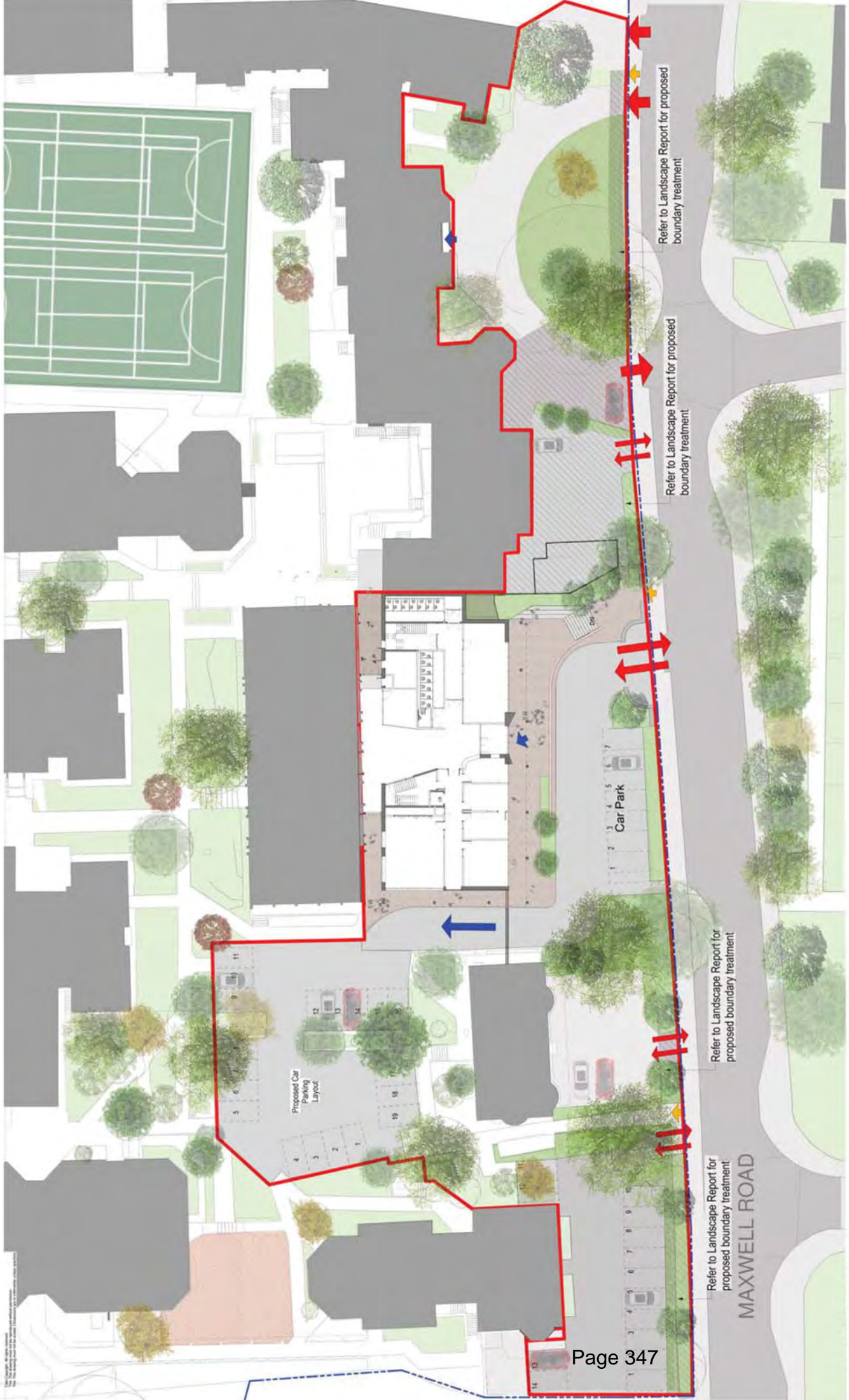


NOTES  
 1. All dimensions are in feet and inches.  
 2. All dimensions are to the centerline of the road.  
 3. All dimensions are to the centerline of the road.

NO.	DATE	DESCRIPTION	BY	CHKD.
1	10/15/10	PRELIMINARY	AW	AW
2	10/15/10	REVISION	AW	AW



NO NOTES



1 Proposed Site Plan  
1:200



0m 4m 8m 12m 16m 20m

VISUAL SCALE 1:200 @ A1

NO.	DATE	REVISIONS
1	2020-01-10	ISSUED FOR TENDERS



Colour key

- Basic Teaching
- Large Spaces
- Learning Resources Area
- Non Net
- not included
- Prep room/ Storage
- Staff and Administration

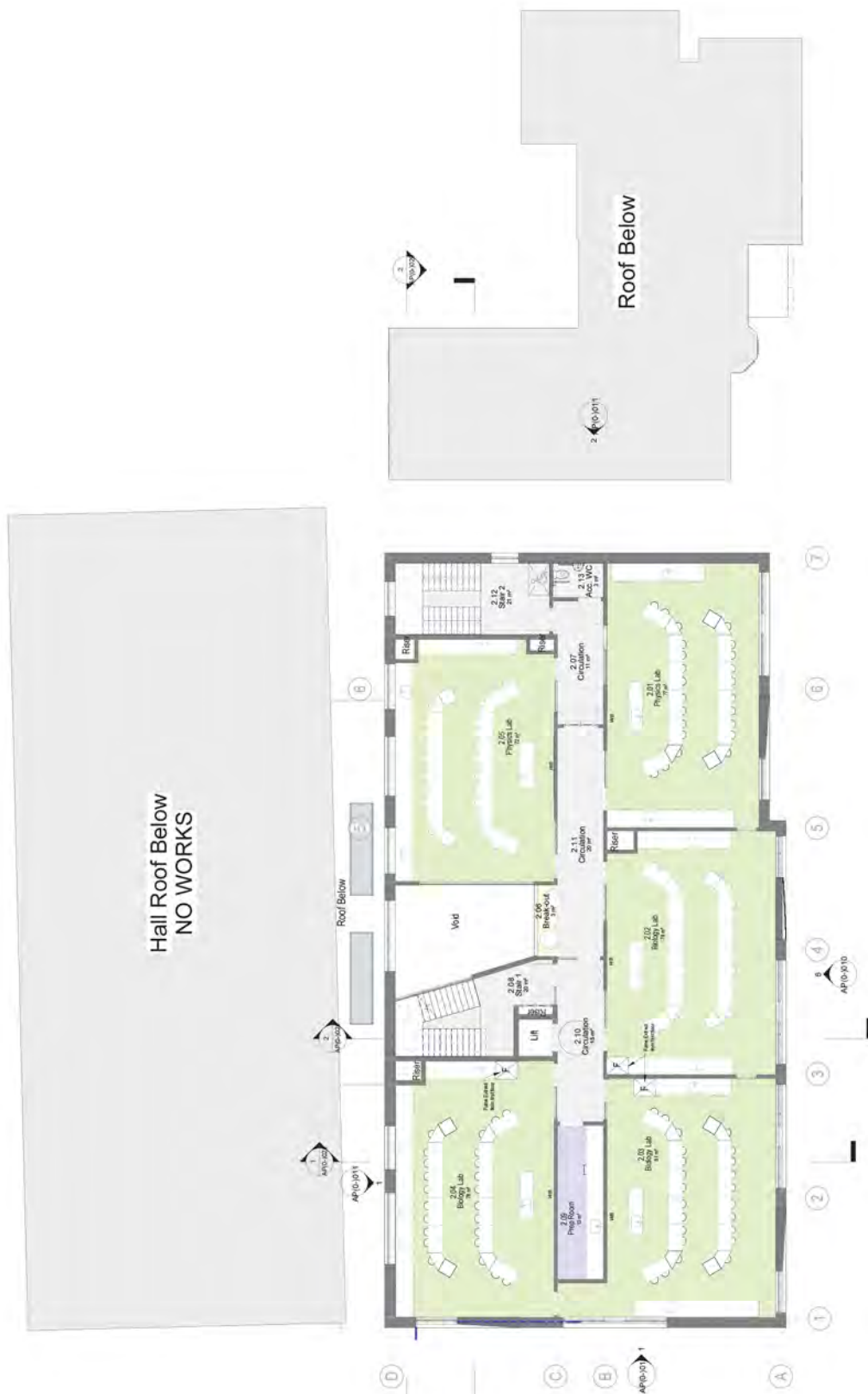


Rev	Date	Description	By
1	17/04/23	Issue for construction	J. Williams



REV	DATE	DESCRIPTION	BY	CHKD
1	10/01/18	Issue for		





**1** Proposed Second Floor  
1 : 100



Colour key

- Basic Teaching  
Large Spaces  
Learning Resources Area  
Non Net  
not included  
Prep room/ Storage  
Staff and Administration

☐ Fume Cupboard

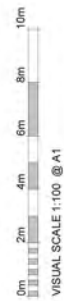




6 South Elevation Entrance Level  
1:100

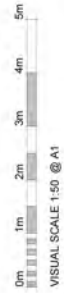
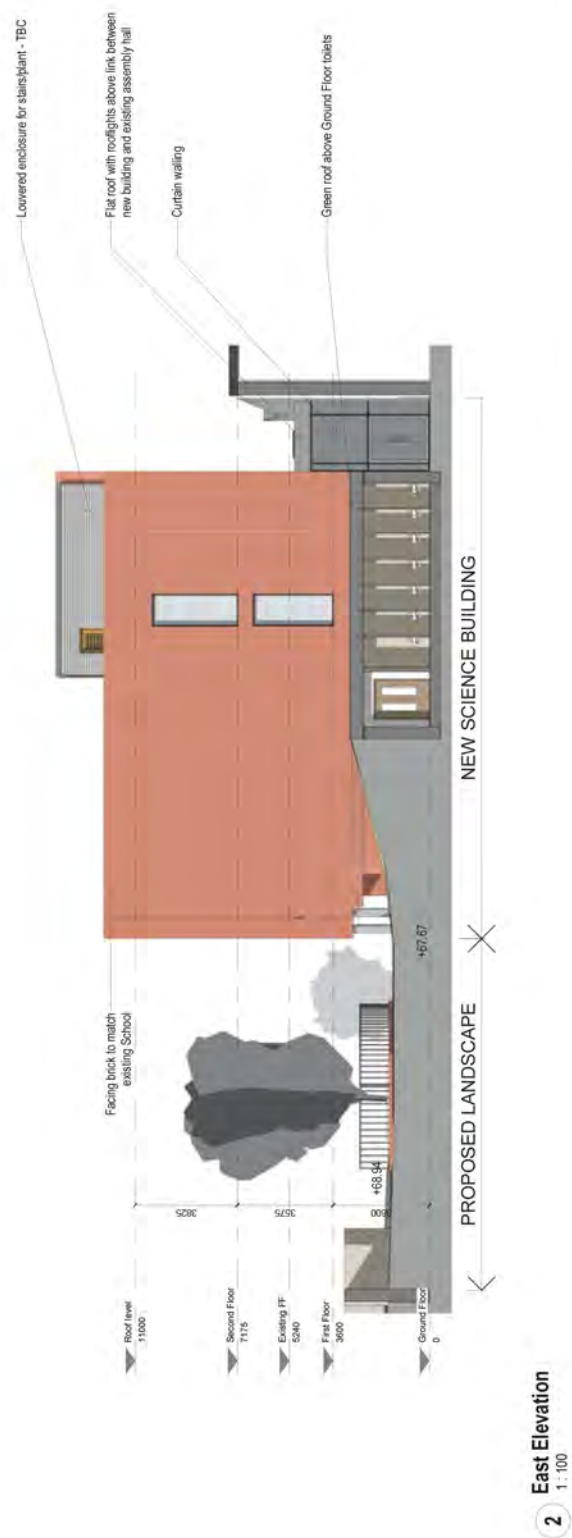
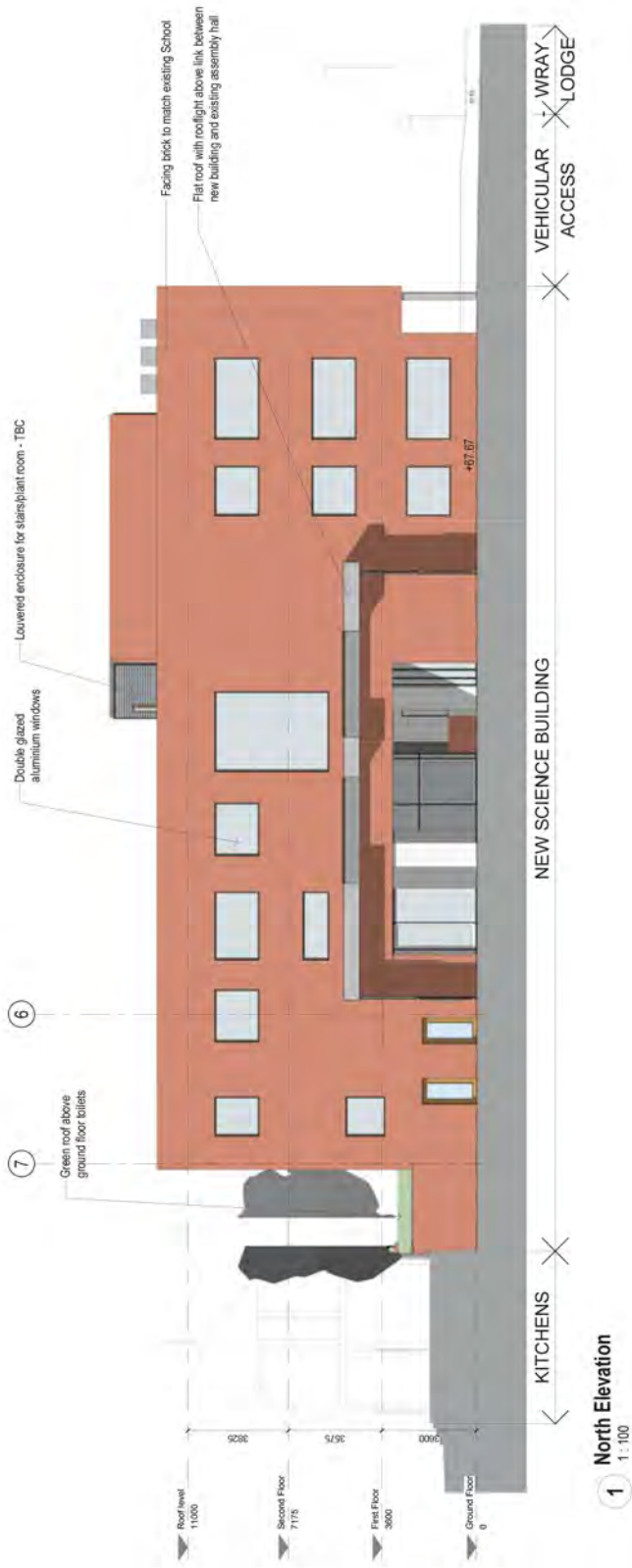


1 West Elevation  
1:100



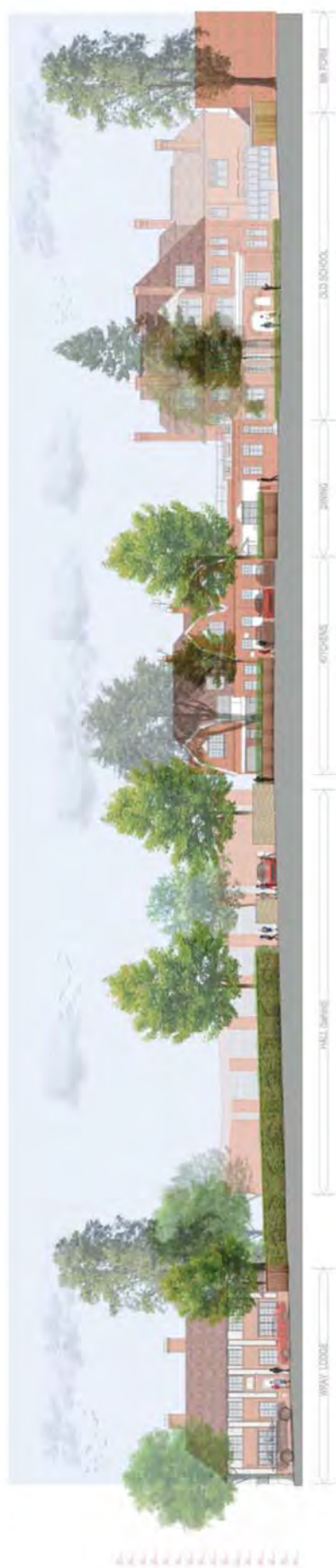
REV	DATE	BY	REVISIONS
1	11/03/21	EW	ISSUED FOR PERMIT

NOTES  
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REV	DATE	DESCRIPTION	BY	CHECKED
1	10/01/2022	Issue for approval	EW	





1 Existing Street Elevation  
1:200



2 Proposed Street Elevation  
1:200







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bristol@landuse.co.uk  
www.landuse.co.uk

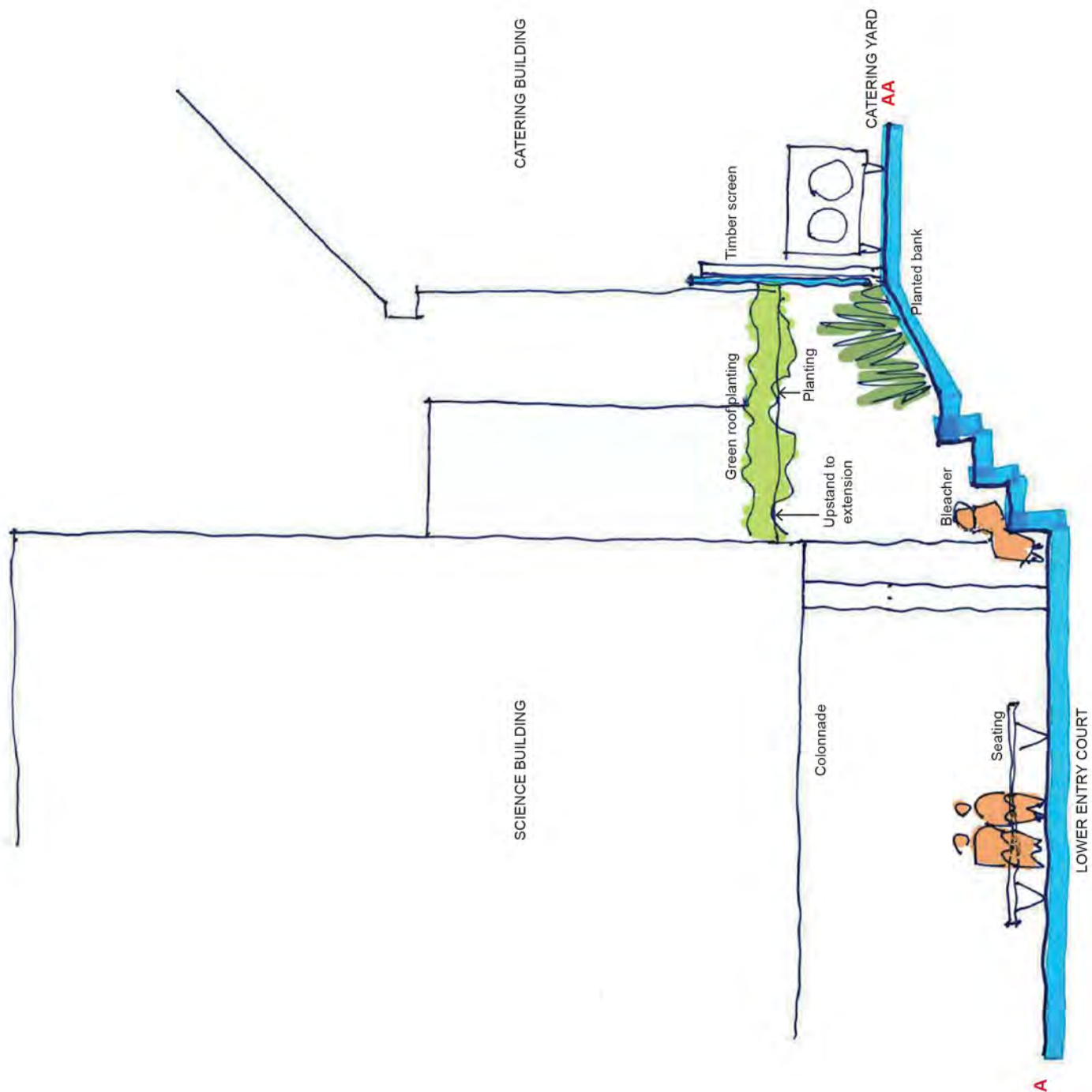
Project  
Northwood College For Girls

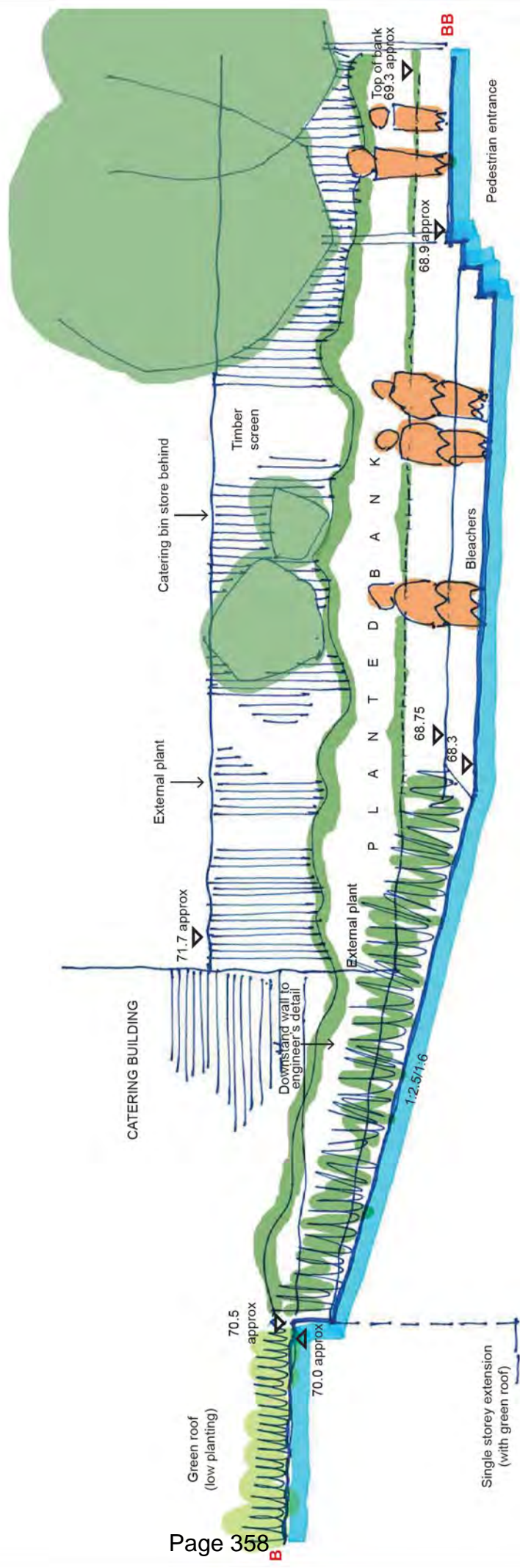
Client  
Girls Day School Trust

Scale @ A3 1:50	Status Stage 3
--------------------	-------------------

Drawing Title  
Section AA: Sectional Elevation between Science  
& Catering Building

Job No 10892	Drawing No LUC-10892-LD-SEC-600	Issue A
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Rev	Date	Description	Dim	Chk
A	04.12.19	Stage 3 Issue	TP	RH

LUC

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 info@lucbristol.co.uk  
 www.lucbristol.co.uk

Project  
**Northwood College For Girls**

Client  
**Girls Day School Trust**

Scale @ A3  
**1:50**

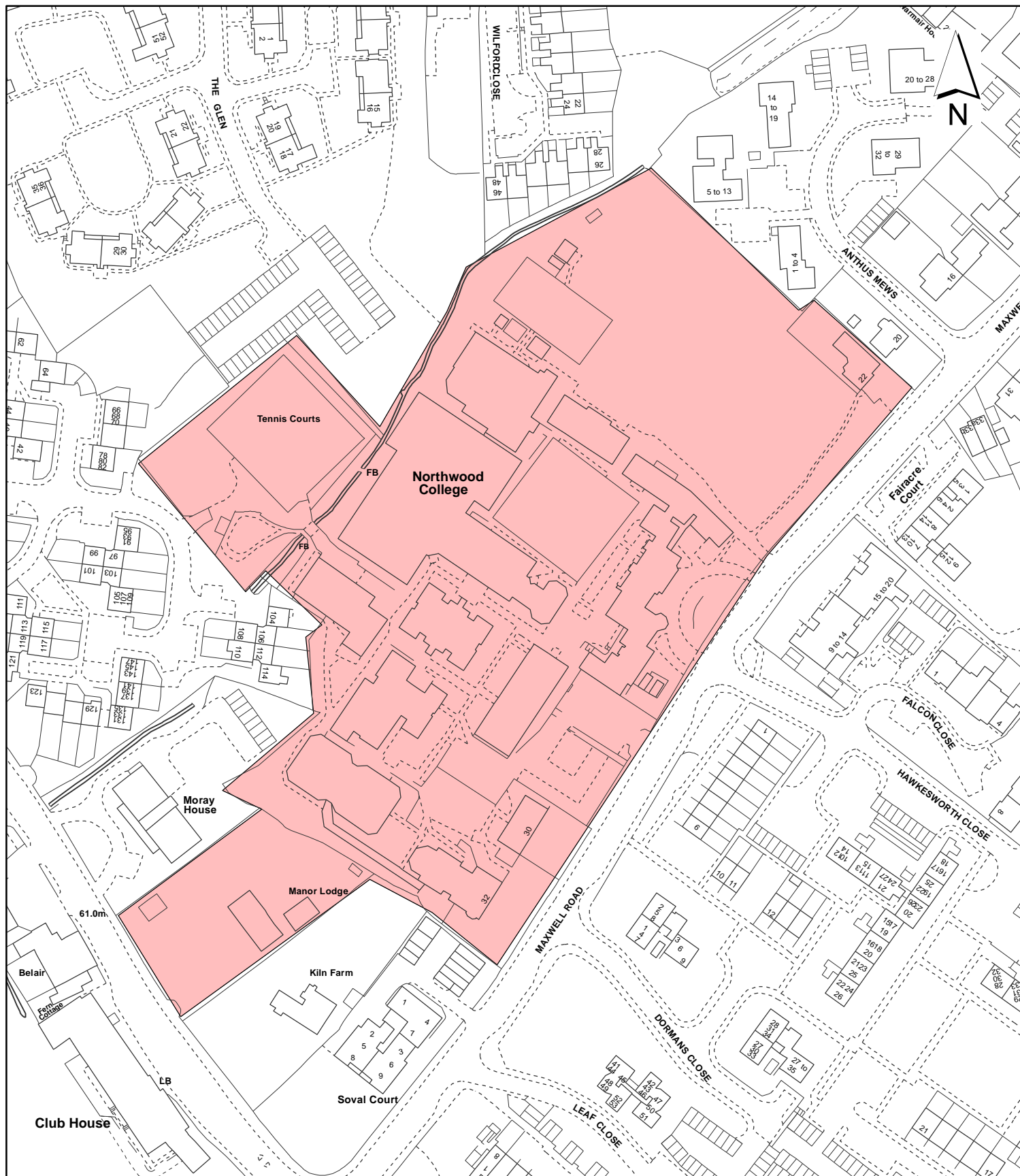
Status  
**Stage 3**

Drawing Title  
**Section BB: Sectional Elevation Green Roof / Catering Building Interface.**

Job Nr  
**10892**

Drawing Nr  
**LUC-10892-LD-SEC-001**

Issue  
**A**



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Site Address: **Northwood Collage  
Educational Foundation  
Maxwell Road  
Northwood**

Planning Application Ref:  
**2082/APP/2019/4091**

Planning Committee:  
**Major**

Scale:  
**1:1,700**

Date:  
**March 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** LAND ADJACENT TO WHITEHEATH JUNIOR SCHOOL WHITEHEATH AVENUE RUISLIP

**Development:** Erection of 2 x 4 bed dwellings with associated landscaping, car parking and ecological area to the rear of the site (amended plans 17.02.19)

**LBH Ref Nos:** 64510/APP/2019/1412

**Date Plans Received:** 26/04/2019

**Date(s) of Amendment(s):** 26/04/2019

**Date Application Valid:** 01/05/2019





SITE AREA = 1305.2m<sup>2</sup>, 0.13ha



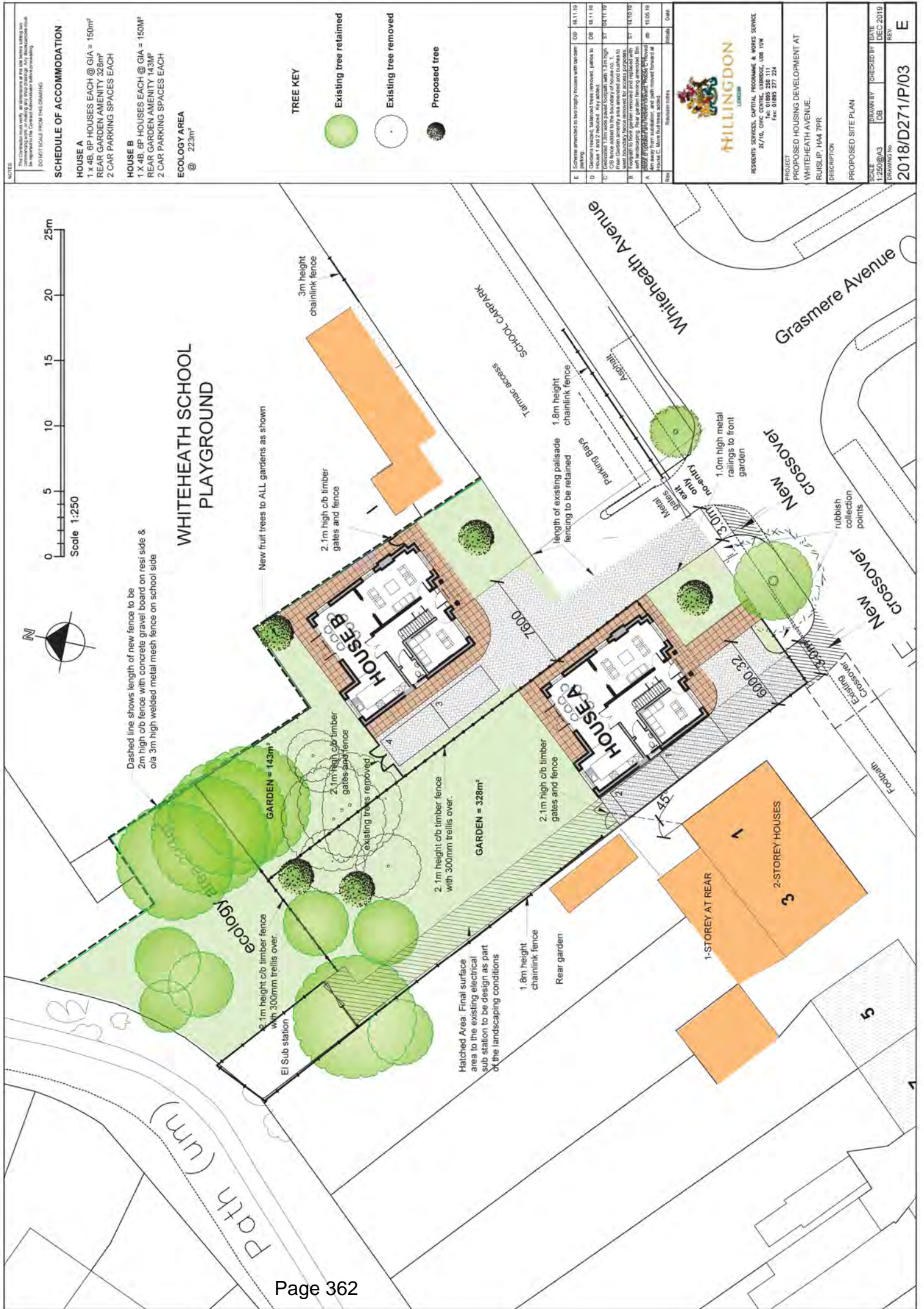
NOTES: - DO NOT SCALE FROM THIS DRAWING. The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.



RESIDENTS SERVICES, CAPITAL PROGRAMME & WORKS TEAM  
2E/10, CIVIC CENTRE, UXBRIDGE, UB8 1UW  
Tel: 01895 250 111  
Fax: 01895 277 224

Rev	Revision notes	Initials	Date
Project	PROPOSED DEVELOPMENT AT LAND ADJACENT TO WHITEHEATH JUNIOR SCH WHITEHEATH AVE, RUISLIP, HA4 7PR	Drawn by DB	Checked by
Description	SITE LOCATION PLAN	Scale 1:500@A4 Date APRIL 2019	Drawing No. 2018/D271/P/01
	Page 361		Rev.











**PLAN OF HOUSE A**  
4 BED 6 PERSON HOUSES  
GIA FOR EACH HOUSE = 152m<sup>2</sup>



C	Plans reviewed to help house design - Uniting the school	DB	29-01-20		
B	First garden facing dormers moved and moved to back (Whitewall Avenue) Skylights to replace Rear Garden dormers. Over Windows added to rear of first floor. Angled dormers added where there is overhanging on a school playing field	ST	11-10-19		
A		ST	09-10-19		



PROPOSED HOUSING DEVELOPMENT AT  
WHITEHEATH AVENUE,  
RUISLIP, HA4 7PR

PROPOSED GROUND, FIRST & ROOF PLANS  
FOR PROPOSED HOUSE A

SCALE 1:100 @ A3	DRAWN BY ST	CHECKED BY SV	DATE 23-12-19
DRAWING NO. 2018/D271/P/09			REV. C

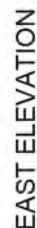
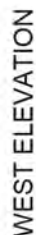


2018/D271/P/13



**PLAN OF HOUSE B**  
4 BED 6 PERSON HOUSES  
GIA = 153m<sup>2</sup>





Design revision	Design title	Date
1	Design revised to 2 trophy houses, drawing title revised accordingly.	08/25/2019
2	Left front dormer windows moved to face Whitehall Road instead of rear garden to stop overlooking on to school playgrounds. First floor windows for the two houses retained the school site replaced with oval windows to obstruct clear views to the school playing fields. First floor windows to front and rear reduced in size.	11/10/19
3	Left front windows removed on side elevations	10/07/19



RESIDENTS SERVICES  
CORPORATE PROPERTY & CONSTRUCTION GROUP  
2/10, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 3LW  
Tel: 01895 250 111 Fax: 01605 277 224

---

PROPOSED HOUSING DEVELOPMENT AT  
WHITEHEATH AVENUE  
BRISLIP, HA4 7PR

---

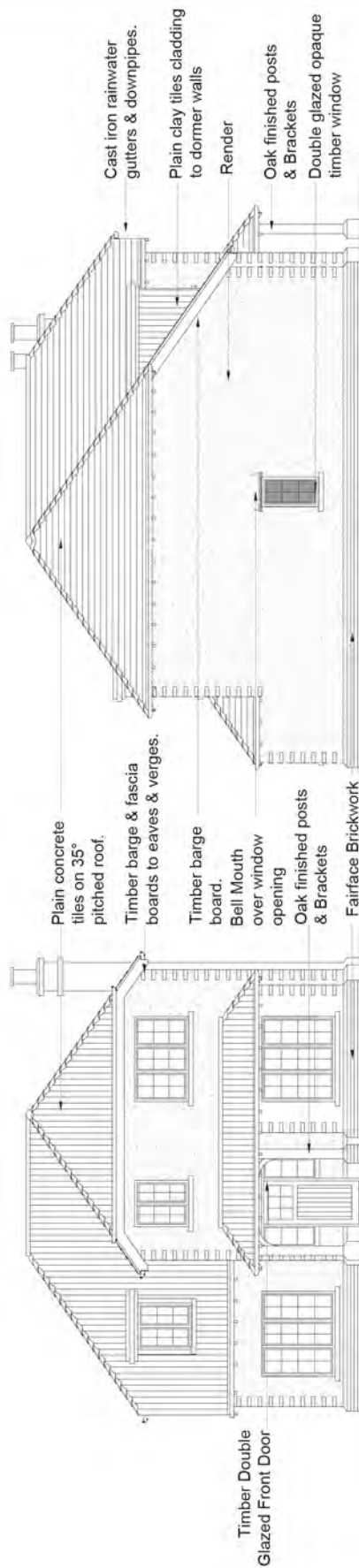
PROPOSED ELEVATIONS HOUSE A

DATE April 2016	CHECKED BY SV	DATE April 2016	C
DATE 100 @ A3	DATE ST	DATE 100 @ A3	DATE ST



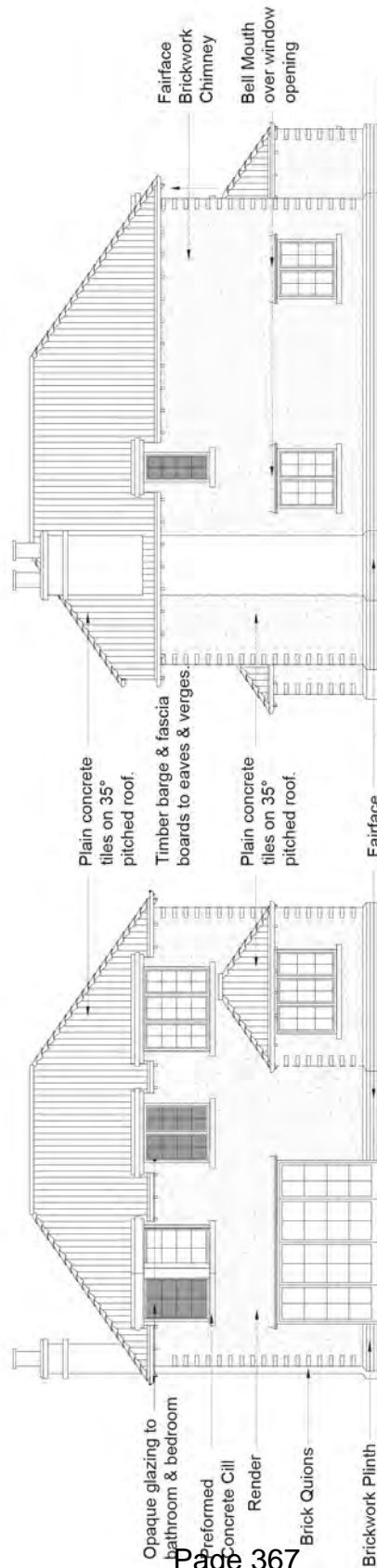
NOTES

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WEST ELEVATION

NORTH ELEVATION



EAST ELEVATION

SOUTH ELEVATION



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Tel: 01895 250 111 Fax: 01895 277 224

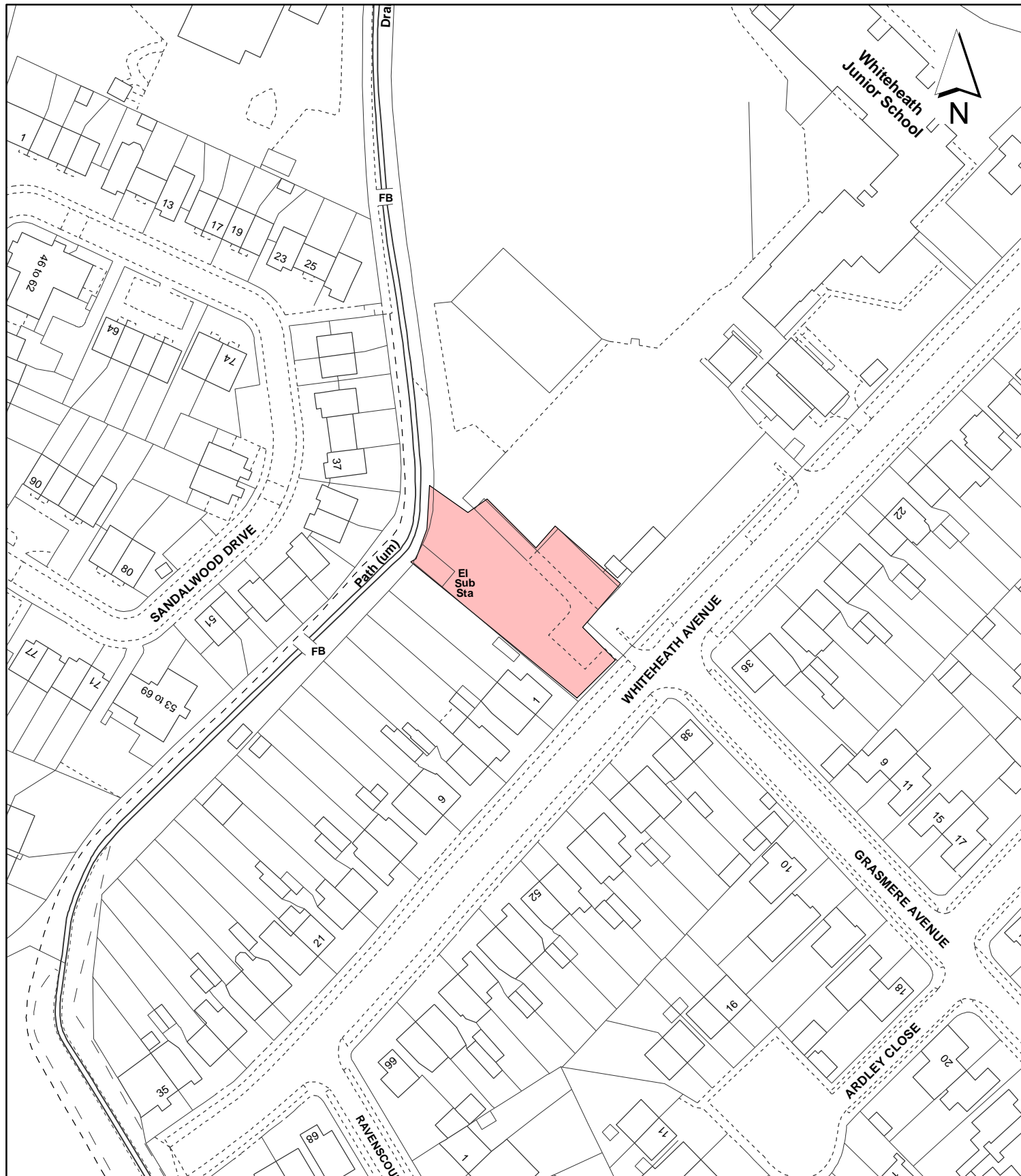
PROJECT  
PROPOSED HOUSING DEVELOPMENT AT  
WHITEHEATH AVENUE  
RUISLIP, HA4 7PR

DESCRIPTION  
PROPOSED ELEVATIONS HOUSE B

Scale	Revision notes	Issued	Date
1:100 @ A3	SV		FEB 2020

2018/D271/P/14





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Site Address:

**Land adjacent to Whiteheath Junior School**

Planning Application Ref:

**64510/APP/2019/1412**

Planning Committee:

**Page 368 Major**

Scale:

**1:1,250**

Date:

**March 2020**

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

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



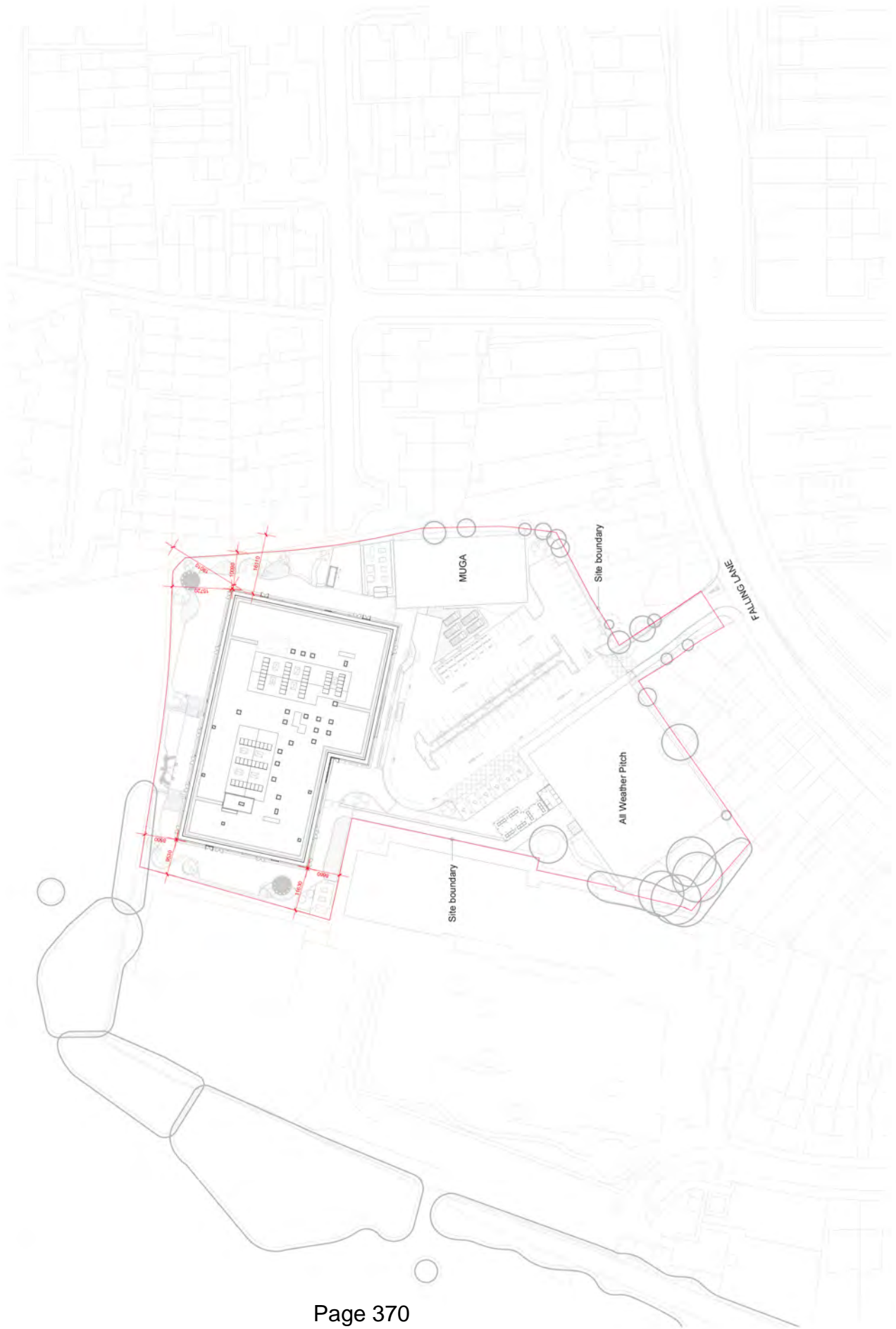
**HILLINGDON**  
LONDON

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

**Address** FORMER CHANTRY SCHOOL SITE FALLING LANE YIEWSLEY

**Development:** Demolition of the existing school and a comprehensive redevelopment of the site to provide a new two storey school building; provision of a Multi-Use Games Area (MUGA); an All Weather Pitch (AWP); increased car and cycle parking facilities; landscaping; and associated works. Provision of temporary construction access across Philpots Farm and a temporary compound and associated development.

**LBH Ref Nos:** 5746/APP/2019/2403





0m 5m 10m 25m 50m  
Scale 1:500

1 GA Existing Site Plan  
SCALE 1:500



Orchard Hill / YPA & YPH

1. Do not scale dimensions from this drawing.
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3. The contractor is to be responsible for the accuracy of the dimensions and for the accuracy of the dimensions and for the accuracy of the dimensions and for the accuracy of the dimensions.
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Drawing Title  
Existing Block Plan

Drawing Number  
ORC\_ATK\_ZZ\_xx\_DR\_A\_PL002

Scale  
1:500 @ A1

Rev.	Date	Description	By	CD	PC
001	2015-05-28	Issued for Planning	AV	CD	PC



- Basic Teaching Area
- Halls and Dining
- LRC
- Non Net
- Plant
- SEN Basic Teaching Area
- SEN Halls and Dining
- SEN LRC
- SEN Non Net
- SEN Non Net Circulation
- SEN Plant
- SEN Staff and Admin
- SEN Storage
- Staff and Admin
- Storage



Orchard Hill / YPA & YPH



GA Ground Floor Plan

Revision

P01

ORC\_ATK\_Z1\_00\_DR\_A\_PL010

Scale

1: 125

By

AKH

Appr

Rev

Date

Description

AV

CD

PO

Issued for Planning

2019-08-28

Rev

Date

Description

By

AKH

Appr

Rev

Date

Description

AV

CD

PO

Issued for Planning

2019-08-28

Rev

Date

Description

By

AKH

Appr

Rev

Date

Description

AV

CD

PO

Issued for Planning

2019-08-28

Rev

Date

Description

By

AKH

Appr

Rev

Date

Description

AV

CD

PO

Issued for Planning

2019-08-28

Rev

Date

Description

By

AKH

Appr

Rev

Date

Description

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4. All dimensions to be marked on site by the contractor and such dimensions to be used as the basis for construction.

- Basic Teaching Area
- LRC
- Non Net
- Non Net Circulation
- Plant
- SEN Basic Teaching Area
- SEN Halls and Dining
- SEN LRC
- SEN Non Net
- SEN Non Net Circulation
- SEN Plant
- SEN Staff and Admin
- SEN Storage
- Staff and Admin
- Storage



A B C D E F G H J K



Orchard Hill / YPA & YPH

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2. All dimensions to be checked on site by the contractor and LPH.
3. Structural works to be checked on site by the contractor and LPH.
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GA First Floor Plan

ORC\_ATK\_Z1\_01\_DR\_A\_PL011

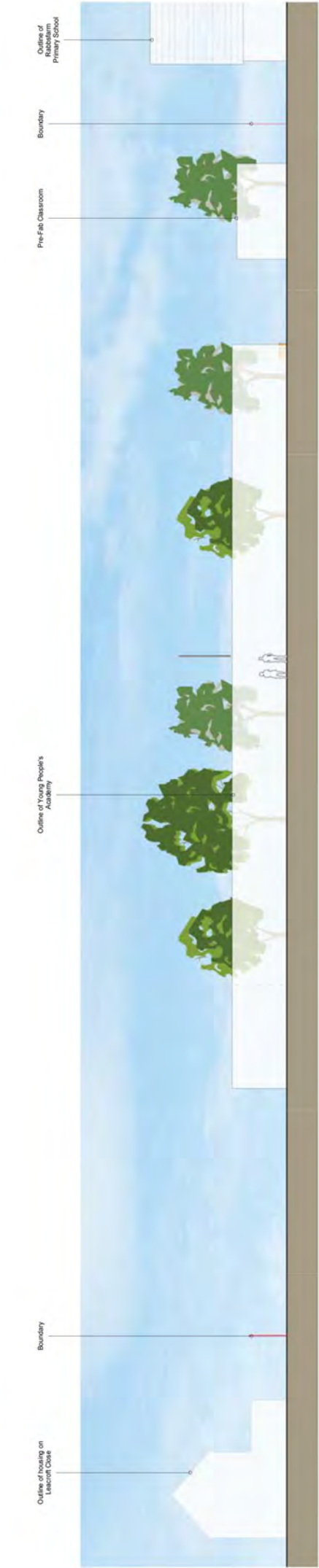
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Rev	Date	Description	By	CD	PO
1/1	2013-05-28	Issued for Planning	AV	CD	PO

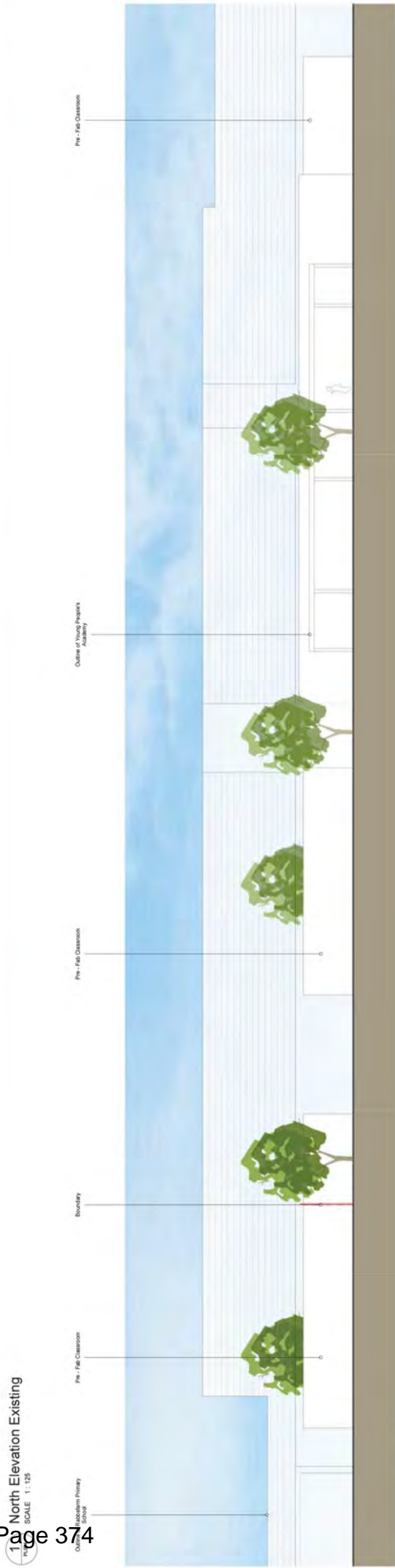
Revision P01







1 North Elevation Existing  
SCALE 1:125



2 East Elevation Existing  
SCALE 1:125



1. On all drawings, the following information is to be provided:
2. All dimensions to be marked on site by the contractor and such dimensions to be checked by the architect.
3. All dimensions to be marked on site by the contractor and such dimensions to be checked by the architect.
4. This drawing is Copyright © Atkins Limited (2013).

Rev.	Date	Description	By	CHK	Appr.
P01	2019-05-30	Issued for Planning	AV	CD	PG

Design Title  
Existing Elevations Sheet 1

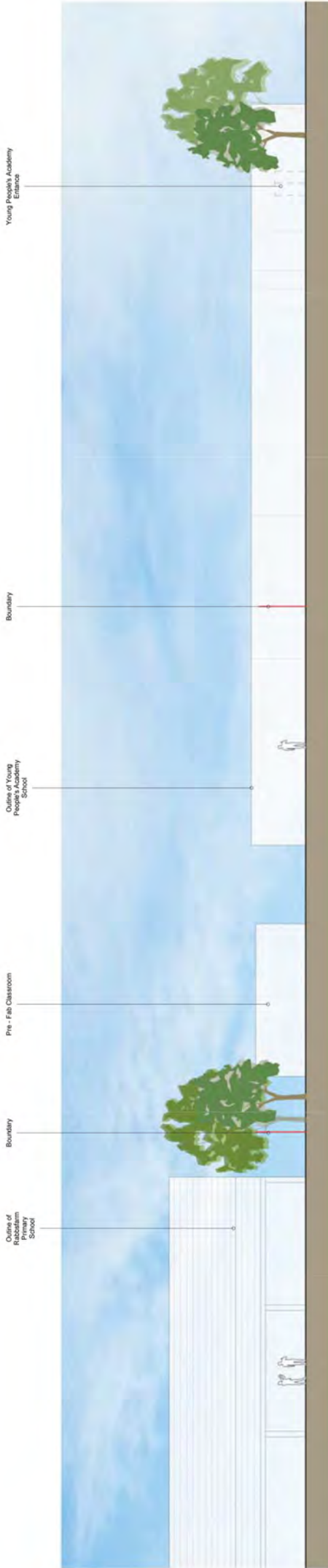
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Scale  
As indicated on A1

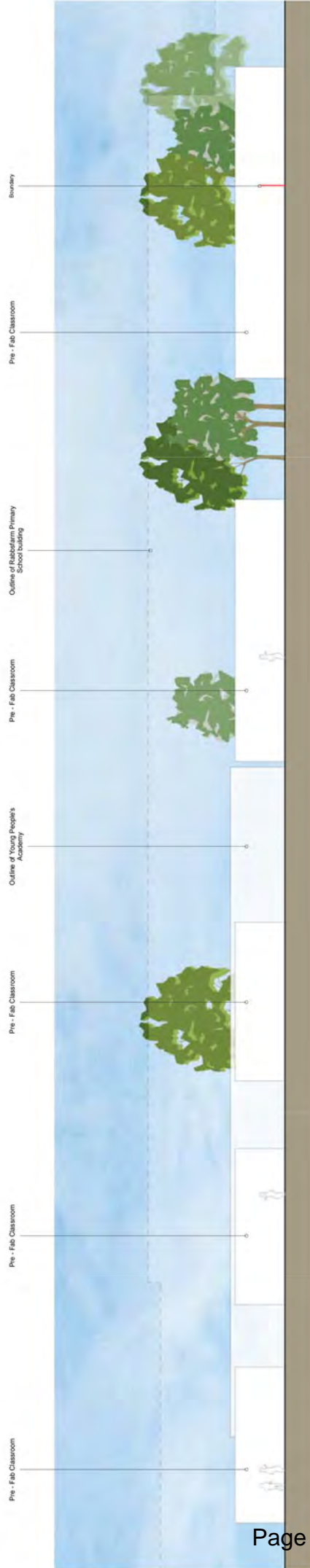
Orchard Hill / YPA & YPH







1 South Elevation Existing  
SCALE 1 : 125



2 West Elevation Existing  
SCALE 1 : 125



Orchard Hill / YPA & YPH

Revision  
P01

Design Title  
Existing Elevations Sheet 2  
Drawing Number  
ORC\_ATK\_ZZ\_XX\_DR\_A\_PL005  
Scale  
As Indicated A1

Rev.	Date	Description	By	CHK	Appr.	PO
P01	2019.05.30	Issued for Planning	PLV	CD		PO

1. On all drawings, the following information is to be provided on site by the contractor and such information is to be their responsibility.
2. All dimensions to be checked on site by the contractor and such information is to be their responsibility.
3. All dimensions to be checked on site by the contractor and such information is to be their responsibility.
4. This drawing is Copyright © Atkins Limited (2013).



Boundary

Secure Fence

Blast Finish Concrete  
(Colour - Grey)

Feature Colour  
Concrete (AP School)

Secure Fence

Full Height Curtain wall  
glazing to the school entrance  
facade

Blast Finish  
Concrete (AP School)

Feature Colour  
Concrete (SEN School)

PVC windows with fixed  
curtain wall and opening  
windows

Blast Finish Concrete  
(Colour - White)

Secure  
Fence

External Store

MUGA

Page 376

1  
Proposed South Elevation  
SCALE 1:125

Access door connecting the  
food room to external areas

AP access door to  
playgrounds and external  
pitches

Secure access  
route to external  
pitch

Main Entrance  
to AP School

Main Entrance to  
SEN School

Access doors to  
Vocational room  
for potential  
community use

Boundary

Concrete blocks panel  
with water based paint  
and wood grain finish  
(Colour - Grey)

Blast Finish Concrete  
(Colour - White)

Feature Colour  
Concrete (AP School)

Curtain wall glazing  
to let in and views  
out

Blast Finish Concrete  
(Colour - White)

Secure Fence

Outline of Redburn Primary  
School building

2  
Proposed West Elevation  
SCALE 1:125

Fire Exit and  
Reception

Access doors  
connecting the  
school to external  
areas

Access doors  
connecting the Art  
Room to external  
areas

Access to  
Kitchen

Plant Room  
Door

0m 1m 2.5m 5m 10m  
Scale 1:125



Orchard Hill / YPA & YPH

1. On site with the client.
2. All dimensions to be checked on site by the contractor and suitably signed and dated.
3. Structural work to be done as per the drawings and specifications to the contract.
4. This drawing is Copyright © Atkins Limited (2015).

Orchard Hill / YPA & YPH

GA Proposed Elevations Sheet 1

Revision

P01

ORC\_ATK\_Z1\_XX\_DR\_A\_PL006

Scale

As indicated A1

Rev	Date	Description	By	CHK	App
P01	2015-05-28	Issued for Planning	AV	CD	PD

Orchard Hill / YPA & YPH

GA Proposed Elevations Sheet 1

Revision

P01

ORC\_ATK\_Z1\_XX\_DR\_A\_PL006

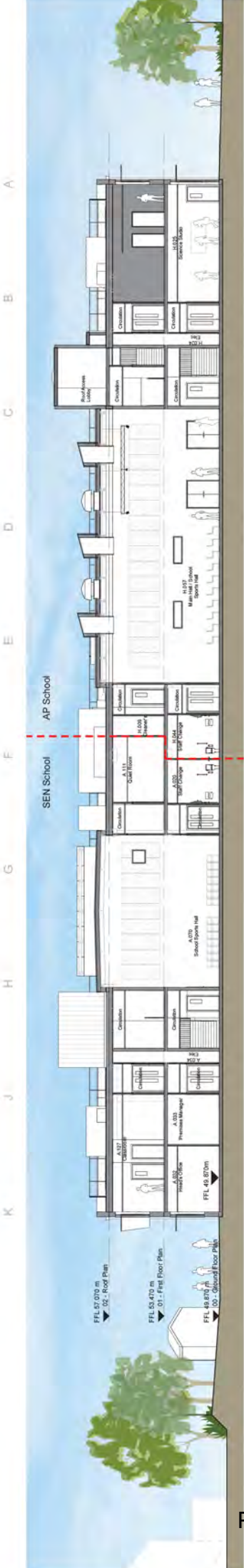
Scale

As indicated A1

Rev	Date	Description	By	CHK	App
P01	2015-05-28	Issued for Planning	AV	CD	PD







Proposed Section through both halls  
Scale 1:125

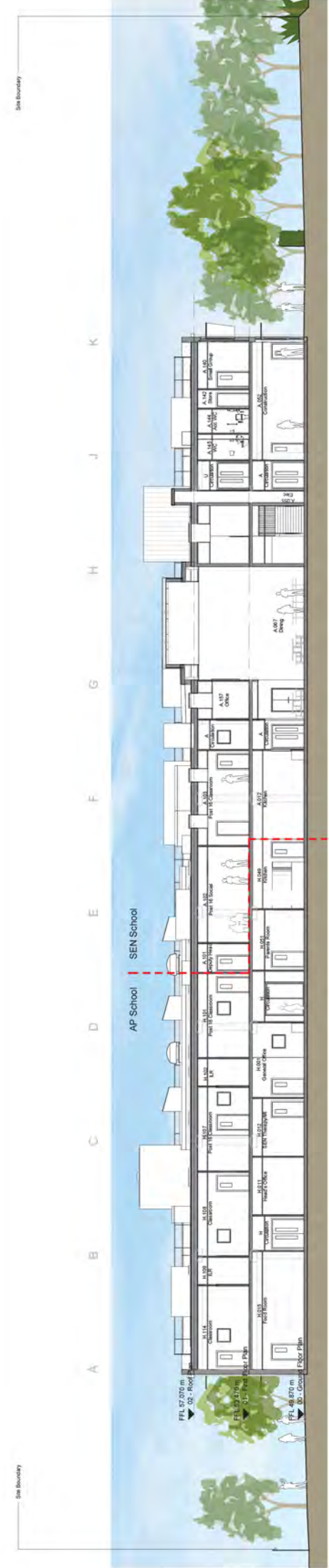


Proposed Cross Section through SEN entrance  
Scale 1:125

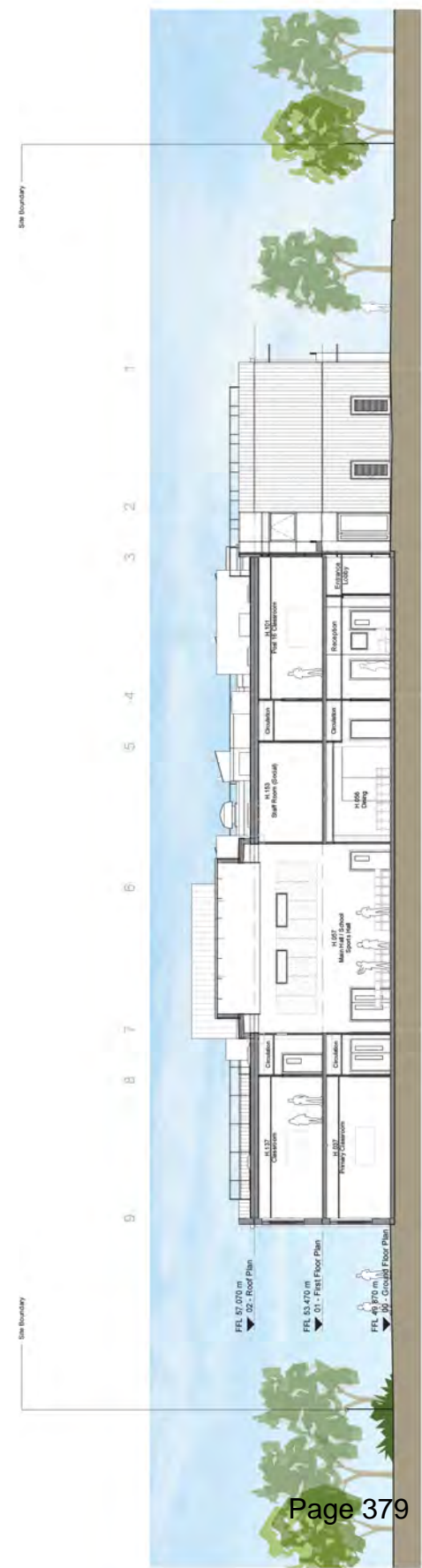


Orchard Hill / YPA & YPH





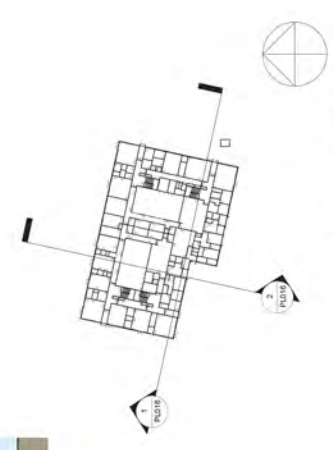
1 Proposed long section through kitchens and SEN dining  
SCALE 1:125



2 Proposed cross section through AP Entrance  
SCALE 1:125

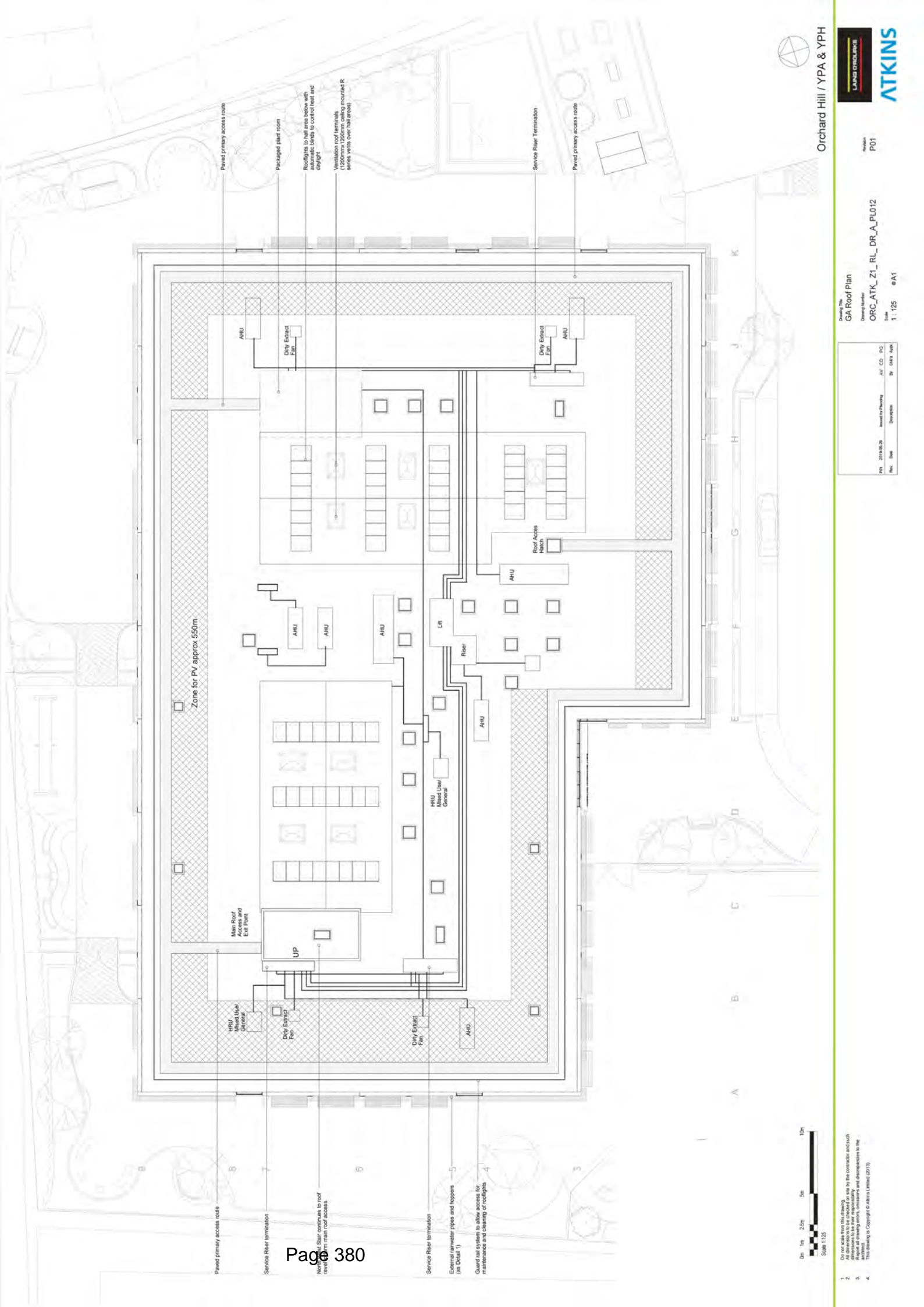


1. On site with the client.
2. All dimensions to be checked on site by the contractor and to be confirmed by the client.
3. Structural dimensions to be checked on site by the contractor and to be confirmed by the client.
4. This drawing is Copyright © Atkins Limited (2015).



Orchard Hill / YPA & YPH

Rev.	Date	Description	By	CHK	Appr.
P01	2015-05-28	Issued for Planning	AV	CD	PO



Orchard Hill / YPA & YPH



Revision  
P01

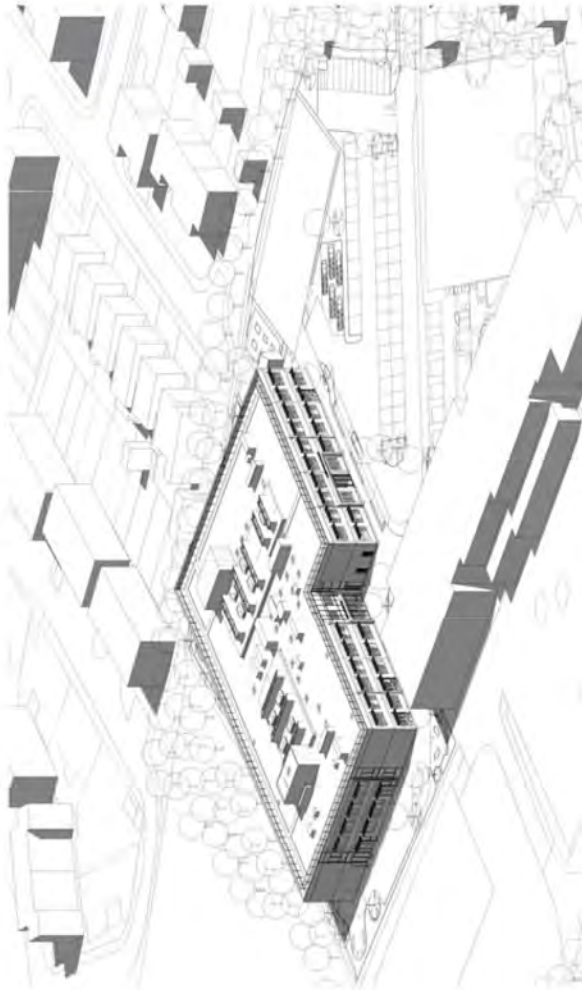
Drawing Title  
GA Roof Plan  
Drawing Number  
ORC\_ATK\_Z1\_RL\_DR\_A\_PL012  
Scale  
1: 125 @ A1

Rev.	Date	Description	By	CHK	Appr
P01	2019-08-28	Issued for Planning	AV	CD	PG

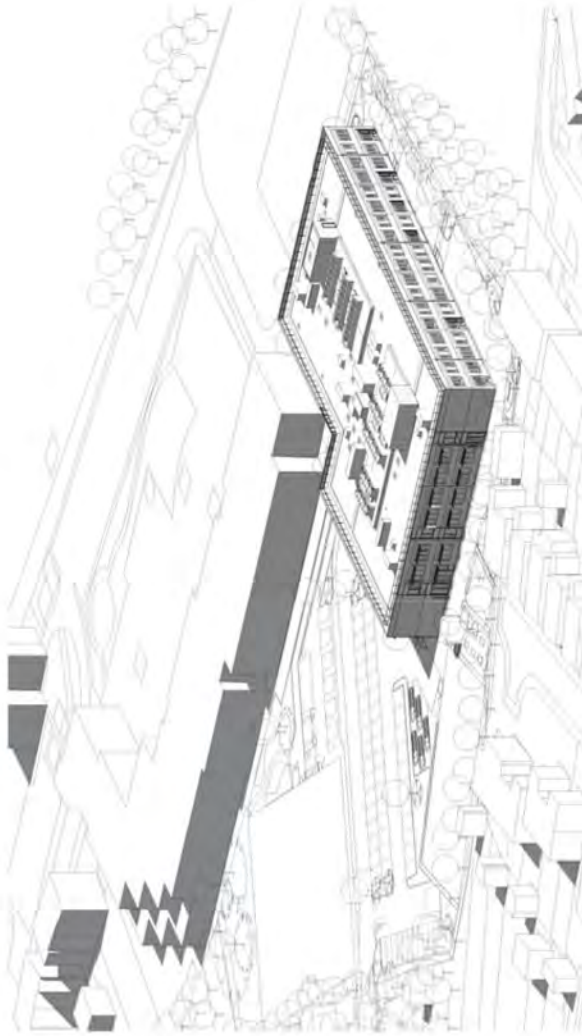


1. Do not scale dimensions from this drawing.
2. All dimensions to be checked on site by the contractor and such dimensions to be used as the basis for construction.
3. Structural elements to be shown as per the structural drawings.
4. This drawing is Copyright © Atkins Limited (2019).

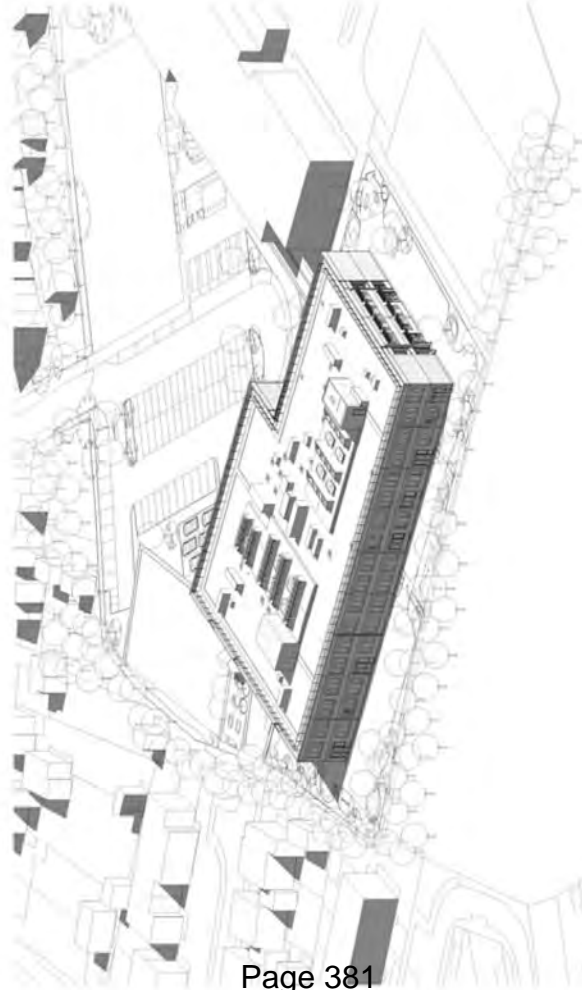




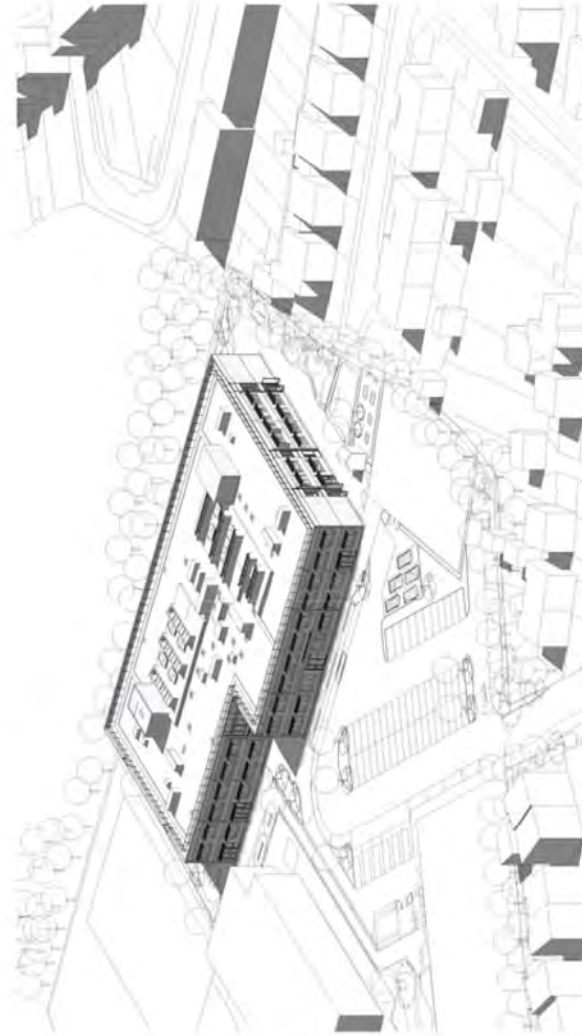
1 South West view  
SCALE  
P013



3 North East view  
SCALE  
P013



2 North West view  
SCALE  
P013

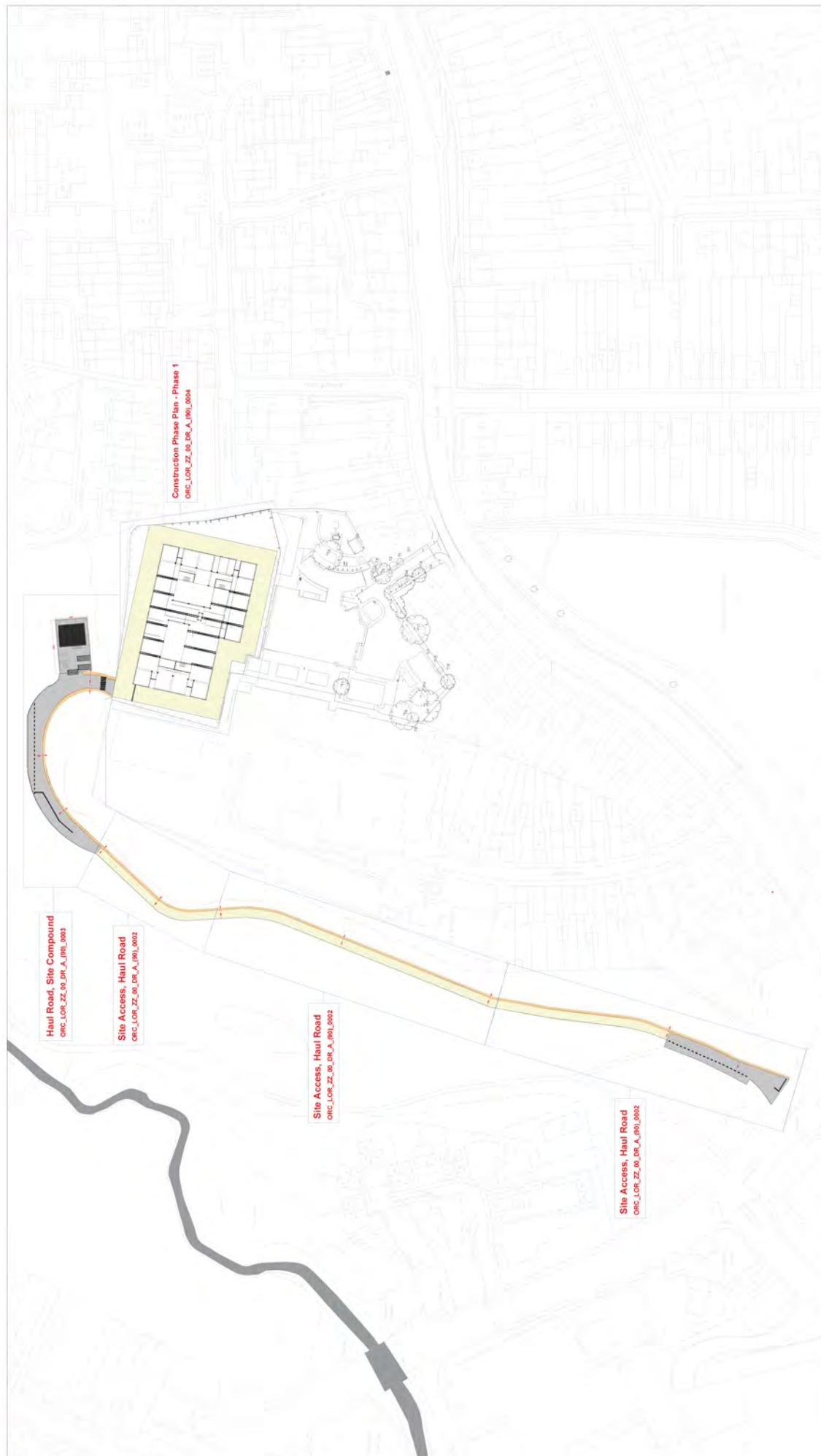


4 South East view  
SCALE  
P013

Rev.	Date	Description	By	CHK	Appr.
P01	2015-05-28	Issued for Planning	AV	CD	PD

ORC\_LOR\_ZZ\_00\_DR\_A\_(90)\_0001  
Phase 1, Haul Road & Compounds Key Plan  
NTS @ A3

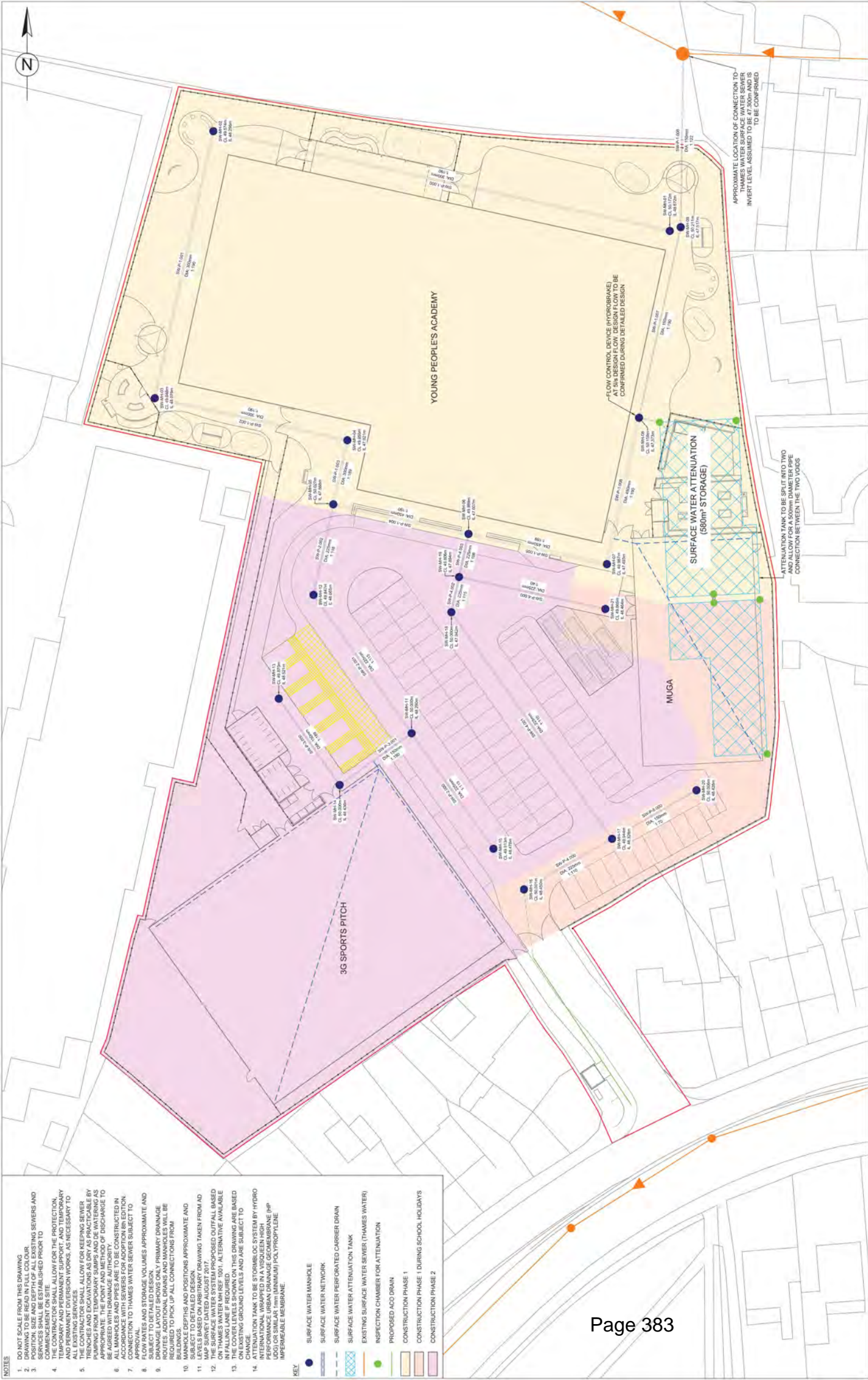
Notes:  
Drawing for illustration only







Rev	Date	Issued for information	Checked	By	Discipline	App
002	20/05/19	Issued for information	CH	OC	MA	
001	15/05/19	Issued for information	CH	OC	MA	

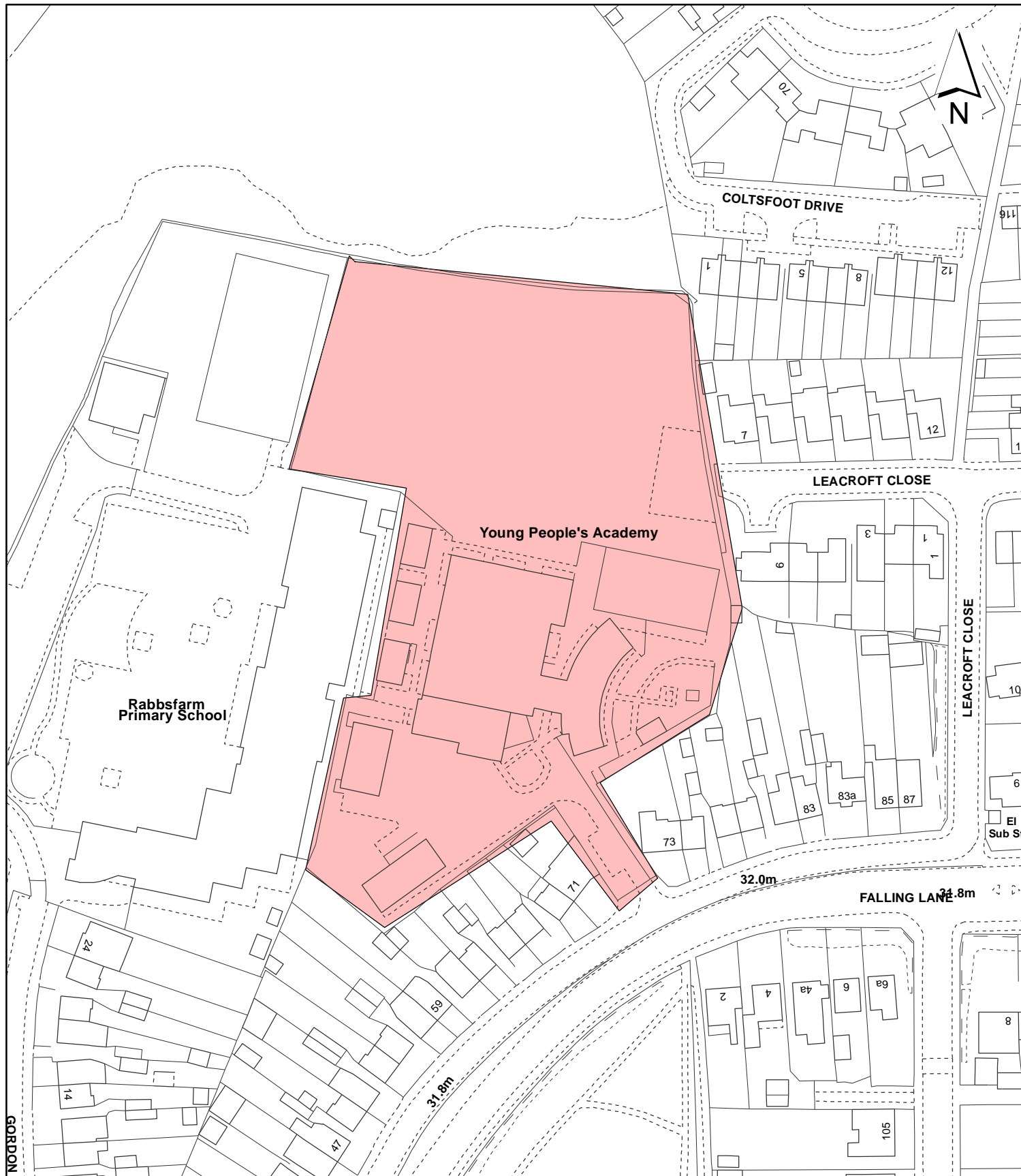


- NOTES**
- DO NOT SCALE FROM THIS DRAWING.
  - DRAWING TO BE READ IN FULL COLOUR.
  - POSITION, SIZE AND DEPTH OF ALL EXISTING SEWERS AND DRAINAGE LAYOUT SHOWN ON THIS DRAWING SHALL BE VERIFIED PRIOR TO COMMENCEMENT OF SITE WORKS.
  - THE CONTRACTOR SHALL ALLOW FOR THE PROTECTION, TEMPORARY AND PERMANENT SUPPORT AND TEMPORARY DIVERSION OF ALL EXISTING SERVICES, AS NECESSARY TO ALL EXISTING SERVICES.
  - THE CONTRACTOR SHALL ALLOW FOR KEEPING SEWER SERVICES OPEN TO THE AIR AT ALL TIMES DURING CONSTRUCTION BY PUMPING FROM TEMPORARY Sumps AND DE WATERS AS APPROPRIATE. THE POINT AND METHOD OF DISCHARGE TO BE AGREED WITH DRAINAGE AUTHORITY PRIOR TO CONSTRUCTION.
  - CONNECTIONS TO EXISTING SEWERS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SEWERS FOR ADOPTION 8th EDITION.
  - CONNECTION TO THAMES WATER SEWER SUBJECT TO APPROVAL.
  - FLOW RATES AND STORAGE VOLUMES APPROXIMATE AND SUBJECT TO DETAILED DESIGN.
  - SUBJECT TO DETAILED DESIGN.
  - DRAINAGE LAYOUT SHOWN ON THIS DRAWING SHALL BE VERIFIED PRIOR TO COMMENCEMENT OF SITE WORKS AND BE REQUIRED TO PICK UP ALL CONNECTIONS FROM BUILDINGS, ROADS AND POSITIONS APPROXIMATE AND SUBJECT TO DETAILED DESIGN.
  - LEVELS BASED ON ARBITRARY DRAWING TAKEN FROM AD 1001 OR SIMILAR 11mm (MINIMUM) POLYPROPYLENE INFILTRABLE MEMBRANE.
  - THE SURFACE WATER SYSTEM PROPOSED OUTFALL BASED ON THAMES WATER MH REF 1001. ALTERNATIVE AVAILABLE IN FALLING LAKE IF REQUIRED.
  - ON EXISTING GROUND LEVELS AND ARE SUBJECT TO CHANGE.
  - ATTENUATION TANK TO BE SPLIT INTO TWO BY HYDRO PERFORMANCE URBAN DRAINAGE GEOMEMBRANE (HP UDG) OR SIMILAR 11mm (MINIMUM) POLYPROPYLENE INFILTRABLE MEMBRANE.
- KEY**
- SURFACE WATER MANHOLE
  - SURFACE WATER NETWORK
  - SURFACE WATER PERFORATED CARRIER DRAIN
  - SURFACE WATER ATTENUATION TANK
  - EXISTING SURFACE WATER SEWER (THAMES WATER)
  - INSPECTION CHAMBER FOR ATTENUATION
  - PROPOSED ACID DRAIN
  - CONSTRUCTION PHASE 1
  - CONSTRUCTION PHASE 1 DURING SCHOOL HOLIDAYS
  - CONSTRUCTION PHASE 2





Rev	Date	Description	By	CHK	Appr
P01	2019-05-29	Issued for Planning	AV	CD	PG



# Notes:

 Site boundary

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Site Address:

**Former Chantry School  
Site Falling Lane  
Yiewsley**

Planning Application Ref:

**5746/APP/2019/2403**

Planning Committee:

**Major**

Scale:

**1:1,250**

Date:

**March 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** SLOUGH BOROUGH COUNCIL OUTBOROUGH MIDDLESEX

**Development:** Out of Borough consultation for a replacement Energy from Waste (EfW) facility including a High Temperature Incinerator (HTI), provision of a new access road and new junction with the A4, visitor centre, car parking, temporary construction compound, associated works, ancillary buildings and structures.

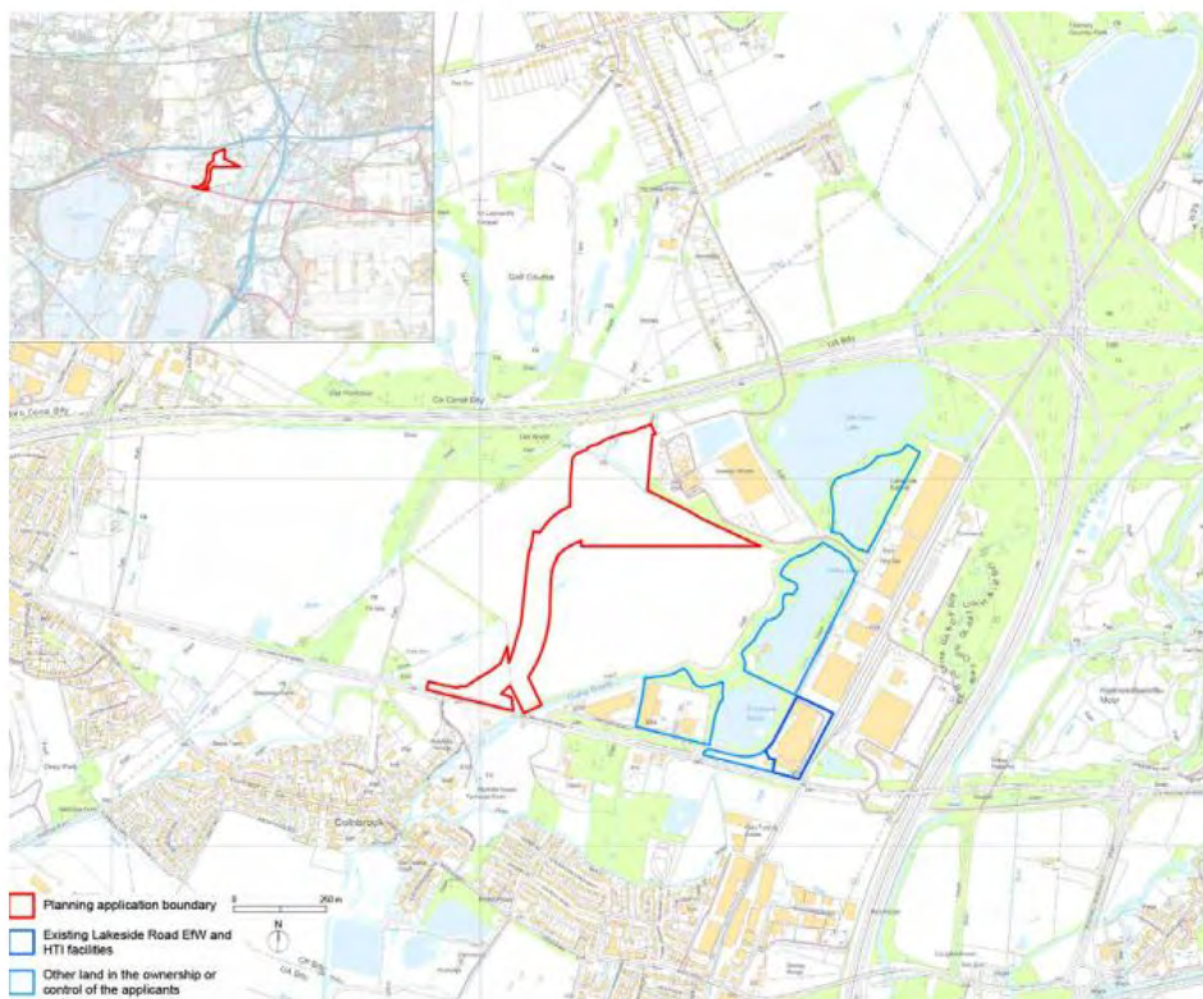
**LBH Ref Nos:** 39710/APP/2020/17

**Date Plans Received:** 06/01/2020

**Date(s) of Amendment(s):**

**Date Application Valid:** 16/01/2020





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