



Hillingdon Planning Committee

Date: WEDNESDAY, 6 DECEMBER 2023

Time: 7.00 PM

- Venue: COMMITTEE ROOM 5 -CIVIC CENTRE
- Meeting Members of the Public and Details: Media are welcome to attend. This meeting may also be broadcast live.

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To Councillors on the Committee

Councillor Henry Higgins (Chairman) Councillor Adam Bennett (Vice-Chairman) Councillor Roy Chamdal Councillor Darran Davies Councillor Elizabeth Garelick Councillor Gursharan Mand Councillor Jagjit Singh

Published: Tuesday 28 November 2023

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Putting our residents first

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

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A brief guide to the Planning Committee meeting

About the Committee



Committee Members and Officers – The Planning Committee is made up of experienced Councillors who meet in public every month to make decisions on key planning applications. Advising them are Council Officers, primarily from the Planning Department, Democratic Services and Legal Services.

Other speakers – If a valid petition is received which refers the planning application to the Committee, the lead petitioner will be invited to attend and speak for up to 5 minutes. If the petition opposes the application, the applicant/agent may also address the meeting for up to 5 minutes also. This ensures both sides have their say. The Chairman may vary speaking times if there are multiple petitions on the same matter. Local Ward Councillors for the area where the application is may also speak for up to 3 minutes.

Broadcasting – the Planning Committee meetings are broadcast live on the Council's YouTube channel: <u>Hillingdon London</u>. This means anyone speaking at the meeting will be filmed and have their statements made public and recorded.

How the meeting works - an agenda, like this one, is prepared for each meeting, which comprises the officer reports on each application with a recommendation, e.g. approval / refusal. The agenda is published on the Council's website a week before the meeting. Matters with valid petitions will normally be taken at the beginning of the meeting. The procedure will be as follows:-

- 1. The Chairman will introduce the Committee and deal with administrative business at the start of the meeting.
- 2. The Chairman will then announce the reports on the planning application, usually in the order they are listed on this agenda.
- 3. The Planning Officer will introduce each report; with a presentation of plans and photographs on the large LED TV screens.
- 4. If there is a petition(s),the lead petitioner will speak, followed by the agent/applicant followed by any Ward Councillors;
- 5. The Committee may ask questions of the petition organiser or of the agent/applicant and Ward Councillor;
- 6. The Committee then discuss the application and may seek clarification from officers;
- 7. After considering all the information and representations received, 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.
- 2. 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.
- 3. When making their decision, the Committee <u>cannot</u> take into account issues which are not planning considerations such as the effect of a development upon the value of surrounding properties, nor the loss of a view (which in itself is not sufficient ground for refusal of permission), nor a subjective opinion relating to the design of the property. When making a decision to refuse an application, the Committee will be asked to provide detailed reasons for refusal based on material planning considerations.
- 4. If a decision is made to refuse an application, the applicant has the right of appeal against the decision. A Planning Inspector appointed by the Government will then consider the appeal. There is no third party right of appeal, although a third party can apply to the High Court for Judicial Review, which must be done within 3 months of the date of the decision.

Agenda

Chairman's Announcements

- 1 Apologies for absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To 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 of business marked Part I will be considered in Public and the items marked Part II will be considered in Private

Applications with a Petition

	level, residential uses above and new pedestrian access off of the High Street.	
	Detailed Description: Demolition of existing Yiewsley Library Building and the erection of a 5-storey residential building, comprising 50 dwellings, with 28 undercroft parking spaces (13 for residential and 15 for use by Rabbsfarm Primary School). The Otterfield Road site proposes the erection of a 5-storey building, comprising 45 dwellings, with 25 car parking spaces (23 for residential and 2 for library users). Recommendations: Approve + Sec 106	

7	Major App: 15 Green Lane, Northwood 68153/APP/2023/1895	Northwood	Section 73 application to vary condition 2 of planning permission ref: 68153/APP/2019/1319, dated 27-05-2020, (Redevelopment of site to erect a two storey building with a basement and accommodation at roof level to provide 12 residential units with associated works), to allow revisions to the parking arrangements on site, incorporating the removal of the basement and moving the car parking from the basement to the surface level (situated in front of the consented block) and associated external amendments to the site. Recommendations: Approve + Sec 106	93 - 122
8	Minor App: Cedar House, Vine Lane 12019/APP/2021/2298	Uxbridge	Proposed change of use from Office (Class B1) to Assisted Living Care Beds (Class C2) with internal and external alterations to include a new bin store and access ramp Recommendations: Approve + Sec 106	123 - 162
9	Minor App: Cedar House, Vine Lane 12019/APP/2021/2299	Uxbridge	Proposed change of use from Office (Class B1) to Assisted Living Care Beds (Class C2) with internal and external alterations to include a new bin store and access ramp (Application for Listed Building Consent). Recommendations: Approval	163 - 174
10	Minor App: 10 Norton	Uxbridge	Erection of a two storey side	175 -
	Road 77809/APP/2023/1129		extension with pitch roof and single storey side and rear extension with pitch and flat roof.	184
			Recommendations: Approval	

Recommendations: Approval

Applications without a Petition

12	Major App: Lord Adonis House, Harefield Academy, Northwood Way 17709/APP/2023/2673	Harefield Village	Demolition of former residential school and erection of academic building (Use Class F1) and ancillary structures including heat pump and substation enclosures, construction of a multi-use games area, revised vehicular access, landscaping, car and cycle parking and associated works. Recommendations: Approve + Sec 106	215 - 278
13	Major App: Hayes Bridge Retail Park, Uxbridge Road 1911/APP/2022/1853	Hayes Town	Demolition of existing buildings and erection of a single commercial building for employment purposes Class E(g)iii, B2 and B8, along with ancillary offices, gatehouse, associated infrastructure including; service yard, car parking, drainage and hard and soft landscaping. Recommendations: Approve + Sec 106	279 - 364
14	Major App: Land at Ainscough Cranes, Unit 84, Hayes Industrial Park 63099/APP/2023/1608	Hayes Town	The demolition of existing structures and redevelopment for Use Classes E(g)(iii), B2 and B8 (applied flexibly) including hard and soft landscaping, servicing and associated works. Recommendations: Approve + Sec 106	365 - 426

15	Minor App: Northwood Hill Library, Potter Street 8915/APP/2023/2709	Northwood Hills	Demolition of existing library and construction of a new mixed-use building comprising a replacement library and 9 x residential dwellings with car parking, cycle parking, waste storage and associated infrastructure Recommendations: Approve + Sec 106	427 - 466
16	Minor App: Civic Centre, High Street, Uxbridge 14805/APP/2023/3035	Uxbridge	Installation of 2no. Air Source Heat Pumps (ASHPs) on the cooling tower roof, 1no. ASHP on the chimney roof with one thermal buffer, and 4no. ASHPS within the service yard surrounded by a 2.1m high, red metal louvre fencing and one thermal buffer. Replacement of existing timber beams and roof covering of the cooling tower roof. Installation of 9 steel beams to reinforce the existing steel frame in the plant room beneath the roof. On the chimney roof, the paving slabs and stilts will be removed to offset the load of the ASHP and thermal buffer on the supporting roof structure. Recommendations: Approval	467 - 482

17	Minor App: Civic Centre, High Street, Uxbridge 14805/APP/2023/3037	Uxbridge	Installation of 2no. Air Source Heat Pumps (ASHPs) on the cooling tower roof, 1no. ASHP on the chimney roof with one thermal buffer, and 4no. ASHPS within the service yard surrounded by a 2.1m high, red metal louvre fencing and one thermal buffer. Replacement of existing timber beams and roof covering of the cooling tower roof. Installation of 9 steel beams to reinforce the existing steel frame in the plant room beneath the roof. On the chimney roof, the paving slabs and stilts will be removed to offset the load of the ASHP and thermal buffer on the supporting roof structure. Installation of secondary glazing and cavity wall insulation. Recommendations: Approval	483 - 494
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Plans for the Hillingdon Planning Committee

TO FOLLOW

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Agenda Item 3

<u>Minutes</u>

HILLINGDON PLANNING COMMITTEE

1 November 2023



Meeting held at Committee Room 5 - Civic Centre

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	Committee Members Present:
	Councillor Adam Bennett
	Councillor Roy Chamdal
	Councillor Darran Davies
	Councillor Elizabeth Garelick
	Councillor Henry Higgins
	Councillor Gursharan Mand
	Councillor Jagjit Singh
	LBH Officers Present:
	Katie Crosbie – Area Planning Service Manager
	• •
	Ed Laughton - Strategic Applications and PPA Manager
	Haydon Richardson - Principal Planning Officer
	Michael Briginshaw – Principal Planning Officer
	Chris Brady – Principal Planning Officer
	Dr Alan Tilly – Transport Planning and Development Manager
	Sehar Arshad – Legal Advisor
	Jimmy Walsh – Legal Advisor
	Steve Clarke - Democratic Services Officer
	RESOLVED: That Councillor Henry Higgins was elected as Chairman of the Hillingdon Planning Committee for the remainder of the 2023/24 municipal year.
2.	ELECTION OF VICE-CHAIRMAN (Agenda Item 2)
	RESOLVED: That Councillor Adam Bennett was elected as Vice-Chairman of the Hillingdon Planning Committee for the remainder of the 2023/24 municipal year.
3.	APOLOGIES FOR ABSENCE (Agenda Item 3)
	There were no apologies for absence.
4.	DECLARATIONS OF INTEREST IN MATTERS BEFORE THIS MEETING (Agenda Item 4)
	Councillor Roy Chamdal declared a non-pecuniary interest with regard to item 10 in that he knew the developer. Councillor Chamdal recused himself from the room for the duration of item 10 and did not take part in the vote.
5.	

	RESOLVED: That the minutes of the meeting of the Major Applications Planning Committee dated 14 September 2023 be approved as a correct record.					
6.	TO RECEIVE THE MINUTES OF BOROUGH PLANNING COMMITTEE MEETING DATED 05 OCTOBER 2023 (Agenda Item 6)					
	The Democratic Services Officer noted that an amendment was required to the minutes of the 05 October 2023 Borough Planning Committee meeting. Within minute number 40 (28 Jacks Lane) the petitioner mentioned a proposed 6-bed house, this should have read as a proposed 5-bed house. The Committee agreed that this should be amended in the minutes.					
	RESOLVED: That the minutes of the meeting of the Borough Planning Committee dated 05 October 2023 be approved as a correct record subject to the agreed amendment.					
7.	TO RECEIVE THE MINUTES OF MAJOR APPLICATIONS PLANNING COMMITTEE MEETING DATED 11 OCTOBER 2023 (Agenda Item 7)					
	RESOLVED: That the minutes of the meeting of the Major Applications Planning Committee dated 11 October 2023 be approved as a correct record.					
8.	MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (Agenda Item 8)					
	There were none.					
9.	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 (Agenda Item 9)					
	It was confirmed that all items were marked as Part I and would therefore be considered in public.					
10.	2F BEACON CLOSE, UXBRIDGE - 78099/APP/2023/1735 (Agenda Item 10)					
	Alterations to the existing house including the conversion of garage to habitable use and raising of garage roof height and erection of an attached 3-bedroom dwelling on land adjacent.					
	Before the commencement of this item, Councillor Roy Chamdal recused himself from the room.					
	Officers introduced the application and delivered a detailed presentation summarising the proposed development. Officers highlighted that the application was recommended for approval.					
	A petition had been received objecting to the proposals. The lead petitioner had prepared a statement which was read out for the benefit of the Committee, key points raised in the statement included:					
	• The proposals would create a terrace of three houses instead of the existing one semi-detached structure on what was a quiet residential street.					

- The design of the proposed new building was inconsistent with the street scene. The fact that a similar development had been approved in Salt Hill Close was deemed irrelevant as petitioners felt the street scene in Beacon Close was fundamentally different to that of Salt Hill Close.
- The PTAL rating of the site was low and therefore the absence of viable public transport would maximise future residents' reliance upon the use of private vehicles adding to the traffic volumes on Beacon Close.
- The site was immediately adjacent to the junction with Harefield Road; any increase in kerbside parking would therefore heighten the potential for road traffic accidents on the junction.
- It was stated that the applicant had already removed and pruned landscaping on the site which rendered officers proposed condition 14 unnecessary.
- The extent of the new development would leave minimal external garden amenity space for 2F and the new house.
- Noise, disruption and traffic arising from construction of the development would cause considerable nuisance to neighbouring properties in Harefield Road and Beacon Close.

The agent for the application had also submitted a statement which was read out for the benefit of the Committee. Key points raised in the statement included:

- On road safety issues, it was stated that the development had been discussed with the local highways authority who had confirmed that the distance between the new parking space and the junction was sufficient to avoid any safety issues.
- On restricted parking space size, it was stated that the parameters of the space were in keeping with highways standards.
- On the creation of terraced housing, it was noted that the design had been modified as requested so that the front projection matched the adjacent dwellings of 2E and 2F. The creation of a three dwelling terrace would now be in keeping with the existing terrace at 15 to 2D Beacon Close.
- On matters raised by the petitioner on the inconsistency of designs with neighbouring houses, it was stated that the new dwelling would have facing brick, white cladding, concrete roof tiles and white upvc windows and doors which would match the adjacent property.

A written statement had been prepared by Councillor Keith Burrows, Ward Councillor for Uxbridge. The statement was read out to the Committee, key points raised in the statement included:

- The Ward Councillor fully supported the petitioners' objections to the proposed development.
- It was highlighted that Salt Hill Close had little in common with Beacon Close.
- The Committee were requested not to go with officers recommendations and were encouraged to defer determination for a site visit to better understand the petitioners' objections and the implications that the proposals would have on residents of Beacon Close.

On matters of parking spaces, Highways officers confirmed that the provision of car parking conformed with the standards of the London Plan highlighting that each property would retain one car parking space each. Members agreed that there were good existing public transport links which would alleviate use of on street parking.

With regard to the concerns raised by petitioners in terms of disruption from

construction, officers highlighted that there was a condition requiring a construction management plan which would reduce any adverse impacts on neighbours. Members discussed construction delivery times to ensure minimal impact on neighbouring properties during the construction phase; officers confirmed that hours of construction work could be restricted through the condition to ensure work took place during social hours only. With regard to construction delivery times specifically, it was confirmed that there was an informative regarding noise and nuisance and that deliveries to the site could be restricted to after 8am.

On matters of inconsistency between proposals and the existing street scene, the Committee agreed that the proposals were in fact in keeping with other properties in the vicinity. Officers highlighted that the previously refused application on this site had been for a bungalow, since that refusal, two properties to the rear site had been granted planning permissions. It was confirmed that the proposals in front of Members were for a matching attached terraced property, similar to the property next door.

The officers recommendation, inclusive of the amendment agreed to the Construction Management Plan condition restricting delivery times, was moved, seconded, and when put to a vote, unanimously agreed.

RESOLVED:

- 1) That the application be approved;
- 2) That the Construction Management Plan condition be amended to restrict deliveries to the site to after 08:00.
- 11. **ROOFTOP AT POINT WEST 1040 UXBRIDGE ROAD 24/APP/2023/2114** (Agenda *Item 11*)

Installation of four new microwave transmission dishes on braced support poles fixed to the face of the building and one new 150mm wide cable tray, alongside the removal of three existing microwave transmission dishes on freestanding support frames.

Councillor Roy Chamdal returned to the room at the commencement of this item.

Officers introduced the item and delivered a detailed presentation summarising the application. It was noted that resident concerns had been raised regarding possible adverse health impacts arising from the development; it was confirmed that an International Commission on Non-Ionizing Radiation Protection (ICNIRP) declaration certificate had been submitted in support of the application to ensure that it would be built and operated in a way that had no adverse Health impacts. Members attention was drawn to the addendum where it was also noted that a request had been made from a resident to consult the Office of Communications (Ofcom) on the validity of the declaration certificate however, it was highlighted that Ofcom were not a statutory consultee and were not involved in the determination of planning applications or assessing ICNIRP certificates. Officers deemed the development not to have any adverse health or visual impact, the application was recommended for approval subject to proposed conditions.

A petition had been received objecting to the application, the lead petitioner was present and addressed the Committee. Key points raised in their address included:

- Residents felt that the existing arrangement of telecommunications equipment on the roof top of Point West were unsightly, and they did not want any additional equipment installed.
- Concerns were raised regarding the safety of the proposals specifically highlighting the health impacts that the development would have on residents living in, and in close proximity to Point West, including as a result of close contact with electromagnetic frequencies.
- Further health concerns were raised with regard to microwave hearing and queries were made regarding evidence of microwave auditory limit testing at ground level. Exclusion zone diagrams for the combined radiation emitting equipment at the site had not been provided.
- Further issues regarding potential health impacts to nearby residents were raised as a concern, including nausea and sleep abnormalities as a result of the telecommunications equipment to be installed on the rooftop. It was stated that the extent of the impact on people's health could not be fully assessed with the level of information provided with the application.

A statement had been received from the agent for the application which was read out for the Committee. Key points raised in the statement included:

- Point West was a high-rise building, 31.7m tall, which already hosted a significant number of telecommunications installations, including existing transmission dishes belonging to the applicant. The building was note located in a conservation area nor was it of historic interest.
- It was highlighted that the National Planning Policy Framework (NPPF) considered the reuse of existing sites to be the best option when considering locations for telecommunications installations.
- The planning officer's report confirmed that the proposal would support the aims and objectives of the London Plan and the Local Plan as it would improve telecommunications coverage in the area.
- The applicant also intended to remove the three existing 0.6m transmission dishes on support frames, as the purpose of the proposal was to upgrade the existing network and maintain line-of-sight functionality and connection within the applicant's network.
- The extent of the visual impact of the development was deemed to be very limited relative to the scale of the building and the extent of equipment already there.

Officers highlighted what had been included in the addendum regarding NPPF guidance in that local planning authorities "must determine applications on planning grounds only. They should not seek to prevent competition between different operators, question the need for an electronic communications system, or set health safeguards different from the International Commission guidelines for public exposure". Members sympathised with petitioners but highlighted that the Committee had to consider material planning matters when determining applications, it was noted that the Council would be unlikely to win should the application be refused and subsequently go to a Planning Inspectorate appeal.

The Committee clarified the proposed removal of three telecommunications dishes to be replaced by four telecommunications dishes, leaving a net gain of one dish. Members discussed the role of ICNIRP guidelines noting that they did not guarantee that the development would have no adverse health impacts. Due to the position of the dishes and the existing equipment installed ensuring that the proposals would not add

	any significant additional visual harm, the Committee were generally in agreement with the officer's recommendations. The officer's recommendations were moved, seconded, and when put to a vote, approved with six votes for and one vote against.
	RESOLVED: That the application be approved as per the officer's recommendation.
12.	MERCK SHARPE DOHME (MSD) SITE OFF BREAKSPEAR ROAD SOUTH - 72870/APP/2022/3126 (Agenda Item 12)
	Retention and demolition of existing buildings, construction of new buildings, all within Use Class B8 with ancillary uses, alongside hardstanding, widening of the vehicular access off Breakspear Road South, associated car and cycle parking, enhanced landscaping and ancillary works.
	Officers introduced the application and delivered a comprehensive presentation summarising the proposals. It was noted that, should the application not be determined by the Greater London Authority therefore obliging Hillingdon as the Local Planning Authority determining the application, that the application was recommended for approval subject to conditions and a Section 106 agreement.
	The committee commended the incredibly thorough officer report. Members discussed the merits of the application which, although it was on green belt land, would reduce the footprint and volume of the buildings on site. The Committee discussed landscaping, particularly screening of the site during autumn and winter when landscaping and trees would be less effective at screening. The Committee highlighted that the Urban Design Officer had recommended a reduction of the storage heights on site to three metres to avoid storage areas being seen from the surrounding countryside during winter months; however it was noted that officers had conducted lengthy negotiations with the applicant and it was deemed that the proposed heights were the minimum heights that would make the operation viable, officers noted that there was a significant level of existing screening through landscaping and although there would be seasonal variation to this, it was deemed to consist a considerable level of screening.
	Officers also confirmed that HS2 Ltd had been consulted on the proposals and no objections had been raised. Additionally, it was confirmed that any waste concerns would be covered by condition 30, the Delivery, Servicing and Waste Management Plan.
	Members were supportive of the air quality contribution highlighted in the report and sought to ensure that lighting levels were appropriate on site so as not to disrupt wildlife and that lighting levels were minimised when the site is not in use. Further to this, the Committee sought to add an informative ensuring that HGVs leaving the site did not go through Harefield Village and instead headed towards the A40.
	The officer's recommendation, inclusive of the amendments discussed, was moved, seconded, and when put to a vote, unanimously approved.
	RESOLVED:
	 That the application be approved as per the officer's recommendation; That a lighting condition be added ensuring that levels were mitigated to

	minimise disruption to wildlife; and, 3) That an informative be added notifying site operators that HGVs leaving the site were not to proceed through Harefield Village.
13.	579-583 UXBRIDGE RD - 72470/APP/2023/747 (Agenda Item 13) An application submitted under Section 73 of the Town and Country Planning Act 1990 to vary Condition 2 (Approved Drawings) and 3 (General Compliance with Supporting Documentation) of planning permission reference 72470/APP/2016/4648, dated 02-10-2019, for the demolition of 3 dwellinghouses and redevelopment of the site to provide residential accommodation within 2 new buildings with associated access, parking, landscaping and amenity space. The amendment sought is to increase the number of dwellings by two, amendments to the vehicle and cycle parking provision.
	Officers introduced the application and delivered a detailed presentation summarising the application. Members attention was drawn to the addendum which proposed an amendment to condition 12 to secure a policy compliant level of accessible units. The application was recommended for approval subject to the proposed conditions.
	Members noted the PTAL rating of three for the site and sought clarification on the provision of car parking spaces for the development. Officers confirmed that the primary planning permission for this development would have been approved under the Local Plan parking standards which would have sought for a maximum parking allowance of one space per unit, however, officers now referred to the London Plan standards which were significantly less than the Local Plan standards. TfL had commented that the new application effectively generated a new planning permission, therefore they would like to see a further decrease in the number of parking spaces; officers had deemed this an unreasonable burden to place on the developer as the number of parking spaces had already previously been approved.
	The Committee highlighted that although there was a lack of garden amenity space on site, there were parks and green spaces very nearby. Officers recommendations, inclusive of the amendment to condition 12 highlighted in the addendum, were moved, seconded, and when put to a vote, unanimously approved.
	RESOLVED: That the application be approved as per the officer's recommendations.
	The meeting, which commenced at 7.00 pm, closed at 8.35 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Democratic Services - democratic@hillingdon.gov.uk. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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Agenda Item 6

Report of the Head of Development Management and Building Control

Address: LAND AT YIEWSLEY LIBRARY & FORMER YIEWSLEY POOL FALLING LANE OTTERFIELD ROAD YIEWSLEY

Development: Formal Description: Demolition of existing Yiewsley Library Building and the erection of a new residential building on the Yiewsley Library site (Falling Lane) and the erection of a new mixed use building on the former Yiewsley Swimming Pool site (Otterfield Road), with a replacement library at ground floor level, residential uses above and new pedestrian access off of the High Street.

Detailed Description: Demolition of existing Yiewsley Library Building and the erection of a 5-storey residential building, comprising 50 dwellings, with 28 undercroft parking spaces (13 for residential and 15 for use by Rabbsfarm Primary School). The Otterfield Road site proposes the erection of a 5-storey building, comprising 45 dwellings, with 25 car parking spaces (23 for residential and 2 for library users).

LBH Ref Nos: 76795/APP/2023/2503

Drawing Nos: Greenfirled Volumes 13/11/2023 3476-FALL-ICS-01-XX-DR-C-0200-S2 Rev P06 Soakaway Details Ottefield Road 09/09/2021 M9534-APL104 Rev C M9534-APL105 Rev C M9534- APL202 Rev B M9534- APL203 Rev B M9534- HUN- DR- APL204 Rev C M9534-APL205 Rev B M9534- APL206 Rev B M9534 APL400 Rev A M9534-APL113 Rev C M9534-APL500 Rev A M9534- HUN- DR- APL208 Rev B M9534-APL209 Rev C M9534-APL210 Rev C M9534- HUN- DR- APL211 M9534-APL111 Rev B M9534- HUN- A- APL116 Rev B M9534- HUN- DR- APL212 Rev B M9534-APL201 Rev B M9534-APL401 Rev A

M9534- HUN- A- UGF001 Rev A Otterfield Road Whole Carbon Life-cycle Assessment October 2023 Falline Lane Archaeology Report July 2023 Otterfield Road Archaeology Report 10042.002 **Construction Management Plan July 2023** 21675-HYD-XX-XX-RP-Y-0001 Fire Safety Strategy Daylight Sunlight Report July 2023 Falling Lane Contaminated Land Survey Addendum V2 Otterfield Road Contaminated Land Survey Addendum V2 Otterfield Road Travel Plan Statement14 July 2023 Falling Lane Travel Plan Statement SJ/RW/HC/ITB14707-003C M9534- APL102 Rev B M9534-APL213 Rev A M9534-APL215 Rev A M9534-APL300 Rev A M9534-APL301 Rev A Affordable Housing Statement August 2023 Ground Contamination Risk Assessment Letter 10 November 2021 Potential Contamination Risk Assessment CGK/00150/GRA Energy Statement P7567-FUT-ZZ-R-001 Whole Carbon Lifecycle Spreadsheet **Transport Statement Falling Lane Cover Letter** M9534-APL101 Rev B **Design and Access Statement August 2023** M9534-APL103 Rev A 26770REP-1C M9534- HUN- A- APL117 Rev B M9534- APL106 Rev C M9534- APL107 Rev C M9534- APL108 Rev B M9534-APL109 Rev B M9534-APL110 Rev B M9534-APL901 Rev 01 M9534-APL902 Rev 01 M9534-HUN-01-01-DR-A-21-014 Rev 01 Planning Statement September 2023 Circular Economy Statement October 2023 Falling Lane Whole Carbon Life Cycle October 2023

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	M9534- APL106 Rev D				
	M9534-APL112 Rev B				
	M9534- APL114 Rev C				
	M9534- APL115 Rev B				
	M9534- UGF002 Rev A				
	F14/146109/GRA Phase	e II Contaminated Land Report			
	F13/1/HA Covering Lett				
	21.0172.0002.F0 Preliminary Ecological Appraisal Re				
	3476-FALL-ICS-XX-RP- Revised Falling Lane	-C-001D Flood Risk Assessme	nt and Drainage Statement		
	F13/146109/PRA Phase	e 1 Contaminated Land Report			
	Air Quality Assessment July 2023				
	Otterfield Road Arboricu	Iltural Report TH 1958 Februar	y 2022		
	Falling Lane Arboricultu	ral Report TH 1957 February 2	022		
	Risk Assessment - Cont	taminated Land Survey Novem	ber 2021		
	Risk Assessment - Cont	taminated December 2021 Lan	d Survey		
	Transport Statement Ot	terfield Road 28 July 2023			
	Otterfield Road Arboricu	ultural Report TH 1958 April 20	19		
	Falling Lane Arboricultu	ral Report TH 1957 April 2019			
	Catchment Descriptors	15/11/23			
Date Plans received:	23-08-2023	Date(s) of Amendments(s):	28-03-2023		
Data Application valid	14-09-2023		23-08-2023		
Date Application valid	14-09-2023		18-09-2023		
			10-11-2023		
			45 44 0000		

1. SUMMARY

Full planning permission is sought for the redevelopment of the Yiewsley Library and Former Yiewsley Swimming Pool sites on Falling Lane and Otterfield Road. The developments comprise of the construction of a single building on each site of up to 5 stories in height and would accommodate 95 affordable residential units, a relocation and enhancement of the existing library and community use space. To facilitate this development the existing library building on the Falling Lane site would be demolished.

15-11-2023

The proposal is considered to be acceptable in principle, making effective use of two town centre brownfield sites within the Heathrow Opportunity Area to provide additional housing, and notably provide 100% affordable housing (95 units), secured as London Affordable Rent. The proposal also secures the provision of dedicated community floorspace that would be inclusive, accessible and flexible.

Due to the siting of the proposed development coupled with separation distances to adjoining

buildings, the impact on residential amenity of nearby properties would be acceptable. The quality of accommodation proposed is considered to be of a high standard with sufficient outlook and access to natural light within the future units and amenity spaces, with all units meeting the minimum space standard requirements.

The level of parking provision proposed is considered appropriate for the location, and a s106 legal obligation would prevent future occupiers of the new developments from being eligible to apply for parking permits within the parking management areas and Council car parks in the vicinity of the sites.

The overall scale, density, and layout of the Falling Lane development is considered to respond well to local context, with the Falling Lane development stepping up appropriately from the undeveloped parkland and lower-scale housing and High Street buildings. The proposed detailed design is of high quality, with the proposed Falling Lane building providing a coherent frontage at all levels facing onto the public highway, whilst optimising the site's layout to include ground floor parking and a communal garden, with front doors onto Falling Lane and High Street reinforcing the proposed residential character.

The proposed Otterfield Road development would have a varied height, and it is considered that its overall up-and-down stepped appearance helps reduce the perceived scale of the development from Otterfield Road, Yiewsley Recreational Ground and the neighbouring residential properties. The Otterfield Road development would provide an enhanced, modern, purpose built library building with accessible community floorspace.

The design of the development as a whole, including the massing, scale, bulk and detailed architecture of the proposed buildings, is considered appropriate for the location, seeking to optimise densities in sustainable brownfield locations. The development will also make a positive contribution by providing new homes that meet the borough's identified needs, bringing an underused brownfield site into use, providing a more extensive public library, and supporting improvements to the adjoining park and public realm of the town centre. Having due regard to the need to optimise the use of the site, the impacts on townscape, residential amenity and local transport impacts are all considered to be acceptable.

Overall, the proposal is considered to bring forward a number of significant benefits, namely the provision of 100% affordable housing explicitly targeted at addressing the tenure in the highest demand within the borough, the provision of a new purpose built public library and several on and offsite improvements, including improvements to the public park and the public realm within Yiewsley Town Centre. Taking all matters into account, the proposed development is considered to comply with the Development Plan and it is recommended that planning permission should be granted, subject to the conditions and s106 obligations outlined in this report.

APPROPRIATION OF THE LAND

Whilst not a matter for consideration in the assessment of this application, it is noted that the land at the Otterfield Road site was subject to a covenant which restricted the use of the land to open space. The applicant has since undertaken the necessary processes to appropriate the land for planning purposes, in accordance with section 203 of the Housing and Planning Act 2016.

2. RECOMMENDATION

That delegated powers be given to the Director of Planning, Regeneration and Environment 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:

i. 100% on site Affordable Housing (95 units) to be delivered as London Affordable Rent (LAR) dwellings;

- 41 one-bedroom flats,
- 35 two-bedroom flats and
- 19 three-bedroom flats.

ii. Library re-provision (maintain an operational library at all times);

iii. Air Quality Contribution: A financial contribution amounting to £39,623 shall be paid to address the air quality impacts of the proposed development;

iv. Carbon Offset Contribution: A financial contribution which shall be agreed subject to the approval of Condition 13 and paid prior to the commencement of the development;

v. Public Open Space: Submission of a detailed Plan for the upgrade of the park; to include, but not limited to, a new playground, improved pedestrian access and boundary treatment on the Otterfield Road site and footpath, tree planting, footpath and ramp upgrades;

vi. Highways Works and S278 works;

vii. Local Highways Improvements/ATZ works: A financial contribution amounting to £90,018;

viii. A financial contribution of £1,200 to fund a study that will identify those measures required to improve the safety and convenience of cycling across the Trout Road/High Street/Falling Lane junction;

ix. Travel Plan: A full Travel Plan for both sites shall be submitted to and approved in writing by the Local Planning Authority. The Plans will include such matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives;

x. Parking Permits: The residents of this development will not to be eligible for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site (including future Parking Management Schemes that are introduced), apart from Blue Badge holders, and a charge made against the site to ensure the future buyers are aware of the parking restrictions;

xi. Employment Strategy and Construction Training: Details shall be in accordance with the Council's Planning Obligations SPD with the preference being for an in-kind scheme to be delivered. Securing an Employment/Training Strategy Agreement is the Council's priority. A financial contribution will only be accepted in exceptional circumstances;

xii. HUDU Health Contribution: A financial contribution amounting to £231,385 shall be paid to the Council for the enhancement of health infrastructure provision;

xiii. Falling Lane site; Retention in perpetuity of 15 car parking spaces for Rabbsfarm School pick up

and drop off;

xiv. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreement 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) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Director of Planning, Regeneration and Environment), delegated authority be given to the Director of Planning, Regeneration and Environment to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of Affordable Housing, Air Quality, Carbon Emissions Reductions, Public Open Space, Highways Works, Highways Improvements, Travel Planning, Parking Permits, Employment Strategy and Construction Training). The scheme therefore conflicts with Policies DMCI 3, DMCI 1, DMCI 7, of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy CI1 Hillingdon Local Plan: Strategic Policies, the adopted Planning Obligations Supplementary Planning Document (July 2014), and Policies DF1, H5, SI2, T1, T2, T6, SI1 and GG3 of the London Plan (March 2021).'

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

1. COM3 Time Limit

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

REASON

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

2. COM4 Accordance with Approved Plans

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

M9534-APL101 Rev B M9534- HUN- A- APL117 Rev B M9534- APL105 Rev C M9534- APL106 Rev C M9534- APL107 Rev C M9534- APL108 Rev B M9534-APL109 Rev B M9534-APL100 Rev B M9534-APL110 Rev B

M9534- APL203 Rev B M9534- HUN- DR- APL204 Rev C M9534-APL205 Rev B M9534- APL206 Rev B M9534-APL113 Rev C M9534-APL500 Rev A M9534-HUN-01-01-DR-A-21-014 M9534- APL106 Rev D M9534-APL112 Rev B M9534- APL114 Rev C M9534- APL115 Rev B M9534- HUN- DR- APL208 Rev B M9534-APL209 Rev C M9534-APL210 Rev C M9534- HUN- DR- APL211 M9534-APL111 Rev B M9534- HUN- A- APL116 Rev B M9534- HUN- DR- APL212 Rev B M9534-APL401 Rev A M9534-APL104 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 of Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

3. COM5 General compliance with supporting documentation

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

Design and Access Statement August 2023 Noise Impact Assessment 26770REP-1C Planning Statement September 2023 Circular Economy Statement Otterfield Road Whole Carbon Life-cycle Assessment October 2023 Falling Lane Whole Carbon Life-cycle Assessment October 2023 M9534-APL201 Rev B M9534- HUN- A- UGF001 Rev A M9534- UGF002 Rev A F14/146109/GRA Phase II Contaminated Land Report F13/1/HA Covering Letter Contaminated Land Report F13/146109/PRA Phase 1 Contaminated Land Report 21.0172.0002.F0 Preliminary Ecological Appraisal Report 3476-FALL-ICS-XX-RP-C-001D Flood Risk Assessment & Drainage Statement Revised Falling Lane 10042.001 Falling Lane Archaeology Report 10042.002 Otterfield Road Archaeology Report **Construction Management Plan July 2023** 21675-HYD-XX-XX-RP-Y-0001 Fire Safety Strategy Daylight Sunlight Report July 2023

Otterfield Road Contaminated Land Survey Addendum V2 July 2023 Falling Lane Contaminated Land Survey Addendum V2 June 2023 Falling Lane Travel Plan Statement SJ/RW/HC/ITB14707-003C Otterfield Road Travel Plan Statement SJ/RW/HC/ITB14706-003 M9534- APL102 Rev B M9534-APL215 Rev A M9534-APL300 Rev A M9534-APL301 Rev A Affordable Housing Statement August 2023 Ground Contamination Risk Assessment Letter 10 November 2021 Potential Contamination Risk Assessment CGK/00150/GRA Energy Statement P7567-FUT-ZZ-R-00 Whole Lifecycle Carbon Assessment Spreadsheet Drainage Strategy 3476-FALL-ICS-01-XX-DR-C-0200-S2 Rev P06 Proposed Drainage Layout 3477-OTTE-ICS-01-XX-DR-C-0200-S2 Rev P06 Flood Risk Assessment and Drainage Strategy 3477-OTTE-ICS-RP-C-07.001C Otterfield Road Arboricultural Report TH 1958 February 2022 Falling Lane Arboricultural Report TH 1957 February 2022 Risk Assessment - Contaminated Land Survey November 2021 Risk Assessment - Contaminated Land Survey December 2021 Transport Statement Otterfield Road 28 July 2023 Transport Statement Falling Lane 28 July 2023 Soakaway Details Ottefield Road 09/09/2021 Greenfirled Volumes 13/11/2023

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 Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

4. NONSC Materials

Notwithstanding the submitted plans, detailed drawings or samples of materials, as appropriate, in respect of the following shall be submitted to and approved in writing by the Local Planning Authority before the relevant phase of the development is commenced. Thereafter the development shall be constructed in accordance with the approved details and be retained as such. Details should include information relating to:

(i) Details and samples of all new external materials, including brickwork (to include sample brick panels on site), bonding, pointing style, mortar mix, mastic colour, roofing materials, brise de soleil, brick detailing;

(ii) Details of external rainwater goods, pipe work, flues, vents, signage, balconies and door canopies;

(iii) Detailed drawings of fenestration and doors, including profiles of all new windows,

external doors, together with information on materials, glazing and finishes;

(vi) Cycle and Bin Stores.

REASON

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

5. RES9 Landscaping (Falling Lane)

FALLING LANE PHASE

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 Parking for 90 long stay and 6 short stay bicycles

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts for 28 cars (13 for the residential units and 15 Park & Stride) including demonstration that 20% of all parking spaces are served by active electrical charging points (and the remainder served by passive provision) and 7 disabled accessible spaces

- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 2.g Other structures (such as play equipment and furniture)

3. Living Walls and Roofs

3.a Details of the inclusion of living walls and roofs

3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

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

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

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 12, DMHB 14, DMEI 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy G5 of the London Plan (2021).

6. NONSC Landscaping (Otterfield Road)

OTTERFIELD ROAD PHASE

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 Parking for 74 long stay and 10 short stay bicycles
- 2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts for 25 cars (23 for the residential units and 2 for library use) including demonstration that 20% of all parking spaces are served by active electrical charging points (and the remainder served by passive provision) and 7 disabled accessible spaces

2.e Hard Surfacing Materials

- 2.f External Lighting
- 2.g Other structures (such as play equipment and furniture)

3. Living Walls and Roofs

- 3.a Details of the inclusion of living walls and roofs
- 3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

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

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

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 12, DMHB 14, DMEI 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy G5 of the London Plan (2021).

7. NONSC Construction Logistics and Management

Prior to the commencement of the relevant phase of the development hereby approved (including demolition), a Demolition and Construction Logistics Plan (DLP/CLP) and a Demolition and

Construction Management Plan (DMP/CMP) shall be submitted to, and approved in writing by, the Local Planning Authority, to minimise impacts to the local highway network, and to control noise, vibration and air pollutants generated as a result of the construction process. These documents shall be prepared in accordance with the London Freight Plan, 'The control of dust and emissions from construction and demolition' Supplementary Planning Guidance, BRE Pollution Control Guides 'Controlling particles and noise pollution from construction sites' and 'Controlling particles, vapour and noise pollution from construction sites'.

The DLP/CLP and DMP/CMP shall include details of (but shall not necessarily be limited to):

(i) a programme of works, including hours of construction;

(ii) the measures for traffic management and encouragement of sustainable modes of transport for workers, including prohibition of construction vehicles parking on the local highway network within the vicinity of the application site;

(iii) the haulage routes and details of a vehicle booking system including use of a banksman (if applicable), ensuring construction deliveries are received outside peak hours;

(iv) any closures of public routes and diversions, demonstrating how time spent closed to the public has been minimised;

(v) the provision of secured restricted access as the sole means of entry to site for cyclists along with a secured turnstile entrance for pedestrians;

(vi) a site plan identifying the location of the site entrance, exit, visibility zones, wheel washing, hard standing, hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting), stock piles, dust suppression, location of water supplies and location of nearest neighbouring receptors;

(vii) the loading, unloading and storage of equipment, plant, fuel, oil, materials and chemicals; (viii) the means to prevent deposition of mud on the highway and chemical and/or fuel run-off from into nearby watercourse(s);

(ix) a dust risk assessment, including means to monitor and control dust, noise and vibrations, following the published guidance by The Institute of Air Quality Management (IAQM) on how to assess impacts of emissions of dust from demolition and construction sites. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document);

(x) the likely noise levels to be generated from plant and construction works and the precautions set out to eliminate or reduce noise levels where the operational risk levels illustrated within The Control of Noise at Work Regulations 2005 could be exceeded;

(xi) confirmation that a mobile crusher will/won't be used on site and if so, a copy of the permit and intended dates of operation;

(xii) confirmation of all Non-Road Mobile Machinery (NRMM) to be used, or a statement confirming that NRMM will not be used. All Non-Road Mobile Machinery (NRMM) and plant to be used on site of net power between 37kW and 560 kW shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" and must be registered at http://nrmm.london/;

(xiii) an asbestos survey and management plan; and

(xiv) the arrangement for monitoring and responding to complaints relating to demolition and construction.

and, for the avoidance of doubt:

(i) all Heavy Goods Vehicles associated with the development shall comply with the Direct Vision Standard, with a rating of 3 stars (or more);

(ii) all deliveries to the site, particularly Heavy Goods Vehicles, shall be made using vehicles which have a Class VI mirror fitted in accordance with EU directive 2007/38/EC.

The development hereby approved shall be implemented in accordance with the approved DLP/CLP and DMP/CMP.

REASON

To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties, in accordance with Policies DMT 1, DMT 2, and DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies D14, SI 1, T4, and T7 of the London Plan (2021). Also, to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Development Management Policies (2020).

8. NONSC Servicing and Delivery

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

This should be in accordance with Transport for London's Delivery and Servicing Plan Guidance. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure appropriate servicing of the site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies T3 and T7 of the London Plan (2021).

9. NONSC Accessibility

1. The dwellings hereby approved shall, as a minimum standard, 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.

2. The dwellings hereby approved shall ensure that three, two bed units are constructed to meet the standards for a Category 3, M4(3)(2)(a) Wheelchair Adaptable Standard 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.

3. All Wheelchair Accessible Standard M4(3)(2)(b) and Wheelchair Adaptable Standard M4(3)(2)(a) units shall each be allocated an accessible parking space, capable of accommodating a high sided vehicle, designed to accord with the specifications set out in BS 8300:2018 which shall remain in place in perpetuity.

4. The development hereby approved shall accord with London Plan policy D5(B5) and D12(A) to include a minimum of one fire evacuation lift per block designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999, as shown on drawing number M9534- APL107 and M9534- HUN- DR- APL204. The evacuation lift required within the Falling Lane and Otterfield Road

buildings shall serve all floors and remain in place for the life of the development.

5. Prior to occupation of the relevant phase, the type and location of accessible play equipment for disabled children, to include sound tubes, colour and lighting canopies, and/or other play equipment that can stimulate the olfactory senses, shall be submitted to, and approved in writing, by the Local Planning Authority. The approved equipment shall be installed prior to the occupation of the relevant phase and thereafter retained and maintained.

REASON

To allow the Building Control body to check compliance of the development against the optional Building Regulations standards, and to ensure an appropriate standard of housing, in accordance with Policy D7 of the London Plan (2021) and to ensure the development provides inclusive play for all children, including those with complex multiple disabilities, in accordance with Policy D5 of the London Plan (2021).

10. NONSC External Noise

For the lifetime of the development hereby permitted the rating level (LAr) of noise caused by its operation shall not exceed: 40 dB LAr 15 min for any fifteen-minute period between 2300 and 0700, and 50 dB LAr 1 hour for any one-hour period between 0700 and 2300, determined one metre free field external to any window or door of any permanent residential, or equivalently noise sensitive premises, in accordance with 'Methods for rating and assessing industrial and commercial sound' British Standards Institution BS4142 2014.' This should ensure that the permitted development does not cause the recommended internal noise levels set out in 'Guidance on Sound Insulation and Noise Reduction for Buildings' BS8233 2014 to be exceeded with windows partially open for the purposes of ventilation and cooling to the extent that a significantly adverse noise effect would be likely. The night-time limit provides additional protection for vulnerable persons as explained in the WHO 2009 and 2018 Guidelines on noise impact.

REASON

To safeguard residential amenity in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

11. NONSC Internal Noise

For the lifetime of the development hereby permitted the noise level shall not exceed: 35 dB LAeq 16 hrs between 0700 and 2300 and 30 dB LAeq 8 hrs, between 2300 and 0700, measured inside any room of any permitted dwelling whilst achieving acceptable internal living conditions with respect to ventilation and temperature.' This has regard to the guidance set out in 'Guidance on Sound Insulation and Noise Reduction for Buildings' British Standard Institution BS8233: 2014.

REASON

To safeguard the amenity of the occupants of the development in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

12. NONSC Crane Operation Plan

Prior to commencement of the relevant phase of the development a Crane Operation Plan shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Heathrow

Airport Limited. The submitted plan shall include details of:

- cranes and other tall construction equipment (including the details of obstacle lighting)

The approved Crane Operation Plan (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

REASON

In the interests of aircraft safety in compliance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

13. NONSC Energy Assessment

Prior to above ground works for the relevant phase, a detailed Energy Assessment shall be submitted to and approved in writing by the Local Planning Authority. The Energy Assessment shall conform to the GLA Energy Assessment Guidance (June 2022 or amended) and shall set out the specific measures (including specifications, type and location) to achieve the zero carbon target required by London Plan SI2. The Energy Assessment shall set out clearly the baseline performance across the development (total kwhr per annum and kgCO2 per annum) and then how the 'be lean', 'be clean' and 'be green' measures set out in the London Plan shall be applied. The Energy Assessment shall be used, including plans of its inclusion with the development. The report shall also clearly set out any 'shortfall' in carbon emissions below the zero carbon target that will form part of a carbon offset payment. The development must proceed and operate in accordance with the approved scheme.

REASON

To ensure the development contributes to a reduction in CO2 emissions in accordance with Policy SI 2 of the London Plan (2021).

14. NONSC Be Seen Monitoring

Prior to commencement of the relevant phase of the development (excluding demolition), a detailed energy monitoring, recording and reporting plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall accord with the requirements of the London Plan (policy SI2) and the GLA Energy Assessment Guidance (April 2020 or as amended) and demonstrate that the development will secure the energy savings set out and approved within the updated Energy Assessment required to be submitted.

The development must proceed in accordance with the approved reporting structure and where there is a failure to achieve the carbon savings as set out in the energy strategy, the quantum (tCO2) shall be treated as part of the shortfall and shall result in a cash in lieu contribution in accordance with the formula set out in the S106.

REASON

To ensure the development's onsite carbon savings from regulated energy demand is achieved in perpetuity (i.e. annually over 30years) in accordance with the Policy SI 2 of the London Plan (2021).

15. NONSC Bird Hazard Management

Prior to superstructure works commencing within the relevant phase of the development, a Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning

Authority, in consultation with the Ministry of Defence and Heathrow Airport Ltd. The submitted plan shall include details of:

- management of any flat/shallow pitched roof 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 roof terrace and other public access areas are to be provided with lidded bins, and an approved method to maintain the accumulation of waste, to ensure that no food waste is available for the attraction of hazardous birds.

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 roofs in order to minimise their attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport, to accord with the requirements of Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

16. NONSC Prevention of Roof Gardens

Access to any flat roof areas not within private balconies or communal terraces hereby approved shall be for maintenance or emergency purposes only and such flat roofs shall not be used as a roof garden, terrace, balcony, patio or similar amenity area.

REASON

To prevent overlooking to adjoining properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

17. NONSC Refuse Management Plan

FALLING LANE PHASE

Details of on-site refuse and recycling storage, including the on-site management plan for bin rotation and collection shall be submitted to and approved in writing by the Local Planning Authority, this shall include plans and documentation. Such facilities shall be provided prior to occupation of the development and thereafter permanently retained.

REASON

To ensure adequate collection arrangements are in place in accordance with policy DMHB11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

18. NONSC 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 other than for routine

maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties and to protect the ecological value of the area in accordance with policies DMHB 11 and DMEI7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

19. NONSC Window Opening

FALLING LANE PHASE

No new ground floor window or door shall open out onto or over the public highway (including the pavement), except those required for emergency access.

REASON

In the interest of pedestrian safety and ease of movement for pedestrians in accordance with Policies DMHB 12 and DMT 5 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

20. NONSC Cycle Parking Design

Notwithstanding the submitted details, prior to the commencement of above ground works within the relevant phase of the development, excluding demolition and site clearance works, details of the proposed cycle storage facilities within and outside that building, shall be submitted to and approved in writing by the Local Planning Authority.

The cycle parking details shall demonstrate that:

 \cdot at least the minimum quantum of short-stay and long-stay, as identified in Policy T5 of the London Plan (2021) is provided;

 \cdot no less than 5% of all provision within each cycle store is available on Sheffield stands with wide spacing (1.8m spacing, or 900mm side space if wider cycles are expected just on one side of a stand) for larger/wider cycles;

 \cdot no less than 20% of all residential cycle parking spaces and 10% of commercial cycle parking spaces are provided on Sheffield stands at a minimum of 1.0m spacing;

· all other matters are in accordance with the London Cycling Design Standards; and

· cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

The cycle parking provision shall be fully implemented as approved, prior to the first occupation of the relevant phase, and so maintained in good working order and shall not used for any other purpose.

REASON

To ensure that adequate arrangements are made for cycle parking in accordance with Policy T5 of the London Plan (2021).

21. NONSC Parking Allocation

Prior to occupation of the relevant phase of the development, a Parking Management and Allocation Plan shall be submitted to and approved in writing by the Local Planning Authority. It shall detail the following:

(i) The arrangements for all parking onsite and include provisions for managing, monitoring, enforcement and review. All RESIDENTIAL on-site parking spaces shall be solely for the use by future residents of the development hereby approved and shall not be used for any other purpose or leased/sub-let.

(ii) The final arrangements for managing the Rabbsfarm School Car Parking Area, including the access gate arrangements to ensure the future security of this parking area.

The approved plan shall be implemented as soon as the development is brought into use and shall remain in place thereafter. Any changes to the plan shall be agreed in writing by the Local Planning Authority.

REASON

To ensure the appropriate operation of the car parks and prevention of inappropriate/informal parking from taking place by users of the site, in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

22. NONSC Child Play Space

Prior to commencement of works above ground floor level within the relevant phase (Falling Lane/Otterfield Road), full details of on-site children's play areas for the relevant phase shall be submitted to, and approved in writing by, the Local Planning Authority. A minimum of 125sqm children's play area is required for each phase. The details of the children's play area and play equipment to be installed shall achieve substantial compliance with the Mayor's Supplementary Planning Guidance 'Shaping Neighbourhoods: Children and Young People's Play and Informal Recreation' (September 2012) (or such other relevant standard), and shall clearly set out the type and location of accessible play equipment for disabled children, to include sound tubes, colour and lighting canopies, and/or other play equipment that can stimulate the olfactory senses.

Thereafter, the play areas shall be provided prior to the occupation of any unit within the relevant phase of the development and shall be maintained for this purpose only.

REASON

To ensure that the development makes adequate provision of children's play space in accordance with Policy DMHB 19 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy S4 of the London Plan (2021).

23. NONSC Overheating

Prior to commencement of works above ground floor level within the relevant phase, the final Overheating Strategy shall be submitted to and approved in writing by the Local Planning Authority. The submission shall demonstrate how the development will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:

1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;

- 2) minimise internal heat generation through energy efficient design;
- 3) manage the heat within the building through exposed internal thermal mass and high ceilings;
- 4) provide passive ventilation;
- 5) provide mechanical ventilation; and
- 6) provide active cooling systems.

The approved details shall thereafter be implemented and retained for the lifetime of the development.

REASON

To demonstrate that the final strategy will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy and Policy SI 4 of the London Plan (2021).

24. NONSC Tree Protection

No site clearance or construction work shall take place within the relevant phase of the development 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 (2020).

25. NONSC Secure by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000 to ensure the development provides a safe and secure environment in accordance with Policy DMHB15 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and London Plan (2021) Policies D11 and D12.

26. NONSC Trees 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 Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

27. NONSC Ecology (Reptiles)

OTTERFIELD ROAD PHASE

Prior to the commencement of development (including demolition or groundworks) of the Otterfield Road site, a detailed method statement for the protection of reptiles shall be submitted to and approved in writing by the Local Planning Authority. The method statement shall set out how reptiles are to be protected during ground clearance and/or preparatory works in accordance with best practice. The development must be carried out in accordance with the approved method statement.

REASON

In order to encourage and protect wildlife in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

28. NONSC Ecology (Badgers)

OTTERFIELD ROAD PHASE

Prior to the commencement of development (including site clearance/preparatory works) of the Otterfield Road site, a badger survey shall be undertaken and the results submitted to and approved in writing by the Local Planning Authority. The survey shall be undertaken by a suitably qualified person using best practice techniques. If badgers and/or setts are identified, then the survey shall be accompanied by recommendations and a suitable method statement to ensure the subsequent development works are undertaken in a manner that protects badgers and their setts. The development must proceed in accordance with the approved survey, recommendations and method statements (where necessary).

REASON

In order to encourage and protect wildlife in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

29. NONSC Contaminated Land

(i) The relevant phase of the development shall not commence until a further and, as appropriate, updated scheme to deal with contamination have been submitted to and approved by the Local Planning Authority (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 desk-top study is to be conducted 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 is to be conducted, the investigation is to include relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

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

(d). An updated summary of the previously conducted site investigation, including the recorded 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

(e) A written method statement providing details of the remediation scheme/s, including details of how completion of the remedial works will be verified, shall be agreed in writing with the LPA prior to commencement, 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/s is identified an addendum to the remediation scheme/s 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/s are submitted to and approved by the LPA. The report/s shall include the details of the final remediation works and their verification to show that the works at each site 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/s. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development/s 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.

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 Policies DMEI 11 and DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

30. NONSC Privacy Screening

Prior to the first occupation of the relevant phase of the development hereby approved, a scheme of privacy screening for balconies and communal terraces shall be submitted to, and approved in writing by, the Local Planning Authority.

The scheme shall include details of the type, size and materiality of the proposed privacy screens, together with details of setbacks and/or defensible spaces for all communal amenity areas above ground floor level, to mitigate against loss of privacy and in the interests of safety.

The privacy screens shall be installed prior to the first occupation of the development and thereafter retained in perpetuity.

REASON

To prevent overlooking between amenity spaces and habitable rooms within the development in accordance with Policy DHMB 11 of the Hillingdon Local Plan Part 2: Development Management Policies (2020).

31. NONSC Final Drainage Design

Prior to commencement of groundworks (excluding site investigations and demolition) within the relevant phase of the development, the applicant must submit a final detailed drainage design including drawings and supporting calculations (which include the whole site area) to the Lead Local Flood Authority for review and approval, aligned with the Flood Risk Assessment and Drainage Statement for Falling Lane (23/10/2023) and the Flood Risk Assessment and Drainage Statement for Otterfield Road (13/05/2022) and associated drawings. Drawings should demonstrate that exceedance flows are to be directed away from any buildings. Rainwater harvesting should be

included in the final design. Evidence should be provided to demonstrate that infiltration testing has been carried out to demonstrate that this is feasible for the Otterfield Road site. A detailed management plan confirming routine maintenance tasks for all drainage components must also be submitted to demonstrate how the drainage system is to be maintained for the lifetime of the development.

REASON

To prevent the risk of flooding to and from the site in accordance with policies SI 12 and SI 13 of the London Plan (2021), its associated Sustainable Design and Construction SPG, the Non-Statutory Technical Standards for Sustainable Drainage Systems and Policy EM6 of the Hillingdon Local Plan Part 1: Strategic Policies.

32. NONSC Sustainable Drainage Installation

No building hereby permitted shall be occupied until evidence (photographs and installation contracts) is submitted to demonstrate that the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.

REASON

To prevent the risk of flooding to and from the site in accordance with policies SI 12 and SI 13 of the London Plan (2021), its associated Sustainable Design and Construction SPG, the Non-Statutory Technical Standards for Sustainable Drainage Systems and Policy EM6 of the Hillingdon Local Plan Part 1: Strategic Policies.

33. NONSC Fire Safety

Prior to above ground level works of the relevant phase, a revised Fire Safety Strategy shall be submitted and approved in writing by the Local Planning Authority.

The development shall accord with the relevant approved Fire Safety Strategy and thereafter shall be maintained and retained as such.

REASON

To ensure that the development meets Fire Safety Standards in accordance with Policy D12 of the London Plan (2021).

34. NONSC Brick Design Feature

Notwithstanding the approved drawings and prior to commencement of above ground works in either phase, revised details (including drawings) demonstrating that the winged horse relief feature from the existing library building to be demolished shall be incorporated into the development where feasible, or an alternative piece of public art shall be installed within the development.

The development shall be carried out in accordance with the agreed details and thereafter retained as such.

REASON

To ensure that an existing positive design feature is replicated in the new development in the interests of the character and appearance of the area and to accord with Policy DMHB 11 of the

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

INFORMATIVES

1. 173 Community Infrastructure Levy (CIL) (Granting Consent)

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

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

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

2. 170 LBH worked applicant in a positive & proactive (Granting)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from 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.

The demolition of the existing buildings and the construction of the permitted development has the potential to disturb occupiers of nearby premises.

It is recommended that the Council uses its powers under Section 60 of the Control of Pollution Act 1974, with reference to BS5228 parts 1 and 2, to avoid significant noise and vibration effects on occupants.

4.

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist. If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the

apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to. Your responsibilities and obligations Cadent may have a Deed of Easement on the pipeline, which provides us with a right of access for a number of functions and prevents change to existing ground levels, storage of materials. It also prevents the erection of permanent/temporary buildings, or structures. If necessary Cadent will take action to legally enforce the terms of the easement. This letter does not constitute any formal agreement or consent for any proposed development work either generally or related to Cadent easements or other rights, or any planning or building regulations applications. Cadent Gas Ltd or their agents, servants or contractors do not accept any liability for any losses arising under or in connection with this information. This limit on liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding fraudulent misrepresentation), breach of statutory duty or otherwise. This limit on liability does not exclude or restrict liability where prohibited by the law nor does it supersede the express terms of any related agreements. If you need any further information or have any questions about the outcome, please contact us at plantprotection@cadentgas.com or on 0800 688 588 quoting your reference at the top of this letter.

5.

With regard to the above conditions attached to this Decision Notice and reference to the 'relevant phase of the development' this refers to the separate phase/sites of the proposals, i.e. either the Falling Lane site or the Otterfield Road site.

153 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 2021 and national guidance.

- DMAV 1 Safe Operation of Airports
- DMAV 2 Heathrow Airport
- DMAV 3 RAF Northolt
- DMCI 1 Retention of Existing Community Sport and Education Facilities
- DMCI 2 New Community Infrastructure
- DMCI 3 Public Open Space Provision
- DMCI 4 Open Spaces in New Development
- DMCI 5 Childrens Play Area
- 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 4 Development on the Green Belt or Metropolitan Open Land
- DMEI 6 Development in Green Edge Locations
- DMEI 7 Biodiversity Protection and Enhancement
- DMEI 9 Management of Flood Risk
- DMH 2 Housing Mix
- DMH 4 Residential Conversions and Redevelopment
- DMH 7 Provision of Affordable Housing
- DMHB 1 Heritage Assets
- DMHB 10 High Buildings and Structures
- DMHB 11 Design of New Development
- DMHB 12 Streets and Public Realm
- DMHB 14 Trees and Landscaping
- DMHB 15 Planning for Safer Places
- DMHB 16 Housing Standards
- DMHB 17 Residential Density
- DMHB 18 Private Outdoor Amenity Space
- DMHB 19 Play Space
- DMHB 3 Locally Listed Buildings
- DMHB 7 Archaeological Priority Areas and archaeological Priority Zones
- DMT 1 Managing Transport Impacts
- DMT 2 Highways Impacts
- DMT 6 Vehicle Parking
- DMTC 1 Town Centre Development
- LPP D11 (2021) Safety, security and resilience to emergency
- LPP D12 (2021) Fire safety
- LPP D13 (2021) Agent of change
- LPP D14 (2021) Noise
- LPP D2 (2021) Infrastructure requirements for sustainable densities
- LPP D3 (2021) Optimising site capacity through the design-led approach
- LPP D4 (2021) Delivering good design
- LPP D5 (2021) Inclusive design
- LPP D6 (2021) Housing quality and standards
- LPP D7 (2021) Accessible housing
- LPP D8 (2021) Public realm
- LPP D9 (2021) Tall buildings
- LPP DF1 (2021) Delivery of the Plan and Planning Obligations
- LPP G3 (2021) Metropolitan Open Land
- LPP G4 (2021) Open space
- LPP G5 (2021) Urban greening
- LPP G6 (2021) Biodiversity and access to nature

LPP G7	(2021) Trees and woodlands
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H4	(2021) Delivering affordable housing
LPP H5	(2021) Threshold approach to applications
LPP H6	(2021) Affordable housing tenure
LPP HC1	(2021) Heritage conservation and growth
LPP S1	(2021) Developing London's social infrastructure
LPP SD1	(2021) Opportunity Areas
LPP SD6	(2021) Town centres and high streets
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP T2	(2021) Healthy Streets
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T7	(2021) Deliveries, servicing and construction

3. CONSIDERATIONS

3.1 Site and Locality

The application site consists of two parcels of land sited to the east and west of Yiewsley Recreational Ground. For ease in this report, the eastern site shall hereafter be referred to as the 'Otterfield Road site' and the western site shall be referred to as the 'Falling Lane site'.

The Otterfield Road site, to the east of the park, is a 4228 sqm triangular-shaped open plot, which has its boundaries formed by the rear gardens of Nos. 37-71 (odd numbers only) Otterfield Road to the east, a public footpath to the west and an access road for the Fairfield Road Car Park to the south. The Otterfield Road site currently has no public access, with boundary hoarding which has been in place for a considerable length of time following the demolition of the swimming pool which was previously located on the site, in 2011. The site has been left unattended for some time, and as a result is now characterised by low-level shrubbery, and grass, although there is still clear evidence of built form with hardstanding occupying much of the site.

The Falling Lane site, to the west of the park, is a rectangular plot with an area of 2421 sqm, comprising a two-storey building facing towards the High Street. The building is in use as a library at ground floor level and a fitness centre at first floor level. The site also contains a substation and previously included a single-storey structure for storage, however this was demolished in 2019. The

site car park includes a 42-space public car park, with 16 'park & stride' spaces for the Rabbsfarm School.

The two sites are approximately 110 metres apart, separated by the Yiewsley Recreational Ground, which includes the bowling green, skatepark, hardcourt games area and an area for children's play equipment. This park, which is classified as Metropolitan Open Land (MOL), contributes towards the spacious and verdant appearance of Falling Lane and provides a counterpoint to the relatively fine urban grain of the busy High Street and surrounding residential streets, including Otterfield Road and Fairfield Road, as well as the higher-density developments along Trout Road and St Stephen's Road.

There are a wide mix of uses in the area, however in general low-scale residential uses are the most dominant type of built form to the north and east of both sites, whereas commercial or business uses tend to characterise the areas to the south of the sites. This is particularly the case along the High Street and Fairfield Road, with large retail shed-style buildings further afield to the west within Cowley Retail Park. The residential areas to the north and east vary in their styles, appearances and age, but generally comprise a mix of two-storey detached, semi-detached and terraced houses with occasional examples of 3-storey houses or small blocks of flats. The High Street, which forms the heart of the Yiewsley and West Dayton Town Centre, is relatively typical for a London town centre, containing a mix of general convenience, retail and restaurant uses as well as other town centre uses, with shops on both sides of the road stretching from Station Road in the south to the junction of the High Street with Falling Lane and Trout Road. It is of relevance that the boundary of the town centre includes both parcels of land within the application site.

Near to the application site, on the High Street, are several locally listed buildings, including the George and Dragon Pub adjacent to the Falling Lane site, with the Former Methodist Chapel and former Town Hall (now Key House) slightly further south. There are no nationally listed buildings which would be affected by the proposals. Both sites which are subject for redevelopment have a PTAL rating of 3, which indicates the site has a moderate level of public transport accessibility.

3.2 Proposed Scheme

As set out above, the application site comprises two parcels of land; the Falling Lane site (currently occupied by a library and car park) and the Otterfield Road site (which is cleared as a result of the demolition of the swimming pool in 2011).

The overall proposal seeks planning permission for the erection of two buildings, one on each site, to be used for residential purposes through the addition of 95 affordable residential units (secured as London Affordable Rent units), and also to include a relocated replacement library with an increased floorspace.

The proposed development of the Falling Lane site seeks permission for the demolition of the existing library building and the erection of a part two, three, four and five-storey residential building which steps up in height from south to north and east to west. The proposed building would have a maximum height of 16.7m (18.5m to the top of the rooftop lift overun and plant equipment housing) and would comprise of 50 flats; which would include 18 one-bedroom units, 24 two-bedroom units and 8 three-bedroom units.

The ground floor would be used for a mix of purposes, with approximately half used for undercroft car

parking with residential uses in the south-east corner, alongside cycle parking, bin storage, a communal garden and a residential foyer. Additionally, the first floor two-bedroom flats facing out onto Falling Lane would have internal staircases which lead to residential entrances at ground floor level. 13 car parking spaces (including 5 wheelchair accessible spaces) are proposed for residential use and 15 car parking spaces (including 2 wheelchair accessible spaces) are proposed for use by Rabbsfarm Primary School. Parking for the different users would be separated into two undercrofts with a security gate preventing unrestricted access into the main part of the building.

The proposed Otterfield Road building would also have a varied height, appearing as a part three, four, and five-storey building with a maximum height of 17.5m (18.5m to the top of the lift overun and plant equipment housing). The heights of the different elements of the building would alternate in an up-and-down stepped appearance, similar to the design rationale proposed at the Falling Lane site.

The ground floor of the proposed Otterfield Road development would be predominantly for residential use, however would also contain a new 316 sqm library within the southern part of the building to replace the 276 sqm library that would be demolished at the Falling Lane site. In addition, the library would benefit from a 75 sqm community use space. At first floor level and above, only residential uses are proposed, and the building would comprise of 45 flats; 23 one-bedroom, 11 two-bedroom, 11 three-bedroom units. A total of 23 residential car parking spaces (including 5 wheelchair accessible spaces) and 2 wheelchair accessible spaces for the library are proposed, to be laid out around the northern and eastern edges of the building. These would be accessed from the road connecting Otterfield Road and the Fairfield Road car park.

3.3 Relevant Planning History

18344/APP/2013/3564 Former Yiewsley Swimming Pool Site & Part Fairfield Car Park Otterfield Road Yiewsley

Redevelopment of site to provide mixed use development including one three-storey block comprising health centre and gym; one two-storey block comprising 12 supported housing/living flats and associated accommodation; car parking; landscaping; and ancillary development.

Decision: 18-03-2014 Approved

76795/APP/2021/3704 Land At Yiewsley Library & Former Yiewsley Pool Falling Lane Otterfield Road Yiewsley

Formal Description: Demolition of existing Yiewsley Library Building and the erection of a new residential building on the Yiewsley Library site (Falling Lane) and the erection of a new mixed use building on the former Yiewsley Swimming Pool site (Otterfield Road), with a replacement library at ground floor level and residential uses above.

Detailed Description: Demolition of existing Yiewsley Library Building and the erection of a 5-storey residential building, comprising 50 dwellings, with 28 undercroft parking spaces (13 for residential and 15 for use by Rabbsfarm Primary School). The Otterfield Road site proposes the erection of a 6-storey building, comprising 50 dwellings, with 25 car parking spaces (23 for residential and 2 for library users).

Decision: 01-08-2022 Withdrawn

Comment on Relevant Planning History

The planning history set out above indicates that the Otterfield Road site was formerly occupied by an indoor swimming pool, and following demolition, a proposal for a mixed-use development up to three-storeys in height, comprising 12 supported housing/living flats, a health centre and gym was granted approval on the 6th June 2014 (Ref: 18344/APP/2013/3564). This scheme was never implemented, and the permission has now lapsed, however the planning history is a relevant material consideration.

An application (Ref: 76795/APP/2021/3704) for a similar development to that currently proposed was submitted in 2021 and was later withdrawn by the applicant prior to determination.

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 - Development Management Policies (2020) The Local Plan: Part 2 - Site Allocations and Designations (2020) The London Plan (2021) The West London Waste Plan (2015)

The National Planning Policy Framework (NPPF), Planning Practice Guidance, as well as relevant supplementary planning documents and guidance are all material considerations in planning decisions.

The proposed development has been assessed against development plan policies and all relevant material considerations.

Local Plan Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.Cl1 (2012) Community Infrastructure Provision
- PT1.E5 (2012) Town and Local Centres

- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM1 (2012) Sustainable Waste Management
- 1
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM4 (2012) Open Space and Informal Recreation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing
- PT1.HE1 (2012) Heritage
- Part 2 Policies:
- DMAV 1 Safe Operation of Airports
- DMAV 2 Heathrow Airport
- DMAV 3 RAF Northolt
- DMCI 1 Retention of Existing Community Sport and Education Facilities
- DMCI 2 New Community Infrastructure
- DMCI 3 Public Open Space Provision
- DMCI 4 Open Spaces in New Development
- DMCI 5 Childrens Play Area
- 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 4 Development on the Green Belt or Metropolitan Open Land
- DMEI 6 Development in Green Edge Locations
- DMEI 7 Biodiversity Protection and Enhancement
- DMEI 9 Management of Flood Risk
- DMH 2 Housing Mix
- DMH 4 Residential Conversions and Redevelopment
- DMH 7 Provision of Affordable Housing
- DMHB 1 Heritage Assets
- DMHB 10 High Buildings and Structures
- DMHB 11 Design of New Development
- DMHB 12 Streets and Public Realm
- DMHB 14 Trees and Landscaping
- DMHB 15 Planning for Safer Places
- DMHB 16 Housing Standards
- DMHB 17 Residential Density
- DMHB 18 Private Outdoor Amenity Space
- DMHB 19 Play Space
- DMHB 3 Locally Listed Buildings
- DMHB 7 Archaeological Priority Areas and archaeological Priority Zones
- DMT 1 Managing Transport Impacts
- DMT 2 Highways Impacts
- DMT 6 Vehicle Parking
- DMTC 1 Town Centre Development
- LPP D11 (2021) Safety, security and resilience to emergency
- LPP D12 (2021) Fire safety
- LPP D13 (2021) Agent of change
- LPP D14 (2021) Noise

- LPP D2 (2021) Infrastructure requirements for sustainable densities
- LPP D3 (2021) Optimising site capacity through the design-led approach
- LPP D4 (2021) Delivering good design
- LPP D5 (2021) Inclusive design
- LPP D6 (2021) Housing quality and standards
- LPP D7 (2021) Accessible housing
- LPP D8 (2021) Public realm
- LPP D9 (2021) Tall buildings
- LPP DF1 (2021) Delivery of the Plan and Planning Obligations
- LPP G3 (2021) Metropolitan Open Land
- LPP G4 (2021) Open space
- LPP G5 (2021) Urban greening
- LPP G6 (2021) Biodiversity and access to nature
- LPP G7 (2021) Trees and woodlands
- LPP GG1 (2021) Building strong and inclusive communities
- LPP GG2 (2021) Making the best use of land
- LPP GG4 (2021) Delivering the homes Londoners needs
- LPP H1 (2021) Increasing housing supply
- LPP H10 (2021) Housing size mix
- LPP H4 (2021) Delivering affordable housing
- LPP H5 (2021) Threshold approach to applications
- LPP H6 (2021) Affordable housing tenure
- LPP HC1 (2021) Heritage conservation and growth
- LPP S1 (2021) Developing London's social infrastructure
- LPP SD1 (2021) Opportunity Areas
- LPP SD6 (2021) Town centres and high streets
- LPP SI1 (2021) Improving air quality

- LPP SI12 (2021) Flood risk management
- LPP SI13 (2021) Sustainable drainage
- LPP SI2 (2021) Minimising greenhouse gas emissions
- LPP SI3 (2021) Energy infrastructure
- LPP T2 (2021) Healthy Streets
- LPP T5 (2021) Cycling
- LPP T6 (2021) Car parking
- LPP T6.1 (2021) Residential parking
- LPP T7 (2021) Deliveries, servicing and construction

5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date: 18th October 2023
- 5.2 Site Notice Expiry Date: 25th October 2023

6. Consultations

External Consultees

A total of 4 site notices were displayed to the front of each site (8 in total), letters were sent to 254 neighbouring properties and an advert was posted in the local paper. All methods of consultation expired 25.10.23.

During the public consultation 47 household letters of response were received of which 46 raised objections to the proposed development. In addition, a petition in objection has been received containing 435 signatures, accompanied by a detailed letter of objection from a local ward councillor.

A summary of the concerns raised is set out below:

- Overbearing / sense of intrusion
- Loss of privacy / overlooking
- Loss of outlook
- Loss of daylight / sunlight
- Diminished visual amenity
- Out of character / not in keeping
- Increased congestion and parking stress
- Health and mental health wellbeing will be affected
- Covenant on the land
- Pressure on local infrastructure
- The buildings are too tall

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- Unit mix and type (flats are not needed)
- Over-development
- Loss of community resources
- Loss of greenspace
- Antisocial behaviour concerns
- Area is overpopulated
- Accessibility concerns relating to new libraries
- Environmental concerns (noise, air pollution)

One objection refers to laws and policies which the resident states apply to councils and which they should work within. It should be noted that the Local Planning Authority (LPA) is not the applicant but the determining authority, and the LPA is governed by Planning Law and determines planning applications in accordance with this and the Development Plan.

In addition, an objection has been received from a Local Ward Councillor, a summary of the concerns is set out below:

- No appropriate consultation was undertaken with residents and local businesses and community groups
- Over-development of the site
- Lack of local infrastructure such as healthcare centres, school places, dentists
- Further impacts upon air quality
- Noise pollution
- Increased congestion
- Increase in crime and anti-social behaviour
- Increase in local litter

- A sequential approach has not been undertaken to determine whether there are more appropriate sites for this development

- This application does not address the local deficiency in open space
- The proposed plans indicate that there would be an overlooking of the children's playground from the residential properties
- Reduced privacy for Otterfield Road residents
- Library is better located where it is

Case Officer comment:

The points raised above are responded to within this committee report, however in response to the concern regarding the lack of appropriate consultation, the applicant has undertaken a community engagement exercise whereby residents of the local area were invited to a presentation of this development and invited to make comments. This took place at the Yiewsley Library on 6th October 2022.

It should also be noted that the Local Planning Authority has conducted its own consultation (as required) during the planning application process, in accordance with planning legislation.

TRANSPORT FOR LONDON (INFRASTRUCTURE)

Thank you for your consultation.

I can confirm that London Underground/DLR Infrastructure Protection has no comment to make on this planning application.

NATIONAL AIR TRAFFIC SERVICES (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.

GREATER LONDON ARCHEAOLOGICAL ADVISORY SERVICE (GLAAS)

Thank you for your consultation of 18/09/2023 regarding the above application for Planning Permission. 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, details of which are on our webpage.

If you consider that this application does fall within one of the relevant categories, or you have other reasons for seeking our advice, please contact us to discuss your request. If we do not hear from you within five working days we will assume this application should not have been sent to us.

This response relates to undesignated archaeological assets only. If necessary, Historic England's Development Management or Historic Places teams should be consulted separately regarding statutory matters.

HEATRHOW SAFEGUARDING

No objection subject to the attachment of a condition regarding the use of cranes.

Case Officer Comment:

The condition recommended by Heathrow Airport has been included in the recommendation at section 2 of this report (Condition number 12).

CADENT GAS

No objection subject to standard informative.

Case Officer Comment:

The informative note recommended by Cadent Gas has been included in the recommendation at section 2 of this report (informative number 4).

LONDON FIRE BRIGADE (summary)

The London Fire Brigade (LFB) has been consulted with regard to the above-mentioned premises and have no observations. It should be ensured that if any material amendments to this consultation is proposed, a further consultation will be required.

Internal Consultees

PLANNING POLICY (summary)

Principle of Development

Overall, the principle of development remains unchanged from the previous withdrawn application reference 76795/APP/2021/3704. As set out in the consultation comments under the application referenced above, both sites are located adjacent to Metropolitan Open Land (MOL), a designation that covers most of the Yiewsley Recreation Ground. However, a small proportion of Site 1 includes an area of the Recreation Ground that is not designated as MOL but would be defined as public open space

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according to Local Plan Policy DMCI 3.

Policy DMCI 1 of the Local Plan states that proposals involving the loss of an existing community facility such as the existing Yiewsley library will only be permitted where it can be demonstrated that the specific use is no longer required on-site, will not lead to a shortfall in the provision, is no longer in demand or appropriate, or replacement/ relocated facilities provide at least the same level of accessibility as the existing facility. Whilst the proposed redevelopment of this site would lead to the loss of the library from its High Street location, the scheme as a whole does make provision for a new library on Site 2.

The existing library would be relocated as a result of the proposed development, it should be noted that the reprovision of the library will need to be secured by a relevant planning obligation to ensure that the replacement library is delivered before the commencement or completion of a proportion of residential units.

Site 2 is an area of previously developed land boarded up since the demolition of the swimming pool buildings. It is not subject to any planning policy designations and overall, redevelopment of existing brownfield sites are supported by the Local Plan.

Overall, the principle of development is acceptable, subject to the relevant planning obligations being in place.

Housing Mix

Policy DMH2 requires a mix of housing units to reflect the Council's latest information on housing needs. The Council's latest evidence of housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties. However, both sites have a PTAL rating of 3, are within the town centre and walking distance of the Elizabeth Line. Furthermore, Policy H10 of the London Plan states that schemes should generally consist of a range of unit sizes.

When considering the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, the London Plan Policy H10 criterion 6 outlines that the nature and location of the site should be considered and recognises that it could be appropriate for developments closer to a town centres or stations or with higher public transport access and connectivity to contain a higher proportion of one and two bed units generally.

In addition, Policy H10 criterion B sets out for low-cost rent, boroughs should provide guidance on the size of units required (by number of bedrooms) to ensure affordable housing meets identified need. In this regard it should be noted that the borough has a need for low-cost rent units especially for family units.

The overall split and numbers on the separate sites and overall can be seen below:

SITE 1 One bedroom18 (36%) Two bedroom: 24 (48%) Three bedroom: 8 (16%) Total : 50

SITE 2 One bedroom: 23 (51.1%) Two bedroom:11 (24.4%) Three bedroom: 11(24.4%) Total : 45

OVERALL One bedroom: 41 (43.2%) Two bedroom: 35 (36.8%) Three bedroom:19 (20%) Total: 95

It is noted that site 2 has 51.1% one-bedroom units, this means that more than half of the site is onebedroom units, however when considering the scheme as a whole the two sites there are 43.1% onebedroom units. Overall, the application proposes 16% and 24.4% (or 20% across the two sites) of family units and given the site-specific circumstance when considering the scheme as a whole and other recent applications in similar contexts this is considered to be acceptable.

Affordable Housing

Policy H4 of the London Plan sets out that residential development of public sector land should deliver at least 50 per cent affordable housing. The applicant has provided an affordable housing statement, which sets out that the proposal would provide 100% affordable housing.

Policy H5 of the London Plan requires the proposed development to be consistent with the relevant tenure split, which is 70% social/ affordable rent and 30% intermediate. Furthermore, criterion D of Policy H5 of the London Plan sets out that "Developments which provide 75 per cent or more affordable housing may follow the Fast Track Route where the tenure mix is acceptable to the borough or the Mayor where relevant". In this regard it is noted that the Council's adopted Housing Strategy (2022) highlights on page 32 paragraph 29 that a majority of affordable housing is required as Social Rent or London Affordable Rent rather than for intermediate housing.

As such, given the wording of criterion D of Policy H5 of the London Plan and the Council's adopted Housing Strategy (2022) it is considered that the proposed tenure mix would be acceptable and as such complies with Policy H5 of the London Plan.

ACCESS OFFICER (summary)

The scheme has been reviewed and no objection is raised subject to conditions being attached in relation to M4(3)/M4(2) units, fire evacuation facilities and accessible play equipment, should the application be recommended for approval.

Case Officer comment:

The proposed conditions are included within Section 2 of this report (refer to Condition 9) and are recommended to be attached should the application be approved.

NOISE OFFICER (summary)

Sufficient information has been provided by the Applicant to make a recommendation with respect to noise. It is recommended that no objection is made on noise grounds subject to the inclusion of suitable conditions which should be met based on the design information provided and considering measurement and prediction uncertainty.

Case Officer comment:

The proposed conditions are included within Section 2 of this report (Conditions 10 and 11) and are recommended to be attached should the application be approved.

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WASTE STRATEGY

A 50/50 split of general waste and recycling containers would be required per bin store, plus a 140L food waste unit in each bin store.

Yiewsley Pool site: Collection of waste is adequate and no comments other than the above.

Yiewsley Library site: As previously advised, Bin store 2 is preferred as a stopping point for waste collection, but not bin store 1 due to its proximity to the junction. This is supported within the Design and Access Statement, point 2.1.1 which identifies the site as 'being located on a busy intersection'. The preference is for all bins to be together and a last resort to use management to move bins back and forth on collection day. To have the bins all in one place, the following has previously been suggested and should be considered - Move substation and/or cycle storage to the area currently marked as Bin store 1, and utilise space now vacant next to bin store 2, so that containers can be stored and collected in one place without/with minimal caretaker involvement. A more detailed Waste Strategy Plan is required to detail how waste will be collected, including the use of caretakers to pull bins out prior to collection point if this is what is being proposed.

Case Officer comment:

A Waste Strategy Plan condition is recommended to be attached should the application be approved (refer to Condition 17 - section 2 of the report). Further details are provide within Section 7.15 of this report.

AIR QUALITY (summary)

The proposed development is located within the LBH Air Quality Management Area and within the West Drayton/Yiewsley Focus Area bringing additional traffic emissions which will add to current likely exceedances and contribute to poor local air quality. As per the London Plan, developments need to be neutral as minimum and LBH requires development proposals located in Focus Areas to be air quality positive (LBH Air Quality Local Action Plan 2019-2024), contributing to the reduction of emissions in these sensitive areas.

LBH requires developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Furthermore, Policy DMEI 14 of the Hillingdon Local Plan (Part 2), requires active contribution towards the continued improvement of air quality, especially within the Air Quality Management Area.

The proposed 95 new apartments (Use Class C3 residential development) a public library, new community space and associated access, servicing, landscaping and parking are anticipated to generate 116 daily residential vehicle trips per day and 48 vehicle trips per day associated with the use of the proposed library.

According to LBH Local Action Plan, proposed development within Focus Areas (or with impacts on FAs) needs to be Air Quality positive and further action is required to reduce total emissions produced by its operation. Therefore, the total emissions associated with these activities need to be mitigated.

The proposed development is air quality neutral but not air quality positive.

Damage Costs and Mitigation measures

Mitigation measures to reduce emissions can be applied on-site or off-site. Where this is not practical or desirable, pollutant off-setting will be applied. The level of mitigation required associated with the operation phase of the proposed development is calculated using Defra's Damage Cost Approach.

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Any mitigation measures proposed were evaluated in terms of likely emission reductions onto local air quality. Wherever quantifiable, these are calculated and subtracted from the overall value due. When no quantification is possible, a flat rate discount is applied. Tables 1 and 2 summarise the aspects of air quality and planning requirements for the proposed development.

The undiscounted level of mitigation required to the proposed development for traffic emissions is \pounds 132,078. Once all deductions were applied, the remaining value of mitigation due is \pounds 39,623. Flat rate deductions applied are as follow: Travel Plan (15%), Green Sustainable Measures (5%), contribution to long term LBH strategic long-term strategies and public service projects (e.g. library) (50%), totalling a reduction of £92,454.

Therefore, a section 106 Legal Agreement with the LAP of £39,623 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.

Observations

In addition, Air Quality conditions are required to manage construction emissions as required by the London Plan.

Case Officer comment:

The proposed conditions are included within Section 2 of this report (see Condition 7) and are recommended to be attached should the application be approved.

URBAN DESIGN AND CONSERVATION (Summary)

The Urban Design comments are limited to the appearance of both buildings. Previous comments covered the principle of re-locating the library away from the High Street, the height, scale, massing and form of the proposed buildings which have not changed from the previous application that was recommended for approval.

Corner building along High Street and Falling Lane

The pre-app design comments requested the overall design be simplified to sit the proposed building more comfortably in the immediate townscape context. Particularly, as the multi-faceted form of the building with staggered frontage, recessed corner, projecting and inset balconies is at odds with the simple building forms of the existing and emerging context.

Suggestions were made on the building's appearance to assist with the coherence of the building reducing the number of design elements to deliver a building that conforms better to the context. It is acknowledged that some suggested revisions have been made.

However, it is considered that the balconies proposed using a perforated metal superimposed with a leaf pattern fails to fit holistically with the overall building appearance. Particularly as this design is not carried through to the shutters along the High Street elevation. While, the balcony design may prevent visual clutter of chairs and table on the balconies, it has a solid appearance that is a visual detractor on the elevation and needs revision. Further information is required on the depth of the door reveals.

Materiality

The main material is a cream coloured brick. The predominant material in the immediate context is red/brown brick. This should be considered as an alternative to a light brick, which can stain and look dirty very quickly making the building look shabby. Further, the structural integrity of the staggered perforated

brick pattern for ventilation on the ground floor is questioned. Lastly, every effort should be taken to incorporate the winged horse relief (currently above the Library entrance) into one of the two proposed buildings.

Former Pool Site building

The design of the former pool site building is accepted. Clarification is sought on the Yiewsley Former Pool Site that the footpath directly to the west of the site is being retained.

Materiality

Part of the building is proposed to be faced in a brick described as 'Buff' although the image is a pink brick. Both this colour brick and the light grey proposed facing brick is considered inappropriate to the context and should be revised. This issue can be resolved through an appropriate condition.

Landscape

The Landscape proposals are accepted.

Summary

While some of the revisions requested have been made the key concerns that remain are:

- balcony design for the former Library site at the junction of Falling Lane and the High Street;

- brick colours of the both sites.

If minded to grant this application a materials condition should be attached to secure these details.

Case Officer comment:

The recommended materials condition is included within Section 2 of this report (Condition number 4). Condition 30 also secures details of privacy screens for the proposed balconies. Further, Condition number 34 has been included in the recommendation in order to address the Design / Conservation Officer's advice about securing a winged horse relief feature on the new Falling Lane building. Finally, with regard to comments about retaining a footpath to the west of the Otterfield Road site, it is understood that this is to be retained, however clarification has been sought from the applicant.

ENERGY (summary)

The energy assessment submitted does not comply with the London Plan energy assessment guidance. It fails to provide a clear baseline carbon footprint and energy demand (per annum) for residential and non-residential uses.

In summary, the report cannot be used constructively to inform the carbon emissions associated with the development.

However, the development is not abnormal or complex and achieving the London Plan Target of 35% reduction in CO2 is reasonably practicable. The failure to provide a useable report at this stage merely provides uncertainty about the plan to achieve zero carbon but doesn't mean it can't be achieved. It also provides uncertainty for any future s106 legal agreement which will need to be kept flexible and adaptable to reflect any shortfall identified through a GLA compliant energy assessment. Conditions are therefore required to secure a detailed Energy Assessment and a 'Be Seen' energy condition.

In addition a clause in a subsequent S106 will be required to capture a payment linked with any identified shortfall:

On commencement of development (excluding demolition), the shortfall (where applicable) identified in the

Energy Assessment required by condition shall form an in lieu contribution to the Council's carbon offset fund at \pm 95/tCO2 annualised over 30 years (i.e. shortfall x 30 x 95 = £contribution).

Case Officer comment:

The proposed conditions are included within Section 2 of this report (Conditions 13 and 14) and are recommended to be attached should the application be approved. The proposed obligation is also recommended to be included within a future legal agreement.

ECOLOGY (summary)

The ecology assessment (Phase 1) has identified further survey requirements for the Otterfield Road site. The surveys required relate to foraging and commuting bats, badgers and reptiles.

With regards to bats the report makes very little evaluation of why the areas need to be surveyed further and concludes that the Otterfield Road site would have low suitability for bats. The planning test to determine whether further surveys are required is one of reasonableness. No evidence has been presented that identifies the presence of the types of habitats that would support bats in the area or why the Otterfield Road site would therefore be of importance. Given the low suitability of bats and no evidence to support the likely presence on site (i.e. the presence of mature trees or features reflected in the Natural England Standing Advice) then it would be unreasonable to seek further bat surveys at this time, particularly as the survey season is now closed.

With regards to reptiles, again there is a lack of evidence or commentary on the wider suitability of the area to support reptiles. The site backs on to heavily maintained recreational areas and rear gardens limiting the suitability of the area for reptiles. There should be a reasonable likelihood of the presence of reptiles on site to justify further survey work. The site is ultimately an urban area with heavily used roads surrounding the recreational area and Otterfield Road site. The likely presence of reptiles is therefore low although noting that they can't be discounted in their entirety and the actual foliage on site would be an attractive habitat. A condition is therefore required to secure a detailed method statement for the protection of reptiles. The method statement shall set out how reptiles are to be protected during ground clearance and/or preparatory works in accordance with best practice.

With regards to badgers, the site has some suitability to support this transient mammal. The network of roads is less of a constraint to badgers but would still act as a constraint or obstacle to their presence on site. Given the likely reduced presence of badgers on the Otterfield Road site along with reasonable steps available to manage the harm either through method statements or Natural England licensing then it is acceptable to consider further information through condition.

Case Officer comment:

The proposed conditions are included within Section 2 of this report (Conditions 27 and 28) and are recommended to be attached should the application be approved.

HIGHWAYS

An application has been received seeking permission to build a residential building on the site of Yiewsley Library, Falling Lane and the construction of a new mixed use building on the site of the former Yiewsley Swimming Pool, Otterfield Road. The Falling Lane site would provide 50no. units and the Otterfield Road site 45no. units. The Falling Lane site is situated on the southeastern corner of the intersection of High Street and Falling Lane, the Otterfield Road site is to the rear of houses that front onto Otterfield Road.

Both sites occupy an edge of town centre location and benefit from convenient access to a range of shops,

services, facilities and travel opportunities. Both sites have a PTAL ranking of 3 indicating that access to public transport is reasonable compared to London as a whole.

The Falling Lane site would comprise 18no. one-bed, 24no. two-bed and 8no. three-bed units. There would be 90no. secure residential cycle parking spaces and 6no. short stay cycle spaces. Also proposed are 28no. undercroft /surface car parking spaces, with 13no. be for use by residents and 15no. allocated to Rabbsfarm School which is situated on the opposite side of Falling Lane. Five of the residential parking bays would be for disabled persons parking.

The Otterfield Road site would comprise 23no. one-bed, 11no. two-bed and 11no. three-bed units. The proposal would also include a Public Library with 316sq.m GIA and 75sq.m Community Space. The Otterfield Road site would offer 74no. secure residential cycle parking spaces plus 10no. short stay cycle spaces for the Library. There would be 23no. car parking spaces for residents, of which 5no. would be disabled persons parking and 2no. disabled persons parking spaces for Library visitors.

Access

Access to the Falling Lane site would be from Falling Lane as existing, pedestrian and cycle access to the site would be provided from the footway along Falling Lane and High Street.

Access to the Otterfield Road site would be taken from an access road leading off Otterfield Road that provides access to an existing adjacent public car park. Otterfield Road is a single carriageway road that has been traffic calmed with a speed limit of 20mph. The majority of Otterfield Road is not subject to any parking restrictions; however, the southern end of Otterfield Road is subject to a 'business permit holder only' parking restriction between 08:00-18:30h, Monday to Saturday. Around 120m south of the site access Otterfield Road connects to Fairfield Road via a priority junction. Parking Management Scheme Y1 encompasses Fairfield Road. This restricts parking to resident permit holders only between 09:00-18:00h, Monday to Saturday.

Car Parking Residential

Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Plan 2021 would allow the Falling Lane site to provide (a maximum of) between 25no. and 38no. car parking spaces, the 13no. proposed are in accordance with this standard. The London Plan would allow the Otterfield Road proposal to provide (a maximum of) between 23no. and 34no. spaces, the 23no. proposed are therefore also acceptable.

The Falling Lane car park would include 15no. car parking spaces for use by Rabbs Farm School. It is important that these spaces are managed to ensure they are not used by the new residents and/or the general public. The Highway Authority requires that a Car Parking Design and Management Plan is submitted to the Council for approval that sets out the management regime proposed. To be in accordance with the London Plan Policy T6.1 Residential Parking all residential car parking spaces should be leased and not sold, this should be secured by a planning condition.

Cycle parking

The London Plan requires that cycle parking is provided at a standard of 70no. long-stay and 2no. shortstay spaces for the Falling Lane site and 63no. and 2no. short-stay spaces for the Otterfield Road site, the number of cycle parking spaces proposed at both sites is in accordance with these standards.

Disabled persons parking

The London Plan requires that residential developments must ensure that for 3% of dwellings at least one designated disabled persons parking space is available from the outset and that it is demonstrated as part

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of the Parking Design and Management Plan how a further 7% of dwellings could be provided with one space in response to demand. The London Plan requires that both the Falling Lane and Otterfield Road site provide 5no. spaces, at both sites and this standard has been met.

Electric vehicle charge points (EVCP)

The London Plan requires that new residential developments provide EVCP at a standard of 20% having active charge points with all the remaining spaces having passive provision, the Falling Lane Transport Statement confirms this standard would be met, however the Highway Authority is unable to determine if or how many EVCPs the Otterfield Road site would be provided.

Car Parking Library

As mentioned above, the Library would provide 2no. disabled persons car parking spaces and 10no. cycle parking spaces. The London Plan does not provide parking standards for Libraries neither does the Local Plan. Taking into account there is a public car park immediately next to the proposed Library site that visitors could use, the 2no. disabled parking spaces is considered a suitable standard of provision.

Servicing and Delivery

Refuse collection at both Falling Lane and Otterfield Road would take place from within the site. Swept path drawings have been provided that demonstrates that a Council refuse vehicle can get within 10m of the bin-store for collection. The refuse vehicle can safely be accommodated within the proposed layout and is able to enter and exit the site in forward gear.

Trip generation

The Falling Lane site is currently operating as a 42no. space public car park and Library, with 16no. 'park & stride' spaces serving the Rabbsfarm School. The car park accumulation survey undertaken in 2021 showed that during the weekday the main car park rarely reached its capacity, with the busiest periods recorded at around 08:30- 08:45h and 14:30-15:00h, coinciding with school drop-off and pick-up times. The Rabbsfarm School 'park & stride' spaces were quiet throughout the day but reached capacity at school drop-off and pick-up times. At its busiest, parking stress for both car parks combined was around 84% in the morning. The applicant reports that for the remainder of the study period there were many spaces available.

In its current use during the AM Peak 08:00 to 09:00h when the surrounding road network is busiest, the car park generates 35no. two-way 'park & stride' trips and 58no. two-way car park user trips, 93no. two-way trips in total. To determine the number of trips the proposal would generate the applicant has referred to the industry standard TRICS database. In the AM peak the proposal would generate 6no. two-way residential trips, in addition to this would be the 35no. two-way 'park & stride' trips giving 41no. two-way trips. With the Falling Lane development built out there would be a reduction in car movements to the Falling Lane car park of 52no. However, the Highway Authority is mindful that if built out those drivers that currently use the public car park will need to find somewhere else to park instead. The applicant has addressed this issue in the Transport Statement and report that the Fairfield Road car park has the capacity to cater for any increase in parking demand arising from the proposal and loss of parking at Falling Lane.

To forecast the number of trips the Otterfield Road development would generate in the AM Peak the applicant has again referred to the TRICS database, this shows that the residential element of the proposal would generate 6no. two-way trips on the AM Peak. This uplift in vehicular traffic is considered insignificant and could easily be accommodated by the surrounding road network.

The applicant reports that the Library would employ 4no. members of staff, they contend that the Library would not generate any vehicular visitor traffic as it is assumed that visitors to the Library will already be in

the town centre, any visit they make would be a linked trip. They assume that nobody would make a single purpose car trip from their home to the Library and back again.

Supporting documents

Travel Plan

A Travel Plan has been drafted and submitted for each site, as would be expected both are similar. Neither of the Travel Plans contain targets for achieving a modal shift away from the private car in favour of active and sustainable travel. Should the application be recommended for approval then the Highway Authority would require that revised Travel Plans are submitted to the Council for approval prior to the development being occupied.

Construction Logistics Plan

A Construction Logistics Plan has been submitted alongside the planning application; the Highway Authority would require a final version of this document to be provided for approval prior to works commencing on site.

Service Delivery Plan

A Service Delivery Plan has been submitted alongside the planning application; the Highway Authority would require a final version of this document to be provided for approval prior to works commencing on site.

Site Layout The Highway Authority has reviewed the site layout and it is found to be suitable.

Planning conditions and contributions

Contributions

The Highway Authority require that the applicant enter a s.106 agreement with the Council obliging them to fund the Healthy Streets works listed in the table below:

Public Right of Way Y29 improvements: £38,276 Dropped kerbs and tactile paving at 2no. Locations: £11,000 Ten Legible London finger post signs: £25,000 Two street benches: £4,000 Sub total: £78,276 Contingencies (5%): £3,914 Fees (10%): £7,828 Sub total:£11,742 Total: £90,018

The Highway Authority require that the applicant enter a s.106 agreement with the Council obliging them to fund a Study that will identify those measures required to improve the safety and convenience of cycling across the Trout Road/High Street/Falling Lane junction. This should include the production of preliminary designs, a contribution of £1,200 is required.

Conditions are requested to secure a Car Parking Design and Management Plan, that all residential car parking spaces are leased and not sold, a Construction Logistics Plan, and a Service and Delivery Plan

A legal agreement is also required to secure revised Travel Plans and to prohibit future residents of the development from applying for a permit to join any parking management scheme in the vicinity of the site.

Recommendation

Subject to the above there are no highway objections to this proposal.

Case Officer comment:

The proposed conditions are included within Section 2 of this report (refer to Conditions 5, 6, 7, 8, 20 and 21) and are recommended to be attached should the application be approved. The proposed obligations are also recommended to be included within a future legal agreement.

FLOODING AND DRAINAGE (Summary)

The greenfield runoff volume has been provided for the Falling Lane site. Calculations have been resubmitted for the 1 in 100 year (+40%CC) event for the Otterfield Road site. Drawings have been provided to show the exceedance flow routes for both sites.

Recommendation and Requests:

The following information is still outstanding and should be addressed by the applicant: The total site area for Otterfield Road (3100m2) has not been included in the calculations. Drawings have been provided to show the exceedance flow routes for both sites. There is one arrow on the Otterfield Road site that is directed towards a building, more information should be provided as to how this would be managed.

The following items can be addressed at Discharge of Condition stage:

- The applicant should include rainwater harvesting in the design or provide reasonable justification as to why this cannot be included.

- The applicant should provide evidence to demonstrate that infiltration testing has been carried out to show that soakaways are feasible for the Otterfield Road site.

Conditions are therefore proposed requiring a final detailed drainage design including drawings and supporting calculations, and evidence (photographs and installation contracts) is submitted to demonstrate that the sustainable drainage scheme for the site has been completed in accordance with the submitted details.

Case Officer comment:

The proposed conditions are included within Section 2 of this report (Conditions 31 and 32) and are recommended to be attached should the application be approved.

DAYLIGHT AND SUNLIGHT (Summary)

Of the 265 rooms analysed for daylight, 207 rooms meet the target values. 51 of the 58 rooms that fell short of the target values are living/kitchen/dining rooms. Of the 95 dwellings analysed for sunlight, 19 rooms failed to meet the target values. All the 19 living rooms that failed to meet target values are north facing and will not receive direct sunlight. Analysis was undertaken to 13 amenity areas at Falling Lane. Of these 13 amenity areas 9 met the target values. When analysis was undertaken on 21st June, all amenity areas achieved the target values.

Case Officer comment:

Daylight and sunlight is assessed in the main body of the report at section 7.09.

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1 - MEMBERS, PUBLIC & PRESS

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The development proposes the delivery of 95 new homes of which 100% would be affordable housing, together with a replacement public library, including a community use space following the demolition of the existing library building on Falling Lane. The proposal will also bring a vacant brownfield site back into use on Otterfield Road.

This proposal is considered to be in accordance with paragraph 119 of the NPPF and Policy GG2 of the London Plan, which both require proposals to make the best use of land, it is recognised that the redevelopment of brownfield sites should be prioritised to ensure that proposals limit their harm to the natural environment and to ensure that new developments are located within existing built-up areas, which tend to have better supporting infrastructure. This is supported by paragraph 120 of the NPPF which states that substantial weight should be given to the value of using suitable brownfield land whilst promoting and supporting the development of under-utilised land.

The site is also located in the Heathrow Opportunity Area. Opportunity Areas, defined by Policy SD1 of the London Plan (Opportunity Areas), are areas identified with the highest potential for development growth, with capacity to deliver a substantial amount of new homes and jobs. In particular, proposals in Opportunity Areas should seek to maximise the delivery of affordable housing and create mixed and inclusive communities by tackling spatial inequalities and environmental, economic and social barriers that affect the lives of people in the area, whilst ensuring that development facilitates ambitious transport mode share targets. The supporting text to Policy SD1 of the London Plan outlines that intensification is key to meeting housing targets, particularly for outer London boroughs where the suburban pattern of development has significant potential for higher density residential development. The application site falls within the Heathrow Opportunity Area, with an indicative capacity of 13,000 new homes and 11,000 new jobs, which itself is part of the wider Heathrow/Elizabeth Line West Growth Corridor.

Paragraph 123 of the NPPF, which requires local planning authorities to take a proactive approach to applications which encourage higher density residential development and which propose alternative uses of developed land, particularly supporting proposals which seek to use employment land for homes, or which make more effective use of a site providing a community use, provided this would not undermine the town centre network or reduce the quality of service provision or access to open space. In this regard, it is recognised that prioritising brownfield sites for redevelopment at higher densities is particularly important for outer London boroughs, as it ensures that housing targets can be met without developing on the Green Belt (or Metropolitan Open Land), which serves as a permanent open buffer between London and the surrounding settlements, preventing urban sprawl.

Policy D1 (London's form, character and capacity for growth) and Policy D3 (Optimising Site capacity through the design led approach) of the London Plan both require proposals to have regard to the context of the surrounding area. Policy D3 further states that all development must make the best use of land and that higher density developments should be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking or cycling.

There is a clear presumption in favour of redeveloping brownfield sites to provide new housing, especially for sites which fall within Opportunity Areas and town centre boundaries, as these areas

either have or are expected to have access to higher levels of public transport (in this instance a PTAL of 3). The proposal would contribute to this objective, and notably with the provision of 100% affordable housing (to be provided as 95 LAR units), would contribute to the strategic objectives of maximising affordable housing contributions from sites with the highest growth potential in accordance with Policy GG4 of the London Plan. At present, the Falling Lane site is largely occupied by outdoor surface parking, and a two-storey building, and it is considered that this fails to optimise the site's potential having regard to Policies SD1, D1 and D3 of the London Plan, whilst the Otterfield Road site is vacant and inaccessible, and therefore provides little to no public benefit, and does not contribute to the vitality of the town centre.

Moreover, Policy GG4 (Delivering the homes Londoners need) sets out that to create a housing market that works better for all Londoners, those involved in planning and development must ensure that more homes are delivered, must support the delivery of the strategic target of 50 per cent of all new homes being genuinely affordable and must create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs, including for specialist housing. The application therefore goes beyond the strategic target which is a clear and significant public benefit.

Policy H1 of the London Plan (Increasing housing supply) sets the 10-year housing targets for each London borough, and this places a 10-year housing completions target for the London Borough of Hillingdon of 10,830 homes (starting in 2019/20 and continuing through to 2028/29). Boroughs are required to optimise the potential for housing delivery on all suitable and available brownfield sites, especially for sites with existing or planned public transport access levels (PTALs) 3-6, which are located within 800m of a station or town centre boundary, or are on industrial sites that have been identified through the processes set out in Policies E4, E5 and E7 of the London Plan as being suitable for redevelopment.

The redevelopment of these sites will support the delivery of 95 new affordable homes in accordance with policies and contribute to achieving the borough's housing targets in accordance with London Plan policies GG4 and H1.

Policy SD6 of the London Plan (Town centres and high streets) seeks to promote and enhance the vitality and viability of London's town centre network by encouraging a range of uses within town centres including (alongside main town centre uses) civic, community, social and residential uses. Of particular relevance, Policy SD6 states that the potential for new housing within and on the edge of town centres should be realised through mixed-use or purely residential developments where these make the best use of land, capitalising on the availability of services within walking and cycling distance, whilst the provision of social infrastructure should be enhanced. The supporting text to this policy confirms that residential development can play an important role in ensuring town centre vitality, and residential-only schemes in town centres may be appropriate outside the primary shopping area, and primary and secondary shopping frontages, where it can be demonstrated that they would not undermine local character or the diverse range of uses required to make a town centre vibrant and viable.

Policy SD7 of the London Plan (Town centres: development principles and Development Plan Documents) further highlights that some sites within town centres may be suitable for higher density mixed-use or residential intensification, such as through the comprehensive redevelopment of surface car-parks, surplus shopping frontages or other low-density town centre buildings that are not of heritage value, whilst re-providing any non-residential uses that would be lost as part of the redevelopment.

Policy CI1 of the Hillingdon Local Plan: Strategic Policies (Community Infrastructure Provision) sets out that community and social infrastructure which caters for the needs of the existing community and future populations should be encouraged, which includes supporting the retention and enhancement of existing community facilities whilst resisting their loss. Where the loss of community facilities is justified, the Council will seek to ensure that the resulting development compensates these uses to ensure there is no net loss. In some instances, developments may need to contribute towards the provision of community facilities.

Policy CI1 further sets out that community facilities (including health facilities, police stations, leisure facilities, community centres and libraries) should be sited in town centres or other accessible locations to maximise community access, make best use of sustainable transport options and build a sense of local identity. Moreover, community facilities and services must be accessible and inclusive to all potential users regardless of age, ability, gender or socio-economic status.

Policy DMTC 1 of the Hillingdon Local Plan: Development Management Policies (Town Centre Developments), supports the principles of the London Plan town centre hierarchy and states that the use of ground floors for residential purposes within primary and secondary shopping areas will not be supported and interruptions in the shopping frontage should be minimised to ensure the frontages are kept as an area of continuous commercial activity.

While both parcels of land fall within the town center boundary, neither parcel is designated as part of the primary or secondary shopping areas, and as such, the loss of the non-residential frontage onto the High Street (as a result of the relocation of the library) would have a minimal impact on the continued vitality of the town centre. Moreover, it is noted that the existing library is sited at the northern end of the High Street, where the shopping frontage is less continuous as a result of the George and Dragon pub (adjacent), the former Methodist Church the large Aldi store (opposite), whilst the overall design of the existing library building does not currently provide a high level of interest or particularly promote activity within the town centre.

It is further recognised that the proposal would result in the loss of the existing library (265.5 sqm) (F1 (d) use class) and the fitness centre above (265.5 sqm) (E(d) use class), with a replacement library facility (316 sqm) and new community space (75 sqm) to be re-provided within the ground floor of the Otterfield Road site. The proposed location of the new library remains within the same town centre, with a larger floorspace, and it is therefore considered that the relocation of the existing library is acceptable and would not lead to a reduction or shortfall in the amount of community floorspace, in accordance with the requirements for redevelopment proposals as set out in Policies SD6 and SD7 of the London Plan and the community infrastructure requirements of Policy CI1 of the Hillingdon Local Plan. Should Planning Committee be minded to approve the development proposal, an obligation would be required to ensure that the new library is constructed and operational before the closure of the existing library in order to ensure the local community does not suffer a temporary loss of this community asset.

In addition to the larger library floorspace, the provision of the new community space (75 sqm) at ground floor level on the Otterfield Road site allows for the provision of new community floorspace that would be inclusive, accessible and flexible in line with the provisions of Policy DMCI 2 of the Hillingdon Local Plan.

The proposed loss of the town centre uses at first floor level within the existing library building (in use as a fitness centre) would not be re-provided as part of the proposal, and it is recognised that this

results in the loss of some town centre uses, however in light of local vacancies in the town centre as whole, it is considered that the loss of 265.5 sqm of non-residential floorspace, outside of the primary or secondary shopping areas, would not result in significant harm to the vitality or viability of Yiewsley and West Drayton Town Centre.

In summary, recognising that both sites are underutilised accessible town centre locations, it is considered that the principle of residential-led redevelopment (which re-provides the library) is acceptable in principle, in accordance with the general thrust of the NPPF, the London Plan and Hillingdon Local Plan, which require local planning authorities to promote residential developments in suitable town centre locations and make the most efficient use of previously developed land. The application site's inclusion within the Heathrow Opportunity Area, which are areas identified as having the highest potential for growth in the London Plan, reinforces the strategic need for housing in this location, and the provision of 95 (100%) LAR units would make a significant contribution to the borough's affordable housing targets and help to address the strategic target of 50% of all new housing in London to be affordable.

It should be further noted that the Otterfield Road site gained planning permission for a mixed-use development up to three-storeys in height, comprising 12 supported housing/living flats, a health centre and gym on the 6th June 2014 (Ref: 18344/APP/2013/3564). Whilst this permission has now lapsed, it is a material consideration, and supports the principle of a residential-led, mixed-use development on the Otterfield Road site. The previous permission was approved under a different planning policy landscape, and there have been several policy changes since permission was granted, including the introduction of a new NPPF (2019, 2021 and 2023), London Plan (2015 and 2021) and Hillingdon Local Plan Part 2: Development Management Policies (2020). However in general the changes in policy have reflected a need to build housing at greater densities, prioritising town centre locations and encouraging more sustainable travel. This is evident in the Hillingdon Local Plan (adopted in 2012) compared to the completion target of 1,083 new homes each year set out in Policy H1 of the London Plan (adopted 2021).

Overall, as discussed above, it is considered that the proposed redevelopment of the two parcels of land on either side of Yiewsley Recreation Ground is acceptable in principle, and would accord with the principles of sustainable development as set out in the NPPF, London Plan and Hillingdon Local Plan, in particular seeking to prioritise the development of brownfield sites which have been identified through the plan-led process as suitable for growth, such as Opportunity Areas and Town Centres, for residential-led mixed use developments. Moreover, the proposal would make a meaningful contribution to the borough's annual housing targets, with the delivery of 100% affordable housing specifically targeted at addressing the council's housing waiting list through the provision of low-cost rented tenures only (to be secured as no higher than LAR levels which are reviewed annually).

7.02 Density of the proposed development

The supporting text to Policy GG2 of the London Plan outlines that London is anticipated to experience very high levels of continued growth which will require more efficient use of land, to allow growth whilst protecting the Green Belt. Encouraging higher densities in appropriate locations means more people are within walking distance of local amenities and transport connections, which in turn reduces the need for private car ownership and supports the transition to a more sustainable city.

Policy D3 of the London Plan (Optimising site capacity through the design-led approach) requires all developments to make the best use of land, by optimising a site's capacity. Optimising does not mean maximising, and a proposal should seek to respond to a site's context whilst also recognising its

capacity for growth. The supporting text to Policy D3 recognises that direct comparisons between schemes using a single measure (e.g. units per hectare) can be misleading because it depends on the area included in the application site boundary and does not take into account the size of residential units or a mix of uses within one building. Nonetheless, the proposed density of a development is a relevant consideration and provides a broad picture of a scheme's suitability for a site, but it is important to measure in a number of ways.

The application proposes 95 units and 262 habitable rooms across the two sites. This results in an overall density of 142 units p/ha and 394 hab rooms p/ha.

In accordance with Policy DMHB 17 of the Hillingdon Local Plan: Development Management Policies (Residential Density), all new development should take account of the residential matrix presented in table 5.2, which sets out that an appropriate starting point for assessing appropriate densities within Yiewsley town centre is between 150-250 units/ha, or 450-750 habitable rooms/ha, for proposed flatted developments. The proposed density falls just below the lower end of both of these ranges, as the proposal has to respond to the undeveloped and generally low-rise context of its surroundings, and is considered to represent an optimal use of the site which provides a good level of new housing, appropriate for the density of residential development the area, when taking into account all other material considerations.

UNIT MIX

Policy H10 of the London Plan (2021) requires that schemes consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, applicants and decision-makers should have regard to:

1) robust local evidence of need where available or, where this is not available, the range of housing need and demand identified by the 2017 London Strategic Housing Market Assessment

- 2) the requirement to deliver mixed and inclusive neighbourhoods
- 3) the need to deliver a range of unit types at different price points across London
- 4) the mix of uses in the scheme
- 5) the range of tenures in the scheme
- 6) the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity
- 7) the aim to optimise housing potential on sites

8) the ability of new development to reduce pressure on conversion, sub-division and amalgamation of existing stock

9) the need for additional family housing and the role of one and two bed units in freeing up existing family housing.

Policy DMH 2 of the Hillingdon Local Plan: Part 2 (2020) states that 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 Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly 3 bedroom properties, as identified in the Strategic Housing Market Assessment 2016. In accordance with Policy DMH 2, developments should demonstrate how the provision of family housing (>3 bedroom units) has been optimised, to address local needs.

The unit mix proposed is 41 one-bedroom flats, 35 two-bedroom flats and 19 three-bedroom flats. The scheme proposes the mix as 43.2% one-bedroom flats, 36.8% two-bedroom flats and 20% three-

bedroom flats by unit.

This overall housing mix is considered to be acceptable, and noting the comments from the Council's Policy Officer, the proposed mix would broadly meet local demand and would therefore comply with Policy H10 of the London Plan.

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

ARCHAEOLOGY

Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020) states that the Council, as advised by the Greater London Archaeological Advisory Service, will ensure that sites of archaeological interest within or, where appropriate, outside, designated areas are not disturbed. If that cannot be avoided, satisfactory measures must be taken to mitigate the impacts of the proposals through archaeological fieldwork to investigate and record remains in advance of development works. This should include proposals for the recording, archiving and reporting of any archaeological finds.

The Greater London Archaeological Advisory Service (GLAAS) have been consulted as part of the application process and have confirmed that there is no archaeological interest on the site which would warrant further investigation of the site. All necessary processes have been followed and the proposal would not be considered contrary to Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020).

CONSERVATION AREA AND LISTED BUILDINGS

Policy HC1 of the London Plan (Heritage conservation and growth) states that Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings.

Policy HE1 of the Hillingdon Local Plan: Strategic Policies (Heritage) states that the Council will conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape, which includes designated heritage assets such as statutorily Listed Buildings, Conservation Areas and Scheduled Ancient Monuments, Registered Parks and Gardens and historic landscapes, Archaeological Priority Zones and Areas. Non-designated heritage assets (recognised at a local level) such as Areas of Special Local Character and Locally Listed Buildings will also be protected and harm to their significance will be resisted.

The application site does not fall within a Conservation Area, and would not affect a nationally listed building or its setting, however there are a number of locally listed buildings nearby including the George and Dragon pub adjacent to the Falling Lane site (176 High Street), the former Methodist Church (152-156 High Street), the former Town Hall and St Mathew's Church (both sited at the junction of the High Street with Fairfield Road).

These non-designated heritage assets are generally important as local landmark or wayfinding buildings, often in key or prominent locations along the main High Street. The prominence and simple architectural styles of these buildings contribute to their inclusion as buildings of historical value.

As demonstrated in the views analysis submitted in support of the application and the proposed streetscene elevations of the High Street it is considered that the proposal would not have a significant impact on the significance of the George and Dragon pub or its setting, with the key architectural features and it spacious setting unaffected by the proposals. The remaining locally listed

buildings nearby would be sited a sufficient distance away from both sites that they would not be generally within in the same vista and therefore would be largely unaffected.

7.04 Airport safeguarding

Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020) states:

A) The Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.

B) In consultation with the Airport Operator, the Council will ensure that:

i) areas included in Airport Public Safety zones are protected from development which may lead to an increase in people residing, working or congregating in these zones; and

ii) sensitive uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.

In this instance, it is considered that the proposal would not have a detrimental impact on air safety. This is confirmed in the response from the National Air Traffic Services who have stated that they have "no safeguarding objection to the proposal". However a condition is recommended to be attached, should the application be approved, to require details of the use of cranes during demolition and construction.

7.05 Impact on the green belt

As noted earlier within the report, both sites are located on the edge of Yiewsley Recreation Ground, the majority of which is designated as Metropolitan Open Land (MOL). Policy G3 of the London Plan (Metropolitan Open land) states that Metropolitan Open land (MOL) is afforded the same status and level of protection as Green Belt, and should be protected from inappropriate development in accordance with national planning policy tests that apply to the Green Belt.

Chapter 13 of the NPPF outlines the importance of protecting the Green Belt, and its fundamental aim is to prevent urban sprawl by keeping land permanently open. As such, the two essential characteristics of the Green Belt are its openness and its permanence. Paragraph 138 of the NPPF outlines that the Green Belt serves five purposes, and these are to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns merging into one another; to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. In addition, paragraph 145 of the NPPF sets out that within Green Belts, local planning authorities should proactively look for opportunities to provide public access, together with improved opportunities for outdoor sport and recreation.

The NPPF further outlines that any inappropriate development within the Green Belt will be, by definition, harmful to its key characteristics, and proposals which affect the openness of the Green Belt should be refused unless overriding material considerations outweigh this harm.

Policy EM2 of the Hillingdon Local Plan: Strategic Policies (Green Belt, Metropolitan Open Land and Green Chains) states that the Council will seek to maintain the current extent, hierarchy and strategic functions of the Green Belt, MOL and Green Chains, whilst Policy DMEI 6 of the Hillingdon Local Plan: Development Management Policies (Development in Green Edge Locations) sets out that new development adjacent to MOL should incorporate proposals to assimilate development into the surrounding area by the use of extensive peripheral landscaping to site boundaries.

There is no definition of openness but it is generally agreed that the main component of open land is

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its undeveloped nature, generally free of buildings or structures, and noting that the application site falls fully outside of the MOL boundary, the proposed openness of the MOL (i.e. the amount of built form within the MOL) would be unaffected by the proposal.

It is recognised that there would be some impact on visual amenity from within the MOL, as the proposal would increase the amount of built form adjacent to the MOL, however in the context of a park which is sited in the centre of a built-up area, this is considered to have a minimal effect on the key characteristics of the MOL, which is already appreciated in an urban environment. Moreover, the proposal would not encroach onto the boundaries of the MOL, and has been designed to maximise landscaped areas near to the boundaries with the park, to minimise any impacts of the proposal.

7.07 Impact on the character & appearance of the area

Policy D3 of the London Plan states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. 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, including existing and planned supporting infrastructure capacity. Higher-density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling, in accordance with Policy D2 of the London Plan. In areas of comparatively low densities, incremental densification should be actively encouraged to achieve a change in densities in the most appropriate way.

As such, proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through layout, orientation, scale, appearance, and shape regarding building types, forms, proportions, and the street hierarchy. Proposals should encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking, and legible entrances to buildings that are aligned with peoples' movement patterns and desire lines in the area, be street-based with clearly defined public and private environments, and facilitate efficient servicing and maintenance of buildings and the public realm that minimise negative impacts on the environment, public realm and vulnerable road users.

Scale and Massing

The proposed developments on the Falling Lane and Otterfield Road Sites are below the threshold for a tall building as set out Policy D9 of the London Plan (less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey). Accordingly, the development is not considered to incorporate a tall building as defined under Policy D9 and no further assessment is required against the relevant policy criteria. This is a notable change from the previously withdrawn application (76795/APP/2021/3704) which proposed six storeys on the Otterfield Road site and accordingly fell within the definition of tall building as set out in Policy D9.

Policy BE1 of the Hillingdon Local Plan: Strategic Policies (Built Environment) sets out to create successful and sustainable neighbourhoods, new development (including new buildings, alterations and extensions) should be of a high-quality design that enhances the local distinctiveness of the area and contributes to a sense of place. As such, proposals should be designed to be appropriate to the context of Hillingdon's buildings, townscapes, landscapes and views and make a positive contribution to the local area in terms of layout, form, scale and materials. In addition, proposals should not result in the inappropriate development of gardens and green spaces as this could lead to the erosion of the character and biodiversity of suburban areas and increase the risk of flooding through the loss of permeable areas. Proposals within Yiewsley should specifically seek to improve their visual

environment.

When considering design options, regard should be had to Policy GG2 and SD1 of the London Plan, which requires proposals to make the most effective use of land to help boroughs achieve their annual housing targets, which often requires more intensive development in sustainable locations, such as Town Centres and Opportunity Areas.

As set out above, the proposal comprises two parcels of land on either side of Yiewsley Recreation Ground; the Falling Lane site currently occupied by a library and car park and the cleared Otterfield Road site (with the former swimming pool demolished in 2011).

FALLING LANE

The proposed development of the Falling Lane site seeks permission for a part two, three, four and five-storey residential building. The loss of the existing library building has been determined as acceptable on design grounds, recognising that this building makes a broadly neutral contribution to the appearance of the street scene with a somewhat dated design and a slightly top-heavy appearance of no architectural value. However, as the proposed building occupies a prominent corner location where Falling lane meets the High Street, any proposal for a new building on this plot must achieve a high-quality design. The context of the Falling lane site is of a mixed character with a variety of non-residential uses in the vicinity (mainly to the east, south and west) with lower-rise residential buildings to the north along Falling Lane.

The proposed development of the Falling lane site would see the introduction of a five-storey building onto a plot with an existing two-storey building and would increase the built footprint within the site, noting that most of the site is used for external surface-level parking. However, the building would have a varied height across the site, which is considered to respond well to the site's disparate contexts to the north and south and supports a transition in scale from an undeveloped park to a busy Town Centre High Street. This approach also helps to break down the mass of the development, adding visual interest through the provision of a series of terraces of different heights, which, when coupled with the setback of the top storey, also helps to break up the perceived scale of the building, helping to create a more varied visual profile.

In particular, the proposed building steps up appropriately from the adjacent locally listed George and Dragon pub whilst maintaining good separation distances between the proposed and existing buildings. Hence, as not to overly disrupt the development pattern, the variation in height contributes to a legible transition in scale that would be visible at street level. It is further recognised that the massing of the proposed building has been set away from Falling Lane to maximise views from Falling Lane into Yiewsley Recreation Ground and reduce the overall visual impact of this proposed building.

Moreover, the proposed layout will optimise the use of the site, allowing space for parking for future residents and users of Rabbsfarm Primary School, whilst encouraging active ground floor residential frontages with front doors facing directly onto the street. The proposed visible front doors would reinforce the residential appearance of the building and would be consistent with the general appearance of residential buildings on Falling Lane, where individual private entrances to houses are prevalent. The proposed communal courtyard provides a good quality of amenity space for future residents and helps soften the edges of the scheme as supported by Policy DMEI 6 of the Hillingdon Local Plan. The layout minimises the amount of hardstanding and space dedicated for vehicles within the site. It improves the street scene and visual appearance of the development facing Falling Lane,

as the frontage includes landscaping with a recessed building line and the proposed parking is predominantly contained within the proposed undercroft.

As noted above, the proposed Falling Lane building addresses the street well whilst creating usable enclosed amenity spaces. The introduction of private entrances and communal doors at the ground floor level would provide an active residential frontage and avoid the creation of blank elevations. The main communal entrance is well-positioned at the corner of Falling Lane and the High Street, set back slightly from the edge of the footway to allow a small area of external refuge. The private residential entrances on Falling Lane would serve first floor flats, with stairs and a foyer providing occupiers of these flats direct access to the street. The units facing the High Street benefit from a larger footway immediately to the front of their entrances and serve duplex units, and these entrances further contribute to a sense of activity on the High Street, providing a continuous frontage as the building wraps around the corner of the High Street into Falling Lane.

Together with the doors at ground floor level, it is considered that the proposed detailed design is of good quality and offers a coherent frontage at all levels facing onto the public highway with brickwork features and fenestration, which give the proposed building a human scale and demonstrate the residential architectural quality of the scheme. In addition, the articulation of the facades incorporates a mix of in-set and traditional balconies, providing private amenity space and visual depth to the facade, which complements the up-and-down massing of the building.

Using brick as an external material is acceptable as it would be robust and durable and should help the building, subject to colour, tone and texture, sit contextually within its surroundings. In addition to the primary facing material of brick, metal cladding is to be used to break up the mass further with perforated metal panel balustrades and tall glazing providing a more modern contemporary aesthetic. This juxtaposition of modern materials with brick would create an attractive frontage.

The applicant confirms in the Material Schedule that the Falling Lane building would be constructed of facing buff brown brick albeit the colour does appear to be lighter in the CGI's. When compiling a CGI there are a number of different components that are inserted into the rendering software which unfortunately cannot always provide an accurate representation of the final material colour. Notwithstanding the fact that a CGI is not an approved document, a planning condition has been recommended pertaining to the submission of further material details and this will include the review of a sample brick panel built on site prior to the commencement of the scheme.

OTTERFIELD ROAD

The proposed Otterfield Road building would also have a varied height, appearing as a part three, four and five storey structure with a maximum height of approximately 17.5m. As part of the previously withdrawn application (reference 76795/APP/2021/3704), a sixth storey was proposed at the southern end of the building. The current scheme has been reduced in scale with the 6th storey element now removed. When viewing the proposed development from the west elevation, the proposed massing transists from five stories to three storeys and seeks to have the tallest elements towards the southern end of the site resulting in an up-and-down stepped appearance that also helps to break up the perceived scale of the building, helping to create a more varied visual profile.

The Otterfield Road site has a similar character to the Falling Lane site, with the undeveloped park defining one boundary and a mix of residential and non-residential uses nearby of varying scale. However, it is recognised that the residential homes to the north and east of the site on Otterfield Road are almost exclusively two-storeys in height. The triangular-shaped plot is enclosed to the east

by the rear gardens of the residential properties along Otterfield Road, Fairfield Road Public Car Park to the south and the Yiewsley Recreation Ground to the west.

A views analysis submitted in support of the application illustratively shows the completed building in its context, appearing readily visible and affecting the skyline of Yiewsley when looking at the site from the west and north, across the unobstructed vista of Yiewsley Recreation Ground. This is evident in view 02 (from Gordon Road looking south-east), view 03 (from the western side of the park looking south-east) and view 05 (from the top of the park looking south), where the proposed building is visible in the skyline, exceeding the height of the tree line which runs along the eastern boundary of the park and partially filling in part of the unobstructed skyline. In this regard, the analysis of the views demonstrates there would be limited harm to visual amenity associated with the development of the Otterfield Road site.

Whilst some limited harm has been identified, the existing plot formerly housed an indoor swimming pool which would have been visible to some extent from the park before its demolition, and it is recognised that any form of redevelopment of the Otterfield Road site would result in some harm to views from within the park, partially filling in a gap in the treeline. It is of further relevance that the existing park sits in the middle of a built-up area, and whilst existing buildings around the park tend to be of a lower scale than the current proposal, some level of development on this site would be expected. Due to changes in land levels, the proposed Otterfield Road building would also be approximately 0.5 metres below the park level, which would help limit the perceived scale of the building when viewed from Yiewsley Recreation Ground.

The views analysis further assesses the impact of the proposed Otterfield Road building on views not within the park to determine the level of harm, if any, of the proposal on medium/long-distance views. At medium range, the proposal would have little to no impact on the skyline outside of Yiewsley Recreation Ground because of the tight-knit development pattern to the south and east of the proposal. This minimal impact is demonstrated by view 01 (to the front of the George and Dragon pub looking east) and view 04 (from the north of Otterfield Road looking south), which are representative of the impacts to the High Street and the residential area to the north-east respectively, with the proposal not readily visible in either view.

Overall, the analysis of the views submitted in support of the application satisfactorily demonstrate that the visual impact of the proposed development would be acceptable, with a moderate impact on local visual amenity within the park as a result of its open and undeveloped nature, but with little to no impact on medium or long-distance views within the Yiewsley or West Drayton Area.

As with the proposed development at Falling Lane, the proposed building would have a varied height across the length of the plot, with an up-and-down approach to the size from south to north with the massing broken down into series of terraces at different heights. The scale and massing have sought to respond to the constraints of the site (namely the two-storey houses on Otterfield Road and the undeveloped parkland to the west), and the variation in height across the site is supported to ensure the proposal does not appear monolithic or oppressive, with an undulating form which allows the various elements to be expressed and appreciated separately.

The proposed roof form of this building further complements the design rationale, with a mix of flat and pitched roof forms that help break the proposal's massing down into smaller elements. This approach also helps reduce the perceived scale of the development from the street, recreational area and the neighbouring gardens. It also gives the building a distinctive silhouette, adding variation to the skyline. Overall the proposed layout is considered a suitable design response to the constraints of the site with the design and layout of the development mitigating any potential for material harm on the twostorey residential properties along Otterfield Road. Moreover, the proposed position of the building broadly in the middle of the plot allows sufficient room for landscaped buffering which maximises the separation distance to the existing properties on Otterfield Road.

As noted above, the type of materials suggested are not subject to change however the specification and colour is yet to be formally agreed. A planning condition has been recommended pertaining to the submission of material samples including a physical brick panel to ensure that the quality and colour of the materials are robustly reviewed.

7.08 Impact on neighbours

Policy DMHB 11 of the Hillingdon Local Plan: Development Management Policies and Policy BE1 of the Hillingdon Local Plan: Strategic Policies both seek to ensure that new development does not adversely impact on the residential amenity of neighbouring properties. The supporting text to Policy DMHB 11 sets out that sufficient privacy for existing residents will be protected by resisting proposals which would introduce an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. To maintain existing levels of privacy, a minimum separation distance of 21 metres between facing habitable room windows of habitable rooms will be required, and in some locations, for example where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary. Moreover, new development proposals must carefully consider their layout and massing in order to ensure development does not result in a significantly increased sense of enclosure or loss of outlook.

DAYLIGHT/SUNLIGHT

Furthermore, the Mayor's Housing SPG sets out that proposals should limit the harm to neighbouring properties, whilst recognising that to comply with policies seeking the optimal use of land, some development proposals may be allowed even where harm has been identified. When assessing impacts related to the loss of natural light, the Mayor's Housing SPG advises that avoiding harm to habitable rooms is the priority, which are usually defined as any room used or intended to be used for sleeping, cooking, living or eating purposes. Enclosed spaces such as bathrooms or toilet facilities, service rooms, corridors, laundries, hallways, utility rooms or similar spaces are excluded from this definition of habitable rooms.

A standardised method of assessment for calculating the level of impact to neighbouring buildings is prescribed within the BRE's guide to good practice, titled 'Site Layout Planning for Daylight and Sunlight'. This guidance document discusses various methods of assessing a proposals impact on access to natural light, and sets out a number of thresholds which, if exceeded, would probably have a noticeable impact on natural light to neighbouring properties. The BRE guidance sets out that a loss of light to existing windows does not need to be assessed if the distance of each part of the new development from the existing window is at least three times the height of the centre of the existing window, as the loss of natural light will be very small in these instances. Typically, the centre of ground floor windows tend to be about 1.5 metres above the ground and some windows (for example bay windows are designed in a concave shape to maximise the amount of daylight that reaches the glass).

Where an assessment of access to natural light is considered necessary, BRE guidance sets out a number of tests which can be carried out to determine the level of harm, if any has been identified.

The first test involves drawing a horizontal line from the midpoint of the affected window, followed by a second line which extends upwards at an angle of 25 degrees from the centre of the window. If the second line (extending away from the window at an angle of 25 degrees) intersects the line of the proposed building, then the proposal might have an adverse impact on light, and further assessments are required.

Broadly, these further assessments consider the likely significant effects to daylight for neighbouring buildings in terms of Vertical Sky Component (VSC), Daylight Distribution (DD) (often referred to as No-Sky Line) and Average Daylight Factor (ADF). An assessment of sunlight can also be undertaken in relation to neighbouring buildings in terms of Average Probable Sunlight Hours (APSH), where windows are within 90 degrees of due south, or through an assessment of overshadowing.

An overshadowing assessment should shadow on the ground at different times of the day on March 21st, June 21st and December 21st, and BRE guidance further recommends that where a large building is proposed, which may affect a number of gardens or open spaces, a shadow plan showing the location of shadows at different times of the day and year is produced.

Falling Lane

The nearest residential properties to the proposed Falling Lane building are Nos. 17, 19, 21 and 23 Falling Lane, which are sited approximately 32 metres, 39 metres, 44 metres and 45 metres north of the proposal respectively. In line with BRE guidance, Nos. 17 and 19 (at 32 and 39 metres from the application site) are potentially affected by the fourth-storey element of the proposed development, therefore it is considered that a further assessment on the impact to Nos. 17 and 19 is required.

As such, in support of the application, a drawing has been submitted which assesses the potential impact to No. 17 and 19 Falling Lane in terms of a loss of daylight. This sectional drawing seeks to demonstrate how the 25 degree test has been applied to this development, and clearly shows that the closest parts of the proposal (the third and fourth storeys) would not breach the 25 degree line. It is noted that the very top of the balustrade on the roof appears to slightly intersect this line, however it is further noted that the line originates from the ground level, rather than the midpoint of the front window, and if the line extended from the midpoint of the window there would be no breach. On this basis, it is considered that the proposal would not have a significant impact on access to natural light to nearby residential properties.

Otterfield Road

The relevant residential properties close to the Otterfield Road site are Nos. 37-63 Otterfield Road (odds), many of whom have long rear gardens which back onto the application site. The rear elevations of these properties are located between 41 and 51 metres to the east of the proposed building, and noting that the height of the closest part of the proposed building to the rear of these houses is three to four storeys, it is considered that further assessment is not strictly necessary in accordance with BRE guidance (which states that windows more than 40.5 metres from the proposal need not be assessed).

Nonetheless, a drawing has been submitted showing the potential daylight impacts of the proposed Otterfield Road building using the 25 degree line test and the assessment clearly demonstrates that all nearby residential properties on Otterfield Road would pass this test. Consequently, the proposal has satisfactorily demonstrated that it would not have a significant impact on access to natural light for nearby residential properties.

Overshadowing

The Design and Access Statement further makes an assessment of overshadowing, which shows that there would be some level of overshadowing into both the gardens of properties on Otterfield Road and the eastern edge of Yiewsley Recreation Ground. However, this would not be materially harmful and would be commensurate with the level of development expected on a brownfield site in a Town Centre location.

Overlooking/Privacy/Outlook

As discussed above, the proposal would have some limited impact on visual amenity in the area and would influence the appearance of the skyline at a local level. However, it is considered that neither building would significantly affect the outlook of nearby residential properties, and would not lead to a sense of enclosure because of the significant separation distances between facing walls, of at least 40 metres.

The separation distance between the rear facing habitable room windows at 37-63 Otterfield Road and the proposed development is at least 40 metres, which far exceeds the minimum separation distances of 21 metres described in the Hillingdon Local Plan. It is therefore considered that the proposal would not lead to a loss of privacy. Whilst there would be some increase in the potential for overlooking into the residential gardens of Otterfield Road, it is recognised that there is already a degree of mutual overlooking into neighbouring gardens from first floor windows of existing houses as a result of the traditional layout of the street, which allows obtuse viewing angles into neighbouring properties. As such, noting that the layout of the Otterfield Road building has been designed to minimise overlooking in any event, it is considered that the proposal would not lead to a significant loss of privacy.

Overall, the proposal is considered to comply with the objectives of Policies DMHB 11 and BE1 of the Hillingdon Local Plan and the Mayor's Housing SPG, insofar as they seek to protect residential amenity.

7.09 Living conditions for future occupiers

Policy D3 of the London Plan states that proposals should deliver appropriate outlook, privacy and amenity, provide conveniently located green and open spaces for social interaction, play, relaxation and physical activity, help prevent or mitigate the impacts of noise and poor air quality, and achieve indoor and outdoor environments that are comfortable and inviting for people to use.

Policy D6 of the London Plan (Housing quality and standards) requires all new residential properties to meet the minimum space standards and further states that the minimum floor to ceiling height must be 2.5m for at least 75 % of the Gross Internal Area of each dwelling to avoid overheating and generally improve living conditions. In addition, the design of new residential development should be high-quality and should provide adequately-sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.

Moreover, proposals should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered a more appropriate design solution as a result of site constraints which would mean dual aspect dwellings would severely restrict optimising the site's potential. The design of 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.

Furthermore, Policy D6 of the London Plan and Standard 26 of the Mayor's London Housing SPG

sets out that a minimum of 5 sqm of private outdoor open space should be provided for 1-2 person dwellings, with an additional 1 sqm provided for each additional occupant, and it must achieve a minimum width and depth of 1.5 metres to be functional and fit for purpose. As such, a 3-person dwelling should include 6 sqm of external private amenity space, a 4-person dwelling should include 7 sqm, a 5-person dwelling should include 8 sqm and so on.

Policy S4 of the London Plan (Play and informal recreation), sets out that proposals for schemes that are likely to be used by children and young people should increase opportunities for play and informal recreation and enable children and young people to be independently mobile. For residential developments, this means incorporating good-quality, accessible play provision for all ages, with at least 10 sqm of play space provided per child, based on the GLA's child yield calculator. Play space should be accessed safely and independently, be overlooked, not be segregated by tenure, incorporate accessible routes for children and young people, incorporate greenery and should generally provide a stimulating environment. The supporting text to Policy S4 sets out that there should be appropriate provision for different age groups, including older children and teenagers and that play space provision should usually be provided on-site.

Policy DMCI 5 of the Hillingdon Local Plan: Development Management Policies (Children's Play Areas) requires all major development proposals to provide at least 10 sqm of play space for each child, based on the GLA's child yield calculator, and playgrounds must be within 400m of a development in line with the accessibility standard. Policy DMHB 19 of the Hillingdon Local Plan: Development Management Policies (Play Space) further sets out that major development proposals should seek to provide children's play facilities on-site, and where this is not possible, the Council will seek a financial contribution towards the improvement of existing children's facilities in the local area.

Policy G4 of the London Plan (Open space) sets out that proposals should not result in the loss of protected open space and, where possible, areas of publicly accessible open space should be created. This is supported by Policy DMCI 4 of the Hillingdon Local Plan: Development Management Policies (Open Spaces in New Development) which states that proposals which enlarge or enhance existing open spaces will be supported, especially where these improve areas identified as being open space deficient.

SPACE STANDARDS

All of the proposed flats would meet the minimum space standards set out in Policy D6 of the London Plan and DMHB 16 of the Local Plan, with layouts that are fit for purpose and would provide a good level of amenity Moreover, the proposed floor-to-ceiling heights of all proposed flats would be at least 2.5 metres high for 75% of each dwelling.

DAYLIGHT/SUNLIGHT/ASPECT

The proposed plans indicated that the Falling Lane Site would provide 24 single-aspect units; 17 double aspect units and 9 triple-aspect units. The drawings indicate that within the Otterfield Road Site, there will be 18 single aspect units, 15 double aspect units and 12 triple aspect units. It is clear that where possible, efforts have been made to maximise the number of double and triple aspect units and in total 55% of units are dual aspect.

The larger proportion of single aspect units has been influenced by the large amount of private and shared amenity space that is proposed, including balconies and terraces for all residential units. It is important to note that there are no single-aspect north-facing units proposed as part of this scheme. It

is also important to give consideration to all aspects of the design and achieve an appropriate balance between the different areas which create a residential environment such as the internal living spaces and external amenity spaces. It is considered that the proposed development provides good quality and usable amenity space whist proposing a proportional quantum of single aspect units.

A Daylight Sunlight and Overshadowing Assessment was submitted in accordance with the 2022 BRE guidance. In terms of daylight, the submitted report indicates that of the 265 rooms analysed for daylight, 207 rooms (79%) meet the target values. Most of the rooms that fell short of the target values are open plan living/kitchen/dining areas. Furthermore of the 41 living/kitchen/dining that fell short of the target values, 14 achieved 80% of the target values, 16 achieved 60% and of the remaining 11 rooms, 8 were between 50-60% with 3 rooms achieving 35% of the target values.

With regards to sunlight, a sunlight analysis has been undertaken using the method outlined in BS EN 17037, which recommends that a space should receive a minimum of 1.5 hours of direct sunlight on a selected date between 1 February and 21 March with cloudless conditions. The medium level of recommendation is three hours and the high level of recommendation four hours. For dwellings, at least one habitable room, preferably a main living room, should meet at least the minimum criterion. Analysis was undertaken to 95 dwellings over the two sites. Of the 50 dwellings at Falling Lane, 33 meet the target values. This equates to 70%. Of the dwellings at Otterfield Road, 43 of the 45 dwellings analysed met target values. This equates to 96%. All of the 19 living rooms that failed to meet target values are north facing and will not receive sunlight.

Overall it is considered that an appropriate level of daylight and sunlight has been achieved.

PRIVATE/COMMUNAL AMENITY SPACE

Policy DMHB 18 of the Hillingdon Local Plan: Part 2 (2020) states:

A) All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.2.

B) Balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres.
C) Any ground floor and/or basement floor unit that is non-street facing should have a defensible space of not less than 3 metres in depth in front of any window to a bedroom or habitable room. However, for new developments in Conservation Areas, Areas of Special Local Character or for developments, which include Listed Buildings, the provision of private open space will be required to enhance the streetscene and the character of the buildings on the site.

D) The design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene.

Table 5.2 states that studio and one bedroom flats should provide a minimum of 20 square metres of amenity space, two bedroom flats should provide a minimum of 25 square metres of amenity space and three+ bedroom flats should provided a minimum of 30 square metres of amenity space.

Based on a proposal for 41 one bedroom units, 35 two bedroom units and 19 three bedroom units, the proposed development would require 2,265 sqm of private amenity space, in line with local policies. With regards to the Falling Lane site a total of 1,363 sqm of amenity space will be delivered, of which 659 sqm will be private amenity space and provided for each individual unit through the use of terraces and balconies and 704 sqm will be used as shared / communal areas for all new residents. At the Otterfield Road Site, 983 sqm of amenity space will be delivered. 484 sqm of amenity space will be provided and similarly to the Falling Lane Site, this will be delivered in the form

of balconies and terraces per residential unit. The shared / communal amenity areas extend to a total of 499 sqm and will be provided as communal terraces and gardens at ground floor level.

The total on site amenity space is therefore 2,346 sqm which exceeds the minimum requirements for private amenity space on site. The amount and quality of the proposed external amenity areas are considered acceptable, and it is considered that these would provide future occupiers with a good level of amenity.

CHILD PLAY SPACE

Policy S4 of the London Plan (2021) states that residential development proposals should incorporate good-quality, accessible play provision for all ages. At least 10 square metres of play space should be provided per child that:

a) provides a stimulating environment

b) can be accessed safely from the street by children and young people independently

c) forms an integral part of the surrounding neighbourhood

d) incorporates trees and/or other forms of greenery

e) is overlooked to enable passive surveillance

f) is not segregated by tenure

This is supported by the Mayor's supplementary planning guidance (SPG) 'Shaping Neighbourhoods: Play and Informal Recreation', which sets a benchmark of 10m2 of useable child play space to be provided per child, with under-fives play space provided on-site as a minimum, and makes clear that play space should not be segregated by tenure.

Policy DMCI 5 of the Hillingdon Local Plan: Part 2 (2020) states:

A) For all major development proposals, the Council will apply Hillingdon's child yields and the London Plan SPG; 'Providing for Children and Young Peoples Play and Informal Recreation', which specifies that 10sqm of play space should be provided for each child and an accessibility standard of 400 metres to equipped playgrounds.

B) In areas of deficiency, there will be a requirement for new provision to be made to meet the benchmark standards for accessibility to play provision.

C) The Council will resist the loss of existing play spaces unless:

i) a replacement play space of equivalent size and functionality is provided to meet the needs of the local population. Where this is not possible, development will only be permitted in exceptional circumstances where there are over-riding planning merits to the proposal; and

ii) it can be demonstrated robustly that they are no longer required and that their loss would not lead to a shortfall in overall play provision in the local area.

Policy DMHB 19: of the Hillingdon Local Plan: Part 2 (2020) also states that new major residential developments which result in an occupancy of ten or more children will be required to provide children and young people's play facilities on-site. Where a satisfactory level of provision for children and young people's play facilities cannot be achieved on-site, the Council will seek a financial contribution towards the improvement of existing children and young people's play facilities within the local area.

Paragraph 5.78 of the Hillingdon Local Plan: Part 2 (2020) states that the Council's Open Space Strategy proposes an accessibility standard for children's playgrounds based on a 400 metre travel distance.

Based on the Mayor's supplementary planning guidance (SPG) 'Shaping Neighbourhoods: Play and Informal Recreation', play space requirements is divided into 3 categories;

-age 0-4; door step play/within 100m; -age 5-11 years; play within 400m of site; -age 12+ years; play within 800m of site.

Using the GLA's child yield calculator, the proposed development is likely to house 74.4 children (aged 0-17), which equates to a play space provision requirement of 744 sqm (10 sqm per child). This would include include 32.4 children aged 0-4 years, 24.8 children aged 5-11 years, 11.3 children aged 12-15 years, 6 children aged 16-17 years.

With regard to the Falling Lane site, a communal terrace at the fourth floor is proposed, extending to a total of 256.4 sqm of floorspace providing opportunities for informal play and recreation for 0-4 year olds. With regard to the Otterfield Road site, 158.83 sqm of playspace is proposed for ages 0-4 years and 5-10 years. The new equipment will consist of activity trails, log walks, a net bridge and a log climbing frame.

As a result, the total playspace provision equates to 415.23 sqm for the entire Site and provides sufficient play space to accommodate the child yield for children aged 0-4 years as well as partially meets the needs of the 5-11 year olds. The remainder of the play space will be provided off-site through a new landscaped family area within Yiewsley Recreation Ground. This will comprise of new play equipment for children and landscapes areas, comprising of new seating and outdoor furniture and features.

A planning condition is recommended to secure a minimum of 125sqm of child play on each site to ensure adequate door step play was provided on site for future residents in accordance with Policy S4 of the London Plan and Policy DMCI 5 of the Hillingdon Local Plan. A planning condition is also recommended to ensure the provision of accessible play equipment. Yiewsley Recreation Grounds directly adjoins each site and in accordance with policy is able to facilitate the play needs of the 5-15 year olds.

PUBLIC OPEN SPACE

It is important to set out clearly that the proposal does not result in the loss of any protected open space, recognising that Yiewsley Recreation Ground is also designated as MOL and therefore any development of this open space would need to be managed through the development plan. Further, in accordance with Policy G4 of the London Plan and Policy DMCI 4 of the Hillingdon Local Plan Part 2, which both encourage the enhancement of accessible open spaces, especially in areas of open space deficiency such as the Yiewsley ward, a number of improvements to Yiewsley Recreation Ground are proposed. The proposed development includes enhancements to the Recreation Ground through the creation of a new playground near to the centre of the park, and upgrades to the footpaths both through and around the edge of the park including new lighting and fencing.

In addition, the illustrative plan shows improvements to the ramped access from the Fairfield Road Car Park and the creation of a new pedestrian entrance to Yiewsley Recreation Ground adjacent to the George and Dragon Public House. These improvements would directly benefit both future residents of the development and existing local residents, providing play equipment (within the proposed playground) and general improvements to the park environment, including the planting of 30 native trees. The combination of on and off-site provision, and the improvements to the accessibility of the park are considered to accord with the principles of Policy G4 and DMCI 4. These improvements and enhancements are considered to be a significant benefit of the scheme, which should be considered as part of the overall planning balance.

It is noted that some concerns were raised by local residents in respect of a perceived loss of access to Yiewsley Recreation Ground. In response to matters raised, officers consider that accessibility to the Recreation Ground would be maintained or improved. It is further recognised that the proposed development woud result in the loss of existing car parking at Falling Lane that can be currently used by people with mobility issues, who use the blue badge spaces to park their vehicle and access the benefits of Yiewsley Recreation Ground. However, Fairfield Road Car Park, which would be retained in full, is also sited adjacent to the Recreation Ground, and blue badge holders can use these parking facilities on visits to the area, with improved ramped access and a new entrance into the park proposed as part of the off-site upgrades to be secured through the legal agreement.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy T1 of the London Plan (Strategic approach to transport) seeks development proposals to facilitate the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

Policy T2 of the London Plan (Healthy Streets) requires development proposals to demonstrate how they will reduce the dominance of vehicles on London's streets whether stationary or moving, be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

Policy T4 of the London Plan (Assessing and mitigating transport impacts) sets out that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. When required, transport assessments or statements should be submitted with proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed.

Policy T4 further explains that where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

Policy T5 of the London Plan (Cycling) sets out that proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located.

Developments should provide cycle parking at least in accordance with the minimum standards, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards and proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

Policy T6 of the London Plan (Car Parking) states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Car-free development should be the starting point for all development proposals in places that are (or are planned to be)

well connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free developments have no general parking but should still provide disabled persons parking. The maximum standards for car parking outlined in the London Plan take account of PTAL as well as London Plan spatial designations and use classes, and the supporting text further outlines that developments in town centres generally have good access to a range of services within walking distance, and so car-free lifestyles are a realistic option for many people living there.

Policy T6 makes clear that an absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets, whilst further stating that the redevelopment of sites should reflect the current approach to parking and not be re-provided at previous levels where this exceeds the maximum parking standards.

The maximum car parking standards, disabled persons parking, and the provision of electric or other Ultra-Low Emission vehicles are set out in Policy T6.1 to Policy T6.5.

Policy T6.1 of the London Plan (Residential parking) states that new residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category. Policy T6.1 further sets out that for 3% of dwellings, at least one designated disabled persons parking bay per dwelling should be available from the outset and these spaces must be for residents' use only (whether M4(2) or M4(3) dwellings), not be allocated to specific dwellings, unless provided within the curtilage of the dwelling, and explains that these spaces should count towards the maximum parking provision for the development.

Policy T6.5 (Non-residential disabled persons parking) also sets out that all non-residential elements should provide access to at least one on or off-street disabled persons parking bay. Disabled persons parking bays should be located on firm and level ground, as close as possible to the building entrance or facility they are associated with and designated bays should be marked up as disabled persons parking bays from the outset.

CAR PARKING PROVISION

At ground floor level within the Falling Lane site, 13 car parking spaces (including 5 wheelchair accessible spaces) are proposed for residential use and 15 car parking spaces (including 2 wheelchair accessible spaces) are proposed for use by Rabbsfarm Primary School. Parking for the different users would be separated into two undercrofts with a security gate preventing public access into the main part of the building, together with three external spaces for use by Rabbsfarm School near to the vehicle entrance on Falling Lane.

On the Otterfield Road site, a total of 23 residential car parking spaces (including 5 wheelchair accessible spaces) and 2 car parking spaces for the library (both wheelchair accessible) are proposed, to be laid out around the northern and eastern edges of the building, to be accessed from the road connecting Otterfield Road and the Fairfield Road car park.

This amounts to a total provision of 36 residential car parking spaces split across the two sites (including 10 wheelchair accessible spaces), 15 car parking spaces for Rabbsfarm Primary School (including 2 wheelchair accessible spaces) within the Falling Lane site and 2 car parking spaces for the replacement library at the Otterfield Road site (both wheelchair accessible).

In accordance with Policy T6.1, applying the more restrictive parking standard when a site falls into more than one category, it is considered that the application site has a PTAL of 3, which is considered to represent a moderate level of access to public transport (on a scale of 0-6b, where 0 is the worst and 6b is the best). In this instance, the maximum parking standards would allow for up to 80 parking spaces (applying a ratio of 0.75 spaces for every one and two bedroom unit, and 1 space for every three bedroom unit).

Policy T6 of the London Plan makes clear that the starting point for all proposals in places that are (or are planned to be) well connected by public transport should be car free, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').

Policy H1 of the London Plan which requires the potential for housing delivery on all suitable and available brownfield sites to be optimised, especially for sites with existing or planned PTALs of 3-6, or which are located within 800m of a station or town centre boundary. The application site has a PTAL of 3, is within a Town Centre and is within 800 metres of West Drayton train station and it is therefore imperative that the site is optimised and that parking provision does not compromise the high proportion of affordable housing provided within this scheme.

The Council's Highways Officer has confirmed that owing to the site's PTAL and Town Centre location, any redevelopment of the site should seek to provide significantly lower than the maximum residential car parking standards of the London Plan.

The Falling Lane site also includes provision for 15 'park and stride' parking spaces for use by Rabbsfarm Primary School, replacing the 16 parking spaces which currently exist within the Yiewsley Library Car Park. It is evident from the submission the main function of the car park currently is to provide the park and stride spaces for Rabbsfarm Primary School given that those spaces are available for use by the schools users between 07:00 and 19:00. As an appropriate level of spaces are being retained within the proposed development, no objection is raised to the proposed loss of 1 parking space.

Within the Otterfield Road site, 23 residential car parking spaces are proposed inclusive of 5 wheelchair accessible spaces which is considered to reflect a car-lite approach to the site. It is considered that the higher proportion of car parking spaces relative to the Falling Lane site reflects more three-bedroom units but also less on-street parking restrictions on Otterfield Road. Two wheelchair accessible parking spaces are proposed for use by library users, which is considered appropriate for a library in a Town Centre location and it is recognised that Fairfield Road Car Park has spare capacity adjacent to the site.

The proposed level of parking would provide wheelchair accessible spaces for 10% of the total number of dwellings to reflect the number of wheelchair accessible units which would be created. This amounts to approximately 10 spaces, 5 within each plot, which is supported.

Active Travel Zone Assessment

An Active Travel Zone Assessment has been undertaken to identify a number of areas along key routes which do not fulfil the healthy streets criteria. In connection with this, the following improvements are to be secured by a Section 106 legal agreement if recommended for approval:

Public Right of Way Y29 improvements : £38,276 Dropped kerbs and tactile paving at 2no. Locations : £11,000

Ten Legible London finger post signs : £25,000 Two street benches: £4,000 Sub total: £78,276 Contingencies (5%)£3,914 Fees (10%): £7,828 Sub total£11,742 Total : £90,018

Restriction on Parking Permits

The residents of the proposed development will not to be eligible for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site.

Cycle Parking Provision

Table 10.2 of Policy T5 of the of the London Plan (2021) states that residential developments should provide the following long-stay cycle spaces:

- 1 no. space per studio or 1 person 1 bedroom dwelling
- 1.5 no. spaces per 2 person 1 bedroom dwelling
- 2 no. spaces per all other dwellings

In addition, residential developments should provide the following short-stay cycle spaces:

- 5 to 40 dwellings: 2 spaces
- thereafter: 1 space per 40 dwellings

A total of 180 cycle parking spaces are provided across both sites, with 96 spaces at the Falling Lane site provided in two stores at ground floor level and Sheffield stands at the entrance. 84 spaces at the Otterfield Road site would be provided in three locations at ground floor level. 10 of these spaces will be short-stay and will specifically serve the new library. The proposed cycle parking provision is in accordance with the London Plan and the Local Plan. Evidently, the proposed development commits to a significant number of cycle parking spaces in aid of encouraging a shift towards more sustainable travel modes.

Travel Plan

The applicant has submitted a Travel Plan framework which is broadly considered to be acceptable. However more conclusive details are required therefore the submission of a more detailed Travel Plans for both sites is recommended to be secured by a legal agreement. As the sites are segregated, the head of term has been drafted to reflect this as each of the sites different requirements which are mainly the fact that one site accommodates a non-residential use.

Sustainable Travel Summary

Subject to securing the measures set out above, the level of on-site car parking is considered to be acceptable.

ACCESSIBLE PARKING

Policy T6.1 of the London Plan (2021) states:

G) Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

1) ensure that for 3% of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset

2) demonstrate as part of the Parking Design and Management Plan, how an additional 7% of dwellings could be provided with one designated disabled persons parking space per dwelling in

future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.

The proposed development would deliver 10 no. accessible spaces for the residential units and an additional 4 spaces for the proposed library use and Rabbsfarm Primary School. The London Plan requires 3% to be delivered from the outset and a further 7% to be delivered upon demand. This application demonstrates provision for more than 10% from the outset therefore the application meets the London Plan requirements.

ELECTRICAL VEHICLE CHARING POINTS

Policy T6.1 of the of the London Plan (2021) states that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. This requirement is secured as part of the proposed landscaping conditions (Conditions 5 and 6 - section 2 of the report).

TRIP GENERATION

The Transport Assessment confirms that the volume of car traffic is considered insignificant and is not anticipated to present a risk to road safety or be detrimental to the free flow of traffic.

SERVICING AND DELIVERY

A Servicing and Delivery Plan is recommended to be secured by condition.

CONSTRUCTION LOGISTICS PLAN

A Construction Logistics Plan has been submitted but is only in framework form. As such a more detailed document is required and is recommended to be secured by condition.

7.11 Urban design, access and security

Urban Design and Accessibility are addressed at Section 7.07 and Section 7.12 respectively.

SECURED BY DESIGN

Policy D11 of the London Plan (Safety, security and resilience to emergency) sets out that boroughs should work with the Metropolitan Police Service's 'Design Out Crime' Officers to identify the community safety needs and necessary infrastructure to maintain a safe and secure environment and reduce the fear of crime. Proposals should seek to maximise building resilience and minimise potential physical risks, and should include measures to design out crime that deter terrorism, assist in the detection of terrorist activity and help mitigate its effects. These measures should be considered at the start of the design process to ensure they are inclusive and aesthetically integrated into the development and the wider area. Measures to design out crime, including counter terrorism measures, should be integral to proposals, taking into account the principles contained in guidance such as the Secured by Design Scheme published by the Police.

Policy BE1 of the Hillingdon Local Plan: Strategic Policies (Built Environment) encourages the creation of safe and secure environments that reduce crime and fear of crime, anti-social behaviour and risks from fire and arson, having regard to Secure by Design standards.

A planning condition is recommended requiring both sites to achieve Secured by Design accreditation in consultation with the Metropolitan Police to ensure the proposal meets the requirements of Policy D11 of the London Plan and Policy BE1 of the Hillingdon Local Plan. It is noted that one resident objection refers to the car park adjacent to the Otterfield Road site creating an unsafe place within the local area at night. This is an existing Council owned car park which does benefit from security gates at either end and therefore benefits from controlled access should it be required. Moreover, the proposed redevelopment of the Otterfield Road site would add to the security of the area as the residential properties would have views of this area thus creating additional natural surveillance. On this basis, the proposal is considered acceptable in terms of safety and security.

7.12 Disabled access

Policy D5 of the London Plan (Inclusive design) sets out that proposals should achieve the highest standards of accessible and inclusive design by providing high quality people focused spaces that are designed to facilitate social interaction and inclusion, be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment, and be able to be entered, used and exited safely, easily and with dignity for all. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building, and proposals should ensure they are compliant with Policy D12 of the Plan (Fire safety) and place fire resilience central to the proposal's design.

To provide suitable housing and genuine choice for London's diverse population, including disabled people and families with young children, Policy D7 of the London Plan (Accessible housing) states that all residential development should include at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

Policy BE1 of the Hillingdon Local Plan: Strategic Policies (Built Environment) requires 10% of new dwellings to be wheelchair accessible, encouraging places of work and leisure, streets, neighbourhoods, parks and open spaces to be designed to meet the needs of the community at all stages of people's lives. In addition, all proposals should incorporate a clear network of routes that are easy to understand, inclusive, safe, secure and connect positively with interchanges, public transport, community facilities and services.

The Councils Accessibility Officer has reviewed the proposal and have raised no objection to the relocation of the library or the detailed plans for the residential element of the scheme. The scheme delivers on-site disabled parking, M(4)3 and M(4)2 units are proposed, evacuation lifts on site that meet current days standards alongside numerous other measures that would make both the residential developments and library facilities proposed fully inclusive and accessible. The proposed development is therefore considered to accord with Policy D5 of the London Plan (2021) subject to the aforementioned access conditions set out in the Access Officers comments within section 6.2 of this report.

7.13 Provision of affordable & special needs housing

Policy H2 of the Local Plan: Part One (2012) requires sites with a capacity of 10 or more units to provide an affordable housing mix to reflect the housing needs in the borough, particularly the need for larger family units. Policy H4 of the London Plan (Delivering affordable housing) sets the strategic target of 50% of all new homes delivered across London to be genuinely affordable. As such, all

developments that trigger the affordable housing requirements (10 units or more) should provide affordable housing through the threshold approach (discussed below), using grants to increase affordable housing delivery beyond further. Affordable housing can be provided off-site or as a cash in lieu contribution in exceptional circumstances.

Policy H5 of the London Plan and Policy DMH7 of the Hillingdon Local Plan: Part Two require a minimum of 35% affordable housing. To follow the fast track route and not be required to submit a financial viability assessment, applicants must meet the following criteria:

- a minimum of 35 per cent without public subsidy
- 50 per cent for public sector land
- 50 per cent on existing industrial land
- Be consistent with the relevant tenure split (70/30 social rent/intermediate).

Policy H6 of the London Plan (Affordable housing tenure) states that affordable housing products within a development should include a minimum of 30% low-cost rented homes (including London Affordable Rent or Social Rent), 30% intermediate products which meet the definition of genuinely affordable housing (including London Living Rent and London Shared Ownership), with the remaining 40% to be determined by the borough based on identified need. There is a presumption that the 40% to be decided by the borough will focus on Social Rent and London Affordable Rent, given the level of demand for this type of tenure across London.

Part B of Policy H6 further explains that the Fast Track route is also available to applicants that elect to provide low-cost rented homes in place of intermediate dwellings, provided the relevant threshold level (of 50% affordable housing) is reached.

Policy H10 of the London Plan (Housing size mix) states that schemes should generally consist of a range of unit sizes, having regard to the requirement to deliver mixed and inclusive neighbourhoods, the need to provide a range of unit types at different price points, the mix of uses, the range of tenures, the nature and location of the site, PTAL, the need for additional family housing and the role of one and two-bed units in freeing up existing housing by providing an alternative to conversions and subdivisions, to optimise a site's potential. Policy DMH2 of the Local Plan seeks a mix of units that reflects the latest information on need. The 2018 Strategic Housing Market Assessment identifies an overwhelming need for family-sized homes.

The proposal seeks to provide 100% affordable housing across both sites, as such the affordable housing provision meets the minimum threshold requirement for the fast track route set out in the London Plan of 50%. However, the proposal does not provide the prescribed tenure mix as all of the affordable units would be for London Affordable Rent (LAR). Policy H6 of the London Plan states that the fast track route is also available to applicants who elect to provide low-cost rent homes in place of intermediate homes provided the overall unit threshold is reached. Given that all affordable housing will be LAR, a low-cost product, the scheme would accord with the provisions of Policy H6 and no viability assessment is required.

The Council's Policy Officer supports this approach and has confirmed that low-cost rented housing (such as LAR) has been identified as the tenure in highest demand within the borough, and the provision of increased levels of low-rent affordable housing would help to address the growing number of households on the Housing Register. The Council has a statutory duty to house applicants on the Housing Register, and intermediate tenures are often unaffordable for these households.

7.14 Trees, landscaping and Ecology

TREES

Policy G5 of the London Plan (Urban Greening) states that major developments should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. The Mayor recommends that boroughs seek an Urban Greening Factor (UGF) target score of 0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development (excluding B2 and B8 uses). In broad terms, the UGF is an assessment of the amount, type and value of natural environment provided on site as a proportion of the overall site area. The assessment assigns each landscape type (e.g. semi-natural vegetation, intensive green roof to depth of 150mm, extensive green roof to depth of 80mm, amenity grassland, etc) with a 'factor' (1, 0.8, 0.7 and 0.4 respectively for the landscapes listed above). These factors are a simplified measure of various benefits provided by soils, vegetation and water based on their potential for rainwater infiltration as a proxy to provide a range of benefits such as improved health, climate change adaption and biodiversity conservation.

Policy EM4 of the Hillingdon Local Plan: Strategic Policies (Open Space and Informal Recreation) states that the network of open spaces will be safeguarded, enhanced and extended, recognising their role in serving local communities and encouraging active lifestyles by providing spaces within walking distance of homes. There will be a presumption against any net loss of open space in the Borough and major developments will be expected to make appropriate contributions to the delivery of new opportunities, or to the improvement and enhancements of existing facilities.

Moreover, the Council will seek to protect existing trees and landscape features and enhance open spaces with new areas of vegetation cover (including the linking of existing fragmented areas) for the benefit of wildlife and a healthier lifestyle.

The proposals also include the delivery of on site greening and public realm enhancements such as a new pedestrian link into the Otterfield Road development and enhanced activity and natural surveillance from both developments.

Respectively the sites will deliver a UGF of 0.38 and 0.35 against a target of 0.4. Whilst this is below the target set out in Policy G5 of the London Plan 2020, it is noted that the UGF target is a guide. The applicant is also proposing a suite of improvements to the adjoining recreation ground which include new playground, improved pedestrian access and boundary treatment on the Otterfield Road site and footpath, tree planting, footpath upgrade and ramp upgrade. The improvements are a significant benefit to the existing and future residents and park users and will be secured via legal agreement.

The submitted documentation indicates that there are 10 trees proposed to be removed on the Falling Lane site and no trees will be removed on the Otterfield Road site with measures proposed for tree protection. The parkland proposals (mentioned above) include the planting of 30 new trees which will compensate for the loss of trees at the Falling Lane site.

Subject to securing a legal agreement and conditions, the proposal is considered acceptable in terms of Policies G1 and G5 of the London Plan (2021) and Policies DMEI 1, DMHB 14 and DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

ECOLOGY

Policy EM7 of the Hillingdon Local Plan: Strategic Policies (Biodiversity and Geological Conservation)

seeks to protect biodiversity features from inappropriate development, and encourages the provision of biodiversity improvements from all developments, including green roofs and walls where feasible.

An ecological appraisal has been submitted and sets out the ecological baseline for each of the sites and what key characteristics they benefit from which could provide ecological habitat. The documents set out that the existing car park and building on the Falling Lane site is unlikely to provide a reasonable habitat for local ecology.

However, the document highlights that the Otterfield Road site would benefit from further surveys in respect of badgers and reptiles and this has been conditioned. The proposed on site and off-site parkland improvements will provide ecological enhancements locally, therefore no ecological enhancement plan is required. Subject to the imposition of the conditions to secure the badger and reptile surveys, the proposal is considered to accord with the NPPF (2023), Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

7.15 Sustainable waste management

Policy SI 7 (Reducing waste and supporting the circular economy) and Policy D6 (Housing quality and standards) of the London Plan require developments to be designed with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum, the separate collection of dry recyclables (at least card, paper, mixed plastics, metals, glass) and food.

Policy EM11 of the Hillingdon Local Plan: Strategic Policies (Sustainable Waste Management) states that the Council will aim to reduce the amount of waste produced in the borough. To achieve this, the Council will require all new developments to address waste management at all stages of a development's life from design and construction through to the end use and activity on site.

Refuse collection points are proposed on-site at the Otterfield Road site and the quantum of storage proposed as well as the collection arrangements are all considered to be acceptable, and no objection is raised to the proposed arrangements.

At the Falling Lane site, two bin stores are proposed to serve as holding rooms for residents to distribute their waste prior to collection day. Bin Store 1 is located towards the corner of Falling Lane and the High Street with Bin Store 2 sited adjacent to the north-east corner of the building. The bins will be collected via dedicated refuse collection points on Falling Lane. Having regard to drag distances, the bins within Bin Store 2 will be pulled and placed in the temporary holding area adjacent to the footpath and the bins within Bin Store 1 will be pulled directly to the front of the store ready for collection, on collection day. The arrangement proposed for waste collection has been reviewed by the Council's Waste Team who have raised no objection subject to the imposition of a condition. A planning condition is recommended to allow for the submission of a Refuse Management Plan in order to ensure that appropriate measures are in place to ensure waste is located within the maximum drag distances as shown in the proposed site plan.

Subject to conditions, the development is considered to accord with Policy SI 7 of the London Plan, Policy EM11 of the Local Plan Part 1 and Policy DMHB 11 of the Local Plan Part 2.

7.16 Renewable energy / Sustainability

Policy SI 2 of the London Plan (Minimising greenhouse gas emissions) states that major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy, placing an additional requirement to monitor emissions beyond implementation to determine the

effectiveness of the mitigation:

1. be lean: use less energy and manage demand during operation

2. be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly

3. be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site

4. be seen: monitor, verify and report on energy performance.

Policy SI 2 sets targets for carbon dioxide emission reductions in buildings. These are expressed as minimum improvements over the Target Emission Rate (TER) outlined in national building regulations. The current target for residential and non-residential buildings is zero carbon beyond the current Building Regulations Part L 2013.

Major development proposals should include a detailed energy strategy to demonstrate how the zerocarbon target will be met within the framework of the energy hierarchy and how a minimum on-site reduction of at least 35% beyond Building Regulations will be achieved. Residential development should achieve 10%, and non-residential development should achieve 15% through energy efficiency measures alone. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either through a cash in lieu contribution to the borough's carbon offset fund or off-site, provided that an alternative proposal is identified, and delivery is certain.

Moreover, major development proposals should calculate and minimise carbon emissions from any other part of the development, including plant or equipment, that are not covered by Building Regulations (i.e. unregulated emissions).

In addition, Policy SI 3 of the London Plan (Energy Infrastructure) states that all major development proposals shall explore opportunities to maximise the use of on-site renewable energy generation and incorporate demand-side response measures.

Policy EM1 of the Hillingdon Local Plan: Strategic Policies (Climate Change Adaptation and Mitigation) sets out that the installation of renewable energy will be encouraged for all new developments.

The applicant has submitted an Energy Statement which provides minor details in terms of the general output of carbon to be generated by the development and reference to the schemes requirements to conform with a minimum onsite target of 35% carbon savings required by the London Plan (2021) and the Local Plan Part 2 requirement for the scheme to achieve net zero carbon. The Statement does not provide conclusive information to demonstrate how the 35% on-site target will be achieved therefore it is difficult to determine what level of carbon offset contribution should be secured to reach the net zero carbon requirement. Notwithstanding this point, the Council's Energy Officer has reviewed the document and considered there to be adequate detail to suggest that the 35% on site target could be delivered and therefore recommends that an updated Energy Assessment be secured by condition and an obligation included within any associated legal agreement to ensure that the outcome of the updated document in terms of the level of carbon offset contribution.

Subject to the aforementioned condition and carbon offset obligation, the proposed development is

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considered to accord with the above policies.

7.17 Flooding or Drainage Issues

Policy SI 12 of the London Plan (Flood risk management) sets out that flood risk across London should be managed in a sustainable and cost-effective way in collaboration with the Environment Agency, the Lead Local Flood Authorities and developers where relevant. Proposals should further ensure that flood risk is minimised and mitigated, and that residual risk is addressed. This should include, where possible, making space for water and aiming for development to be set back from the banks of watercourses. Development proposals adjacent to flood defences will be required to protect the integrity of flood defences and allow access for future maintenance and upgrading.

In addition, Policy SI 13 of the London Plan (Sustainable drainage) sets out that proposal should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Moreover, drainage should be designed and implemented in ways that promote multiple benefits including increased water use efficiency, improved water quality, and enhanced biodiversity, urban greening, amenity and recreation.

Policy EM6 of the Hillingdon Local Plan: Strategic Policies (Flood Risk Management) encourages development to be sited away from the areas of highest flood risk (Flood Zones 2 and 3), and all development will be required to use sustainable urban drainage systems (SUDS).

The Council's Flood and Drainage consultants has reviewed the submitted details and raised no objection to the proposals, subject to conditions to secure a final drainage plan and evidence that the sustainable urban drainage infrastructure has been provided on site.

Subject to the above conditions, the proposals are considered to accord with policies SI 12 and SI 13 of the London Plan (2021), and Policy EM6 of the Hillingdon Local Plan Part 1: Strategic Policies.

7.18 Noise or Air Quality Issues

NOISE

Policy D13 of the London Plan (Noise) states that new noise and other nuisance-generating development proposed close to residential and other noise-sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses. Development proposals should manage noise and other potential nuisances by ensuring good design mitigates and minimises existing and potential nuisances with necessary and appropriate provisions including ongoing and future management responsibilities, and proposals should seek to separate new noise-sensitive development from existing noise-generating businesses and uses through distance, screening, internal layout, sound-proofing, insulation and other acoustic design measures.

Policy D14 of the London Plan (Agent of Change) sets out that proposals should mitigate and minimise the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses, improving and enhancing the acoustic environment and promoting appropriate soundscapes. Proposals should first seek to separate new noise-sensitive development from major noise sources through the use of distance, screening, layout, orientation, uses and materials, in preference to sole reliance on sound insulation. Where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives,

then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles, promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

It is generally accepted that noise emanating from residential properties is lower than commercial premises, and industrial uses are associated with the highest noise profile.

Policy EM8 of the Hillingdon Local Plan: Strategic Policies (Land, Water, Air and Noise) states the Council will promote the maximum possible reduction in noise levels and will minimise the number of people potentially affected by new developments. As such, the Council will seek to ensure that noise sensitive development and noise generating development are only allowed if noise impacts can be adequately controlled and mitigated.

In support of the application, a Noise Impact Assessment has been submitted, which assesses the existing noise conditions at both sites and the potential suitability of the noise environment for the proposed residential uses, and identifies that there are some noise constraints associated with both sites, noting the town centre locations. The report includes a number of recommendations including mitigation measures in the form of sound insulation within the external building fabric, glazing and mechanical ventilation. It is recommended that these noise protection measures would be controlled by way of conditions and suitably worded conditions have been included within the recommendation at Section 2 of this report.

AIR QUALITY

Policy SI 1 of the London Plan (Improving air quality) states that proposals should not lead to further deterioration of existing poor air quality or create any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits, so as not to create unacceptable risk of high levels of exposure to poor air quality.

As such, as a minimum, proposals must be at least Air Quality Neutral and should use design solutions to prevent or minimise increased exposure to existing air pollution, whilst making provision to address local problems of air quality in preference to post-design or retro-fitted mitigation measures.

Major development proposals must be submitted with an Air Quality Assessment. Proposals in Air Quality Focus Areas or that are likely to be used by large numbers of people particularly vulnerable to poor air quality, such as children or older people should demonstrate that design measures have been used to minimise exposure.

Policy EM8 of the Hillingdon Local Plan: Strategic Policies (Land, Water, Air and Noise) requires all development to protect both existing and new sensitive receptors, and not result in the deterioration of local air quality. In addition, all major developments within Air Quality Management Areas (AQMAs) should be air quality neutral whilst actively contributing to the promotion of sustainable transport measures such as vehicle charging points and the increased provision for vehicles with cleaner transport fuels.

The proposed development is located within the LBH AQMA, with the Falling Lane site within the West Drayton/Yiewsley Focus Area (FA), and the Otterfield Road site within the FA catchment area, bringing additional traffic emissions which will add to current likely exceedances. New developments should incorporate air quality positive design measures from the outset and suitable mitigation

measures to reduce pollution, especially in areas where the air quality is already poor.

The proposed development would not be air quality positive and therefore further action is required to reduce emissions, and these can include off-site mitigation measures. As set out in the Air Quality Officer's comments, the level of mitigation required for the proposed development is £39,623 and this would be secured through a legal agreement. In addition, air quality conditions are recommended to manage construction emissions and have been incorporated into recommended Condition number 7.

Subject to the above obligation and proposed conditions, the impact of the proposals on air quality is considered to be acceptable.

7.19 Comments on Public Consultations

Comments received that relate to material planning considerations have been addressed through the relevant sections of this report.

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020) states:

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

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

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

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

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

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

The 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.

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered appropriate to request planning obligations relating to the following:

i. 100% on site Affordable Housing (95 units) to be delivered as London Affordable Rent (LAR) dwellings;

- 41 one-bedroom flats,
- 35 two-bedroom flats and
- 19 three-bedroom flats.

ii. Library re-provision (maintain an operational library at all times);

iii. Air Quality Contribution: A financial contribution amounting to £39,623 shall be paid to address the air quality impacts of the proposed development;

iv. Carbon Offset Contribution: A financial contribution which shall be agreed subject to the approval of Condition 9 and paid prior to the commencement of the development;

v. Public Open Space: Submission of a detailed Plan for the upgrade of the park; to include, but not limited to, a new playground, improved pedestrian access and boundary treatment on the Otterfield Road site and footpath, tree planting, footpath and ramp upgrades;

vi. Highways Works and S278 works;

vii. Local Highways Improvements/ATZ works: A financial contribution amounting to £90,018;

viii. A financial contribution of £1,200 to fund a study that will identify those measures required to improve the safety and convenience of cycling across the Trout Road/High Street/Falling Lane junction;

ix. Travel Plan: A full Travel Plan for both sites shall be submitted to and approved in writing by the Local Planning Authority. The Plans will include such matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives;

x. Parking Permits: The residents of this development will not to be eligible for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site (including future Parking Management Schemes that are introduced), apart from Blue Badge holders, and a charge made against the site to ensure the future buyers are aware of the parking restrictions;

xi. Employment Strategy and Construction Training: Details shall be in accordance with the Council's Planning Obligations SPD with the preference being for an in-kind scheme to be delivered. Securing an Employment/Training Strategy Agreement is the Council's priority. A financial contribution will only be accepted in exceptional circumstances;

xii. HUDU Health Contribution: A financial contribution amounting to £231,385 shall be paid to the Council for the enhancement of health infrastructure provision;

xiii. Falling Lane site; Retention in perpetuity of 15 car parking spaces for Rabbsfarm School pick up and drop off;

xiv. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

All financial contributions will be required prior to the commencement of the development.

COMMUNITY INFRASTRUCTURE LEVY (CIL):

The scheme would also be liable for payments under the Community Infrastructure Levy.

From 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100 sqm or more are liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £60 per square metre (from April 2019). The London Borough of Hillingdon (LBH) is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

In addition, the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy (Hillingdon CIL), which came into effect on 1st August 2014. The liability payable is equal to £95 per square metre for residential development (Use Class C3).

The proposed development would be CIL liable for £1,235,444.94 under the London Borough of Hillingdon's CIL Charging Schedule, and would be MCIL liable for £560,383.64 under the Mayoral CIL Charging Schedule.

It should be noted that the proposal is to deliver 95 affordable homes which will be subject to CIL exemption and a CIL exemption notice has been submitted with the application. However, the CIL details are included in the report and the liability notice will be attached to the decision notice if the Council is minded to approve the application. The CIL exemption details will be processed after the application is determined.

7.21 Expediency of enforcement action

Not applicable to the consideration of this application.

7.22 Other Issues

LAND CONTAMINATION

Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020) states that:

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

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

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

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

Contamination Risk Assessments for both sites were submitted in support of the application and reviewed by the Council's Contaminated Land Officer. There is the potential for some levels of site contamination, noting the previous use of the Otterfield Road site as a swimming pool and the current use of the Falling Lane site as a car park, both of which have the potential for the leaching of contaminants into the soil. Consequently, a condition is recommended requiring an updated desktop study and a written method statement providing details of the remediation scheme and how the

completion of the remedial works will be verified for both sites.

FIRE SAFETY

In the interests of fire safety and to ensure the safety of all building users, Policy D12 of the London Plan states that all proposals must achieve the highest standards of fire safety and ensure that they identify suitably positioned unobstructed outside spaces for fire appliances to be positioned on, provide suitable access and equipment for firefighting which is appropriate for the size and use of the development, and provides spaces which are appropriate for use as an evacuation assembly point.

Buildings should be designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire by being constructed in an appropriate way to minimise the risk of fire spread. This should include appropriate fire alarm systems, passive and active fire safety measures, suitable and convenient means of escape and an associated robust evacuation strategy which can be periodically updated and published, and which all occupants can have confidence in. These measures should be set out in a Fire Strategy, prepared by a suitably qualified fire engineer.

Policy BE1 of the Hillingdon Local Plan: Strategic Policies (Built Environment) encourages the creation of safe and secure environments that reduce crime and fear of crime, anti-social behaviour and risks from fire and arson, having regard to Secure by Design standards.

In support of the application, a Fire Statement and Fire Safety comments have been submitted which discuss the means of escape for future residents including an evacuation strategy, evacuation lifts, fire-protected stairways and evacuation assembly points. The Fire Statement further sets out active fire safety measures including fire detection alarm systems and automatic water fire suppression systems (i.e. an automatic sprinkler system). The London Fire Brigade (LFB) have been consulted with regard to the above-mentioned premises and have no observations.

The material details which will comprise the construction of the building at this stage have not been confirmed other than broad details relating to the type of materials to be used. As such a condition is required to secure an updated fire safety strategy which should include the details of the materials to be used.

HEALTH

Paragraph 92 of the NPPF (2023) states that planning decisions should aim to achieve healthy, inclusive and safe places which:

c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs.

Paragraph 93 of the NPPF (2023) states that planning decisions should: b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.

Policy GG3 of the London Plan (2021) states that in order to improve Londoners' health and reduce health inequalities, those involved in planning and development must:

a) ensure that the wider determinants of health are addressed in an integrated and co-ordinated way, taking a systematic approach to improving the mental and physical health of all Londoners and reducing health inequalities

b) assess the potential impacts of development proposals and Development Plans on the mental and

physical health and wellbeing of communities, in order to mitigate any potential negative impacts, maximise potential positive impacts, and help reduce health inequalities c) plan for appropriate health and care infrastructure to address the needs of London's changing and growing population

Policy CI1 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations.

Paragraph 7.2 of the Hillingdon Local Plan: Part 2 (2020) also states that there is a particularly pressing need in the Borough for additional health care facilities to address higher than expected birth rates and an increase in the older population.

The floorspace occupied by affordable housing is not liable to Community Infrastructure Levy. Accordingly, the HUDU Planning Contributions Model has been used to assess the health service requirements and cost impacts of the development. A financial contribution amounting to £231,385 has been calculated and is recommended to be secured as part of a legal agreement.

INFRASTRUCTURE ASSESSMENT

Policy D2 of the London Plan (2021) states that an unallocated site that may cause planned infrastructure capacity to be exceeded might need to provide additional infrastructure proportionate to the development.

There have been significant neighbour concerns received with regard to the impact of development on the local infrastructure of the West Drayton and Yiewsley area including but not limited to the need for improved GP facilities and the loss of the library facility and the recreational use of the pool site. As set out in Section 7.01 of this report, the development will not result in the loss of library facilities. The application proposes a new modern purpose-built library on the Otterfield Road site with a larger floorpace than the existing ground floor library floorspace on Falling Lane. In addition, the former Yiewsley Pool site was closed some time ago and permission was granted on 18.03.2020 for a new leisure centre at Rowlheys Place in West Drayton (ref: 75127/APP/2019/3221). This development is currently under construction and the new Leisure Centre at Rowlheys Place will deliver a range of facilities including indoor play pitches, an eight-lane swimming pool and splash pool and a rooftop football pitch.

Neighbouring residents raise concerns over the lack of GP facilities in the local area. The existing Yiewsley Health Centre site (located close to West Drayton station) recently undertook some works to improve the health centre facilities utilising S106 monies, this included the conversion of some vacant space on the site into additional clinical accommodation. The Council are working closely with the NHS/CCG to identify the longer term needs of the health centre and deliver wider improvements to services locally. In this regard, this development is also required to provide a health contribution that will assist in delivering the long term needs.

A comprehensive set of planning obligations are also to be secured by legal agreement if planning permission is granted. Accordingly, the proposal is considered to be in accordance with Policy D2 of the London Plan (2021).

OVERHEATING

Policy SI 4 of the London Plan (2021) states:

A) Development proposals should minimise adverse impacts on the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure.

B) Major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:

1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;

2) minimise internal heat generation through energy efficient design;

3) manage the heat within the building through exposed internal thermal mass and high ceilings;

4) provide passive ventilation;

5) provide mechanical ventilation; and

6) provide active cooling systems.

It is envisaged that mechanical ventilation with heat recovery is likely to be needed on the Falling Lane site to allow for ventilation during times when windows need to remain closed due to external elements such as noise or air quality. Some windows are likely to require the incorporation of low emissivity coatings to limit overheating while ensuring adequate daylight. The final details of the Overheating Strategy are recommended to be secured by condition. Subject to such a condition, the proposal would accord with Policy SI 4 of the London Plan (2021).

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 is considered to be acceptable in principle, making effective use of two town centre brownfield sites within the Heathrow Opportunity Area to provide additional housing, and notably provide 100% affordable housing (95 units), secured as London Affordable Rent. The proposal also secures the provision of dedicated community floorspace that would be inclusive, accessible and flexible.

Due to the siting of the proposed development coupled with separation distances to adjoining buildings, the impact on residential amenity of nearby properties would be acceptable. The quality of accommodation proposed is considered to be of a high standard with sufficient outlook and access to natural light within the future units and amenity spaces, with all units meeting the minimum space standard requirements.

The overall scale, density, and layout of the Falling Lane development is considered to respond well to local context, with the Falling Lane development stepping up appropriately from the undeveloped parkland and lower-scale housing and High Street buildings. The proposed detailed design is of high quality, with the proposed Falling Lane building providing a coherent frontage at all levels facing onto the public highway, whilst optimising the site's layout to include ground floor parking and a communal garden, with front doors onto Falling Lane and High Street reinforcing the proposed residential character.

The proposed Otterfield Road development would have a varied height, and it is considered that its overall up-and-down stepped appearance helps reduce the perceived scale of the development from Otterfield Road, Yiewsley Recreational Ground and the neighbouring residential properties. The Otterfield Road development would provide an enhanced, modern, purpose-built library building with

accessible community floorspace.

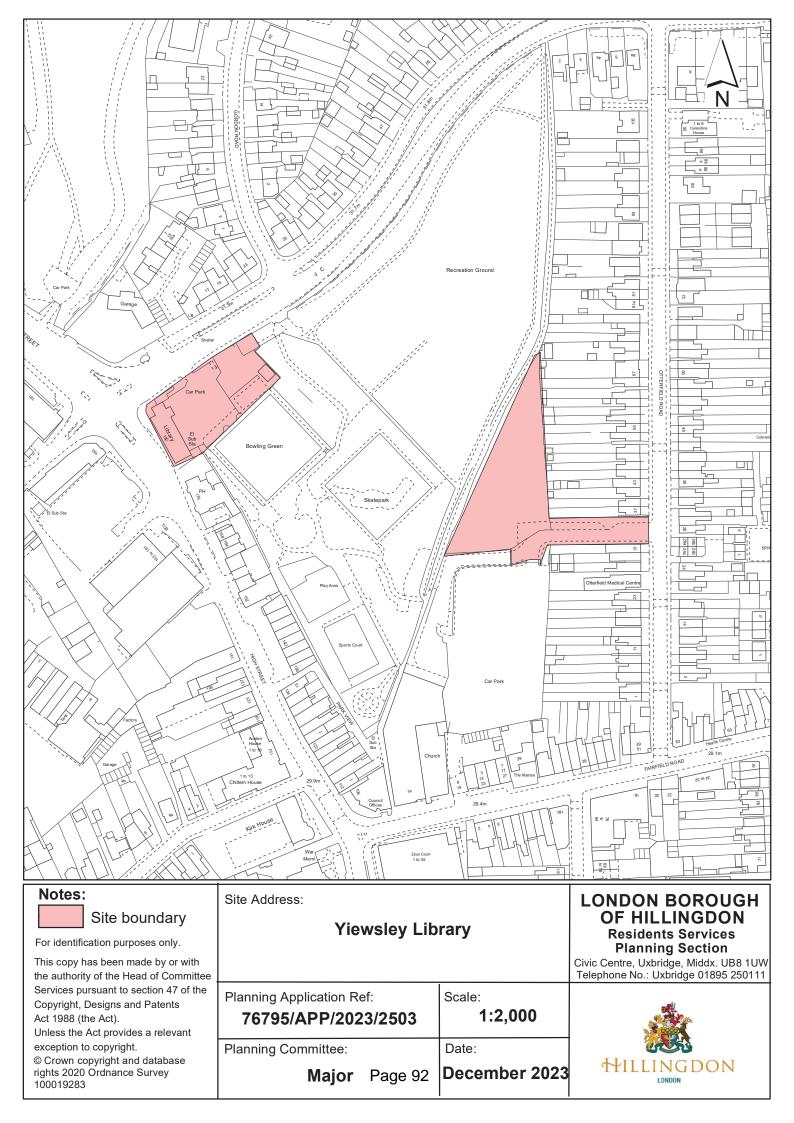
The design of the development as a whole, including the massing, scale, bulk and detailed architecture of the proposed buildings, is considered appropriate for the location, seeking to optimise densities in sustainable brownfield locations. The development will also make a positive contribution by providing new homes that meet the borough's identified needs, bringing an underused brownfield site into use, providing a more extensive public library, and supporting improvements to the adjoining park and public realm of the town centre. Having due regard to the need to optimise the use of the site, the impacts on townscape, residential amenity and local transport impacts are all considered to be acceptable.

Overall, the proposal is considered to bring forward a number of significant benefits, namely the provision of 100% affordable housing explicitly targeted at addressing the tenure in the highest demand within the borough, the provision of a new purpose built public library and several on and offsite improvements, including improvements to the public park and the public realm within Yiewsley Town Centre. Taking all matters into account, the proposed development is considered to comply with the Development Plan and it is recommended that planning permission should be granted, subject to the conditions and s106 obligations outlined in this report.

11. Reference Documents

National Planning Policy Framework (July 2023) The London Plan (March 2021) Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) Hillingdon Local Plan: Part 2 - Site Allocations and Designations (January 2020) Accessible Hillingdon Supplementary Planning Document (September 2017) Planning Obligations Supplementary Planning Document (July 2014)

Contact Officer:Christopher BradyTelephone No:01895 250230



Agenda Item 7

Report of the Head of Develop	oment Management	and Building Control

Address: 15 GREEN LANE NORTHWOO	D
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- **Development:** Section 73 application to vary condition 2 of planning permission ref: 68153/APP/2019/1319, dated 27-05-2020, (Redevelopment of site to erect a two storey building with a basement and accommodation at roof level to provide 12 residential units with associated works), to allow revisions to the parking arrangements on site, incorporating the removal of the basement and moving the car parking from the basement to the surface level (situated in front of the consented block) and associated external amendments to the site.
- LBH Ref Nos: 68153/APP/2023/1895

Drawing Nos:	FLU.441.2.01 Location Plan		
	FLU.441.3.02 Rev J Site Plan		
	FLU.441.3.03 Rev A Ap	proved Basement Plan	
	FLU.441.3.04 Rev B Ap	proved Ground Floor Plan	
	FLU.441.3.05 Rev C Ap	proved First Floor Plan	
	FLU.441.3.06 Rev A Ap	proved Second Floor Plan	
	FLU.441.3.07 Rev D Fro	nt and Side Elevations	
	FLU.441.3.08 Rev C Approved Rear & Side Elevations		
	FLU.441.3.10 Rev C Refuse and Cycle Store Floor Plan and Elevations		
	PRI23742-11C Soft and Hardscape Proposals Tree Survey and Arboricultural Impact Assessment ref. GHA/DS/12360:23 (dated 12 June 2023, prepared by GHA Trees) Tree Protection Plan (Rev C, dated June 2023)		
	Planning Statement prepared by Progress Planning (dated 20-06-23)		
Date Plans received:	28-06-2023	Date(s) of Amendments(s):	
Date Application valid	30-06-2023		

1. SUMMARY

This application is seeking a variation of condition 2 of planning permission reference 68153/APP/2019/1319 for a residential building of 12 units. The variation seeks to allow a revision to the parking on site. This revision incorporates the removal of the basement and moving the car parking from the basement to the surface level (situated in front of the consented block). A lesser overall total quantum of 10 surface level replacement parking spaces would be provided. The approved cycle and bin store has been slightly enlarged to absorb the basement's share of bin/cycle allocation. The proposed external amendments to the site plan have been incorporated in this submission. No other amendments are sought.

A petition has been received from the occupants of The Glen, a block of flats adjacent to the

Hillingdon Applications Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRESS Page 93 application site. This petition is based on the grounds of increased disturbance to neighbouring occupiers and the need to safeguard a protected Oak tree within the site. It is not considered that these grounds constitute a sustainable reason to refuse the application, as there will be a reduction in traffic movements to and from the site, as a result of the reduced on-site parking and the Oak tree will not be affected by the proposals.

The proposal would not have any transportation impacts over those considered within the original grant of planning permission. The Highways Authority is satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns.

There will be no changes to the built form above ground level over those approved by the original grant of

planning permission reference 68153/APP/2019/1319, apart from the removal of the access ramp and entrance to the previously consented basement and a slightly larger cycle and bin store.

The proposed building is considered to be in keeping with the character and appearance of the street and would not adversely impact the visual amenity of the wider area.

It is recommended that the application be approved, subject to conditions and planning obligations reimposed from the original planning permission.

2. RECOMMENDATION

A. That the Council enters into an agreement (DoV) 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 creation of new bell mouth access and the possible repositioning of the existing bus stop.

2. To secure affordable housing - A ground floor level 2 bedroomed 4 person flat Discount Market Sale (DMS), in accordance with the Mayor of London definition of affordable and future occupants will be eligible on right to buy scheme.

3. Employment Strategy and Construction Training Contribution - 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. Carbon off-set contribution as required by an approved Energy Assessment.

5. Project Management & Monitoring Fee: 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 in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and 278 Agreements and any abortive work as a result of the agreement not being completed.

Hillingdon Applications Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRESS Page 94 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 within 6 months (or such other timeframe as may be agreed by the Director of Planning, Regeneration and Environment, delegated authority be given to the Director of Planning, Regeneration and Environment to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of off site highway works, affordable housing, carbon offset contributions and employment training). The scheme therefore conflicts with Policy DF1 of the London Plan (2021), Policy DMCI 7 of the Hillingdon Local Plan Part 2 (2020) and the Planning Obligations Supplementary Planning Document (2014).'

E) That subject to the above, the application be deferred for determination by the Director of Planning, Regeneration and Environment, under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

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

1. COM3 Time Limit

The development hereby permitted shall be begun before 09 November 2023.

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:

FLU.441.2.01 Location Plan FLU.441.3.02 Rev J Site Plan FLU.441.3.04 Rev B Approved Ground Floor Plan FLU.441.3.05 Rev C Approved First Floor Plan FLU.441.3.06 Rev A Approved Second Floor Plan FLU.441.3.07 Rev D Front and Side Elevations FLU.441.3.08 Rev C Approved Rear & Side Elevations FLU.441.3.09 Roof Plan FLU.441.3.10 Rev C Refuse and Cycle Store Floor Plan and Elevations PRI23742-11C Soft and Hardscape Proposals FLU.441.3.15 Street Scene

Tree Survey and Arboricultural Impact Assessment ref. GHA/DS/12360:23 (dated 12 June 2023, prepared by GHA Trees)

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Tree Protection Plan (Rev C, dated June 2023)

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and the London Plan (2021).

3. COM6 Levels

The development hereby permitted shall not be carried out except in complete accordance with the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings approved on 7/6/2022 under planning reference 68153/APP/2021/3682.

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

4. RES10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority.

If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority.

New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'.

The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

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

5. RES8 Tree Protection

Hillingdon Applications Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRESS Page 96 Prior to commencement of groundworks (excluding site investigations and demolition), details shall be 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 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.

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 policy DMHB 14 of the Hillingdon Local Plan : Part 2 - Development Management Policies (Jan 2020).

6. RES9 Landscaping (car parking & refuse/cycle storage)

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

- 1. Details of Soft Landscaping
- 1.a Planting plans (at not less than a scale of 1:100),
- 1.b Written specification of planting and cultivation works to be undertaken,

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

2. Details of Hard Landscaping

- 2.a Refuse Storage
- 2.b Cycle Storage

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including demonstration that 10 active electrical charging points and 2 disabled parking bays are provided)

- 2.e Hard Surfacing Materials
- 2.f External Lighting

2.g Other structures (such as play equipment and furniture)

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3. Schedule for Implementation

4. Other

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

4.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policy DMHB 14 of the Hillingdon Local Plan : Part 2 - Development Management Policies (Jan 2020).

7. CAC12 Samples of materials

The development hereby permitted shall not be carried out except in complete accordance with the details of materials and finishes to be used for all external surfaces, approved on 7/6/2022 under planning reference 68153/APP/2021/3682.

REASON

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

8. COM14 No additional internal floorspace

No additional bedrooms shall be formed within any unit hereby approved.

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and external amenity facilities can be provided on the site, in accordance with Policy DMHB 16 of the the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

9. H8 Surfacing and marking out of access/parking/servicing areas

The development shall not be occupied until the access roads, parking and servicing areas shown on the approved plans have been drained, surfaced and marked out in accordance with details to be submitted to and approved in writing by the local planning authority. Thereafter these areas shall be permanently retained and used for no other purpose.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy DMT 2 of the the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

10. H3 **Vehicular access - construction**

The building hereby permitted shall not be occupied until the vehicular means of access has been constructed in accordance with the approved plans. Thereafter, the vehicular means of access shall

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be retained and kept open for users of the building.

REASON

To ensure the provision of a safe and convenient access for vehicular traffic, prior to occupation in accordance with Policy DMT 2 of the the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

11. NONSC Accessible and Adaptable

The development hereby approved shall ensure that 10% (1 unit) of the residential units are constructed to meet the standards for Category 3M4(3) dwelling, with the remaining units designed to the standards for Category 2M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 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 Policy DMHB 16 of the the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and London Plan policies D5 and D7 is achieved and maintained.

12. NONSC Sustainable Water Management

The development hereby permitted shall not be carried out except in complete accordance with the details of sustainable water management approved on 7/6/2022 under planning reference 68153/APP/2021/3682.

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 in accordance with

Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policies SI 12 and SI13 of the London Plan; National Planning Policy Framework and Planning Practice Guidance.

13. COM29 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 other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties and to protect the ecological value of the area in accordance with Policies DMHB 11 and DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

14. COM31 Secured by Design

The development shall achieve 'Secured by Design' accreditation awarded by the Hillingdon

Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No dwelling shall be occupied until accreditation has been achieved.

REASON

To ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Development Management Policies (2020) and Policy D11 of the London Plan (2021).

15. SUS1 Energy Efficiency

The development hereby permitted shall not be carried out except in complete accordance with the Energy Assessment approved on 26/4/2022 under planning reference 68153/APP/2021/3782.

REASON

In order to deliver the maximum on-site carbon savings in accordance with Policies SI 2 and SI 3 of the London Plan..

16. NONSC No Contaminated Soils

No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. All imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with Policy DMEI 12 and DMEI 13 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

17. NONSC Noise

The noise level in rooms at the development hereby approved shall meet the internal LAeq,T and LAmax noise levels as per BS8233:2014. All works which form part of the scheme shall be fully implemented before the residential development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To ensure that the amenity of the occupiers of the proposed residential development is not adversely affected by road traffic, air traffic and other noise in accordance with Policy DMHB 11 of the the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and London Plan Policy D14.

18. NONSC Air Quality

The development hereby permitted shall not be carried out except in complete accordance with the low emission strategy (LES) approved on 26/4/2022 under planning reference 68153/APP/2021/3782.

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

To reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1

(November 2012), policy DMEI 14

of the London Borough of Hillingdon Local Plan (part 2), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, London Plan (2021) policy SI1 and T4, and paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

19. NONSC Construction Management Plan

The development hereby permitted shall not be carried out except in complete accordance with the Demolition and Construction Management Plan, approved on 7/6/2022 under planning reference 68153/APP/2021/3682.

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 to ensure that highway and pedestrian safety is not prejudiced, in accordance with Policies DMEI 14 and DMT 2 of the London Borough of Hillingdon Local Plan (part 2).

20. RES13 Obscure Glazing

The first and second floor windows within the side elevation facing Aldis Hall shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policies DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

21. NONSC Enhanced sound insulation

The development shall provide an enhanced sound insulation value DnT,w and L'nT,w of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/uses in adjoining dwellings, namely living rooms and kitchens above bedrooms of separate dwelling. Approved details shall be implemented prior to occupation of the development and thereafter be

permanently retained.

REASON

To ensure that the amenity of the occupiers of the proposed residential development is not adversely affected by other in accordance with Policy DMHB 11 of the the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and London Plan Policy D14

22. NONSC Step free access

Step free access via the principal private entrance shall be implemented in accordance with the details approved under planning ref. 68153/APP/2021/3682 dated 07-06-2022. Such provision shall remain in place for the life of the building.

REASON

To ensure an appropriate standard of housing stock in accordance with Policy DMHB 16 of the the

Hillingdon Local Plan: Part Two - Development Management Policies (2020) and London Plan policies D5 and D7 is achieved and maintained.

23. NONSC Strategy to reduce demolition and construction emissions

The development hereby permitted shall not be carried out except in complete accordance with the Reducing Emissions from Construction strategy approved on 26/4/2022 under planning reference 68153/APP/2021/3782.

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

REASON

To reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), policy DMEI 14

of the London Borough of Hillingdon Local Plan (part 2), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, London Plan (2021) policy SI1 and T4, and paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

24. NONSC Non-Road Mobile Machinery

All Non-Road Mobile machinery (NRMM) of net power of 37kW and up to and including 560kW used during the demolition, site preparation and construction phases shall comply with the emissions standards set out in chapter 4, proposal 4.3.3.a of the London Environment Strategy. Unless it complies with the standard set out in the London Environment Strategy, no NRMM shall be onsite, at any time, whether in use or not, without the prior written consent of the LPA. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register https://nrmm.london/

REASON

To ensure compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy and the Mayor of London, London Local Air Quality Management Policy Guidance 2019.

25. NONSC Parking Allocation Scheme

No unit hereby approved shall be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority.

Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with in accordance with Policy DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

INFORMATIVES

1. I52 Compulsory Informative (1)

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

2. 112 Notification to Building Contractors

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

3. 113 Asbestos Removal

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

4. 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

5.

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 Two -Development Management Policies (2020), Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

6.

The new access will need to be constructed to an appropriate Council standard under a S278 (Highways Act 1980) agreement (or suitable alternative arrangement) at the applicant's expense. The same would apply to the potential adjustment of the existing bus stop outside the property frontage which would require repositioning to facilitate unimpeded entry through the new crossing point.

7. 173 Community Infrastructure Levy (CIL) (Granting Consent)

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

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

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

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)

9. 162 Potential Bird Hazards from Buildings

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

The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary

to contact BAA Airside Operations staff before bird dispersal takes place. The contact would be Gary Hudson, The Development Assurance Deliverer for Heathrow Airport on 020 8745 6459.

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

10. 123 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.

11. 143 Keeping Highways and Pavements free from mud etc

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

12. I44A **Prevention of Litter**

You should ensure that your premises do not generate litter in the streets and nearby areas. Sections 93 and 94 of the Environmental Protection Act 1990 give local authorities the power to serve 'Street Litter Control Notices' requiring businesses to clear up the litter and implement measures to prevent the land from becoming littered again. By imposing a 'Street Litter Control Notice', the local authority has the power to force businesses to clean up the area in the vicinity of their premises, provide and empty bins and do anything else which may be necessary to remove litter. Amendments made to the 1990 Act by the Clean Neighbourhoods and Environment Act 2005 have made it immediately an offence to fail to comply with the requirements of a Street Litter Control Notice, and fixed penalties may be issued as an alternative to prosecution.

Given the requirements of the Clean Neighbourhoods and Environment Act 2005, you are advised to take part in Defra's Voluntary Code of Practice for 'Reducing litter caused by Food on the Go', published in November 2004.

Should you have any queries on the above, please contact the Environmental Enforcement Team within the Environment and Consumer Protection Group on 01895 277402 at the London Borough of Hillingdon.

13.

Where development under the original planning permission has already been completed and conditions relating to that development have already been discharged, the Local Planning Authority will not require the resubmission of details relating to the corresponding condition on this consent.

153 Compulsory Informative (2)

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

DMCI 7 Planning Obligations and Community Infrastructure Levy DMEI 2 **Reducing Carbon Emissions** DMEI 9 Management of Flood Risk DMH 1 Safeguarding Existing Housing DMH 2 Housing Mix DMH 4 **Residential Conversions and Redevelopment** DMH 6 Garden and Backland Development DMHB 11 **Design of New Development** DMHB 12 Streets and Public Realm DMHB 14 Trees and Landscaping DMHB 16 Housing Standards DMHB 17 **Residential Density** DMHB 18 Private Outdoor Amenity Space DMT 1 Managing Transport Impacts DMT 2 **Highways** Impacts DMT 6 Vehicle Parking LPP D13 (2021) Agent of change LPP D14 (2021) Noise LPP D3 (2021) Optimising site capacity through the design-led approach LPP D4 (2021) Delivering good design LPP D5 (2021) Inclusive design LPP D6 (2021) Housing quality and standards LPP D7 (2021) Accessible housing LPP DF1 (2021) Delivery of the Plan and Planning Obligations LPP G7 (2021) Trees and woodlands LPP GG4 (2021) Delivering the homes Londoners needs LPP H1 (2021) Increasing housing supply LPP H10 (2021) Housing size mix LPP H4 (2021) Delivering affordable housing LPP H6 (2021) Affordable housing tenure LPP HC1 (2021) Heritage conservation and growth LPP SI1 (2021) Improving air quality LPP SI12 (2021) Flood risk management LPP SI13 (2021) Sustainable drainage

LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF9	NPPF 2021 - Promoting sustainable transport

3. CONSIDERATIONS

3.1 Site and Locality

The site is located on the northern side of Green Lane in Northwood. The property (previously known as Wetherby House), now demolished, was a modern two-storey building which was set back from the road with parking for approximately nine cars to the front. The last known use of the property was as a children's nursery (formally use class D1). When the nursery was in use it had a maximum capacity of 54 children and approximately 20 staff, both in part and full-time employment. To the rear of the site was a play area which was used in conjunction with the nursery use.

Adjacent to the site to the north west is the London School of Theology, which is set back approx. 60m from Green Lane to the north of an access road and car park. Aldis Hall is located to the east and is a locally listed building. To the north of the site are two residential buildings from the late 20th century. These comprise a two storey residential block and a pair of semi-detached houses, surrounded by lawn, in the grounds of the London School of Theology, for which a 12 unit residential development has been granted under Planning Permission ref: 10112/APP/2017/2077.

The Glen Conservation Area is located to the south of the site on the other side of Green Lane. Dene Road

Conservation Area lies further to the north.

The site falls within a blanket Tree Preservation Order (TPO).

3.2 Proposed Scheme

This S73 application seeks to vary condition 2 of planning permission 68153/APP/2019/1319, to allow a revision to the parking on site. The original 2020 permission (68153/APP/2019/1319) for 12 residential flats (10x2 and 2x1 bedrooms) incorporated a total of 16 on-site car parking spaces with

13 located within a basement area supplemented by 3 surface level spaces. The applicant now wishes to abandon the basement element of the consent, resulting in a redesign whereby a lesser provision of 10 surface level parking spaces would be provided.

This revision involves the removal of the basement and moving the car parking from the basement to surface level (situated in front of the consented block). The consented cycle and bin store at ground level has been slightly enlarged, to absorb the basement's share of bin and cycle allocation.

Proposed external amendments to the site, including the removal of the basement access ramp have been incorporated in this submission. No other amendments are sought.

3.3 Relevant Planning History

68153/APP/2018/2612 Wetherby House 15 Green Lane Northwood

Erection of a two storey building with habitable roofspace and a basement to include 9 x 2-bed self contained flats with associated parking and installation of vehicular crossover, involving demolition of existing two storey building

Decision: 10-10-2019 Approved

68153/APP/2019/1319 15 Green Lane Northwood

Redevelopment of site to erect a two storey building with a basement and accommodation at roof level to provide 12 residential units with associated works.

Decision: 27-05-2020 Approved

68153/APP/2021/3682 15 Green Lane Northwood

Details pursuant to Conditions 3 (Ground Levels and Finished Floor Levels), 5 (Tree Protection Measures), 7 (External Materials), 9 (Access Roads, Parking and Servicing Areas), 12 (Sustainable Water Management), 19 (Site Groundwater Monitoring Strategy), 20 (Demolition and Construction Management Plan), and 23 (Step-Free Access) of planning permission ref: 68153/APP/2019/1319 dated 09-11-2020 for the redevelopment of the site to erect a two-storey building with a basement and accommodation at roof level to provide 12 residential units with associated works.

Decision: 07-06-2022 Approved

68153/APP/2021/3782 15 Green Lane Northwood

Details of energy strategy, low emissions strategy and reducing construction and demolition emissions strategy in compliance with conditions 15, 18 and 24 of planning permission ref: 68153/APP/2019/1319 dated 20/05/2020 (Redevelopment of site to erect a two storey building with a basement and accommodation at roof level to provide 12 residential units with associated works).

Decision: 26-04-2022 Approved

68153/APP/2023/2791 Wetherby House - 15 Green Lane Northwood

Non Material Amendment to application ref: 8153/APP/2019/1319 dated 09/11/2020 (Redevelopment of site to erect a two storey building with a basement and accommodation at roof

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level to provide 12 residential units with associated works), to remove the wording of basement from the description.

Decision: 18-10-2023 Approved

Comment on Relevant Planning History

Non Material Amendment to application ref: 8153/APP/2019/1319 dated 09/11/2020 (Redevelopment of site to erect a two storey building with a basement and accommodation at roof level to provide 12 residential units with associated works), removed the wording of 'basement' from the description. This was approved on 18-10-2023.

4. Planning Policies and Standards

Planning Policy

The proposed development would be assessed against 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 and national guidance:

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 - Development Management Policies (2020) The Local Plan: Part 2 - Site Allocations and Designations (2020) The West London Waste Plan (2015) The London Plan (2021)

Material Considerations

The National Planning Policy Framework (NPPF) (2023) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Local Plan 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:

- DMCI 7 Planning Obligations and Community Infrastructure Levy
- DMEI 2 Reducing Carbon Emissions
- DMEI 9 Management of Flood Risk
- DMT 1 Managing Transport Impacts
- DMT 2 Highways Impacts
- DMT 6 Vehicle Parking
- DMH 1 Safeguarding Existing Housing
- DMH 2 Housing Mix
- DMH 4 Residential Conversions and Redevelopment
- DMH 6 Garden and Backland Development
- DMHB 11 Design of New Development
- DMHB 12 Streets and Public Realm
- DMHB 14 Trees and Landscaping
- DMHB 16 Housing Standards
- DMHB 17 Residential Density
- DMHB 18 Private Outdoor Amenity Space
- LPP D13 (2021) Agent of change
- LPP D14 (2021) Noise
- LPP D3 (2021) Optimising site capacity through the design-led approach
- LPP D4 (2021) Delivering good design
- LPP D5 (2021) Inclusive design
- LPP D6 (2021) Housing quality and standards
- LPP D7 (2021) Accessible housing
- LPP DF1 (2021) Delivery of the Plan and Planning Obligations
- LPP G7 (2021) Trees and woodlands

- LPP GG4 (2021) Delivering the homes Londoners needs
- LPP H1 (2021) Increasing housing supply
- LPP H10 (2021) Housing size mix
- LPP H4 (2021) Delivering affordable housing
- LPP H6 (2021) Affordable housing tenure
- LPP HC1 (2021) Heritage conservation and growth
- LPP SI1 (2021) Improving air quality
- LPP SI12 (2021) Flood risk management
- LPP SI13 (2021) Sustainable drainage
- LPP SI2 (2021) Minimising greenhouse gas emissions
- LPP T2 (2021) Healthy Streets
- LPP T3 (2021) Transport capacity, connectivity and safeguarding
- LPP T4 (2021) Assessing and mitigating transport impacts
- LPP T5 (2021) Cycling
- LPP T6 (2021) Car parking
- LPP T6.1 (2021) Residential parking
- NPPF11 NPPF 2021 Making effective use of land
- NPPF12 NPPF 2021 Achieving well-designed places
- NPPF14 NPPF 2021 Meeting the challenge of climate change flooding
- NPPF15 NPPF 2021 Conserving and enhancing the natural environment
- NPPF16 NPPF 2021 Conserving & enhancing the historic environment
- NPPF2 NPPF 2021 Achieving sustainable development
- NPPF5 NPPF 2021 Delivering a sufficient supply of homes
- NPPF9 NPPF 2021 Promoting sustainable transport

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: 2nd August 2023

5.2 Site Notice Expiry Date: Not applicable

6. Consultations

External Consultees

15 neighbouring properties were notified. The application was advertised in the local press on 19/7/23. No individual letters or representations have received. However, a petition bearing 20 signatures has been received from the occupants of The Glen, a block of flats adjacent to the application site. The petition in objection to the proposal is on the grounds of increased disturbance to neighbouring occupiers and the need to safeguard a protected Oak tree within the grounds.

Internal Consultees

HIGHWAYS OFFICER

Appraisal

The original 2020 permission (68153/APP/2019/1319) for 12 residential flats (10x2 and 2x1 bedrooms) incorporated a total of 16 on-plot car parking spaces with 13 located within a basement area supplemented by 3 surface level provisions. The applicant now wishes to abandon the basement element of the consent resulting in a redesign whereby a lesser overall total quantum of 10 surface level replacement parking spaces would be provided.

Parking Provision

In terms of considering the above reduction in provision, it is noted that if the application was to be appraised in-line with the prevailing regional London Plan standard, up to 9 spaces would be required. Although the revised provision very marginally exceeds the standard, in this specific case, it is considered acceptable as it reduces the potential for undue parking within the site envelope and any measurable untoward on-street parking displacement. The provision of 10 'active' EVCP and 2 disabled compliant spaces conform to statutory requirements.

Layout of Spaces

The arrangement of the revised said spaces is considered acceptable as the layout encourages vehicles to enter and leave the site envelope in a forward gear which is the recommended practice on operational and safety grounds.

Cycle Parking

With reference to the loss of the cycle store (accommodating 8 spaces) originally positioned within the now aborted basement area, the applicant has compensated for this loss by enlarging and thereby increasing the capacity of the consented surface level cycle store located on the site frontage from 14 to 24 spaces. This revision is acceptable in operational terms and therefore considered fit for purpose.

There are no further observations.

Conclusion

This S73 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 measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan (2020) Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

URBAN DESIGN AND CONSERVATION OFFICER

I have reviewed the updated plan to remove the underground car parking replaced with ground level car parking. The proposals will result in the loss of a small amount of green space and some trees which are replaced. These changes are not significant, therefore there is no objection.

TREE OFFICER

From a trees point of view the change to the parking means the removal of a small group of C category trees. The proposed landscape plan will make up for this loss and provide more suitable trees, as a result no objection for this.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development has been established as acceptable by virtue of the original grant of planning permission: Ref: 68153/APP/2019/1319 dated 09/11/2020.

7.02 Density of the proposed development

The density of the development has been established as acceptable by virtue of the original grant of planning permission: Ref: 68153/APP/2019/1319. There are no changes to the internal layout, the number of units, or unit mix.

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

Policy HE1 of the Local Plan Part 1 aims to conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape.

Policy DMHB 4 requires that new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness.

The application site is not located within an area important for archaeological remains, it is not sited close to any statutory listed building nor is it located within a Conservation Area. However the site sits adjacent to a Locally Listed Building, Aldis Hall and its respective gardens (heritage asset). To the south of the site on the opposite side of the road is The Glen, Northwood Conservation Area.

There will be no changes to the built form above ground level over those approved by the original grant of

planning permission: Ref: 68153/APP/2019/1319, apart from the removal of the access ramp and entrance to the previously consented basement and a slightly larger cycle and bin store.

Overall the proposed development will continue to make a positive contribution to the character and appearance of the local streetscape. The proposed amendments to the approved scheme are relatively minor and it is considered that they have been sensitively designed to respect the character and appearance of the adjoining locally listed building, in accordance with Policy HE1 of the Local Plan Part 1.

7.04 Airport safeguarding

There are no airport safeguarding considerations relevant to this application .:

7.05 Impact on the green belt

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

7.06 Environmental Impact

The proposal would not have any environmental impacts over those considered acceptable within the original grant of planning permission ref: 68153/APP/2019/1319.

7.07 Impact on the character & appearance of the area

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

Policy DMHB 11 Local Plan: Part Two - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; building lines and streetscape rhythm and

landscaping. It should also not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

There will be no changes to the built form above ground level over those approved by the original grant of

planning permission: Ref: 68153/APP/2019/1319, apart from the removal of the access ramp and entrance to the previously consented basement and a slightly larger cycle and bin store.

The proposed building would be considered to be in keeping with the character and appearance of the street and would not adversely impact the visual amenity of the wider area, in accordance with Policy BE1 of the Local Plan: Part 1 Strategic Policies (2012); Policy DMHB 11 Local Plan: Part Two - Development Management Policies (2020).

7.08 Impact on neighbours

Policy DMHB 11 Local Plan: Part Two - Development Management Policies (2020) advises that proposals should not have an adversary impact on the amenity, daylight and sunlight of adjacent properties and open space. Policy DMHD 1 also requires that there is no unacceptable loss of outlook to neighbouring occupiers.

There will be no changes to the built form above ground level over those approved by the original grant of

planning permission ref: 68153/APP/2019/1319, apart from the removal of the access ramp and entrance to the previously consented basement and a slightly larger cycle and bin store.

The proposed alterations to remove the approved basement would not have any amenity impacts in terms of loss of outlook, loss of privacy and loss of sunlight/daylight to neighbouring residents, over those considered acceptable within the original grant of planning permission ref:68153/APP/2019/1319.

7.09 Living conditions for future occupiers

The proposal would not have any amenity impacts over those considered acceptable within the original grant of planning permission ref: 68153/APP/2019/1319. There are no changes to the internal layout and adequate cycle and bin storage would be maintained.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Policy T1 of the London Plan (Strategic approach to transport) seeks development proposals facilitate the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. In addition, Policy T2 of the London Plan (Healthy Streets) requires development proposals to demonstrate how they will reduce the dominance of vehicles on London's streets whether stationary or moving, be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

Moreover, Policy T4 of the London Plan (Assessing and mitigating transport impacts) sets out that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. When required, transport assessments or statements should be submitted with proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Policy T4 further explains that where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

Policy T5 of the London Plan (Cycling) sets out that proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieve through supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located.

Developments should provide cycle parking at least in accordance with the minimum standards, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling.

Policy T6 of the London Plan (Car Parking) states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Car free development should be the starting point for all development proposals in places that are (or are planned to be)well connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free developments have no general parking but should still provide disabled persons parking.

The maximum car parking standards, disabled persons parking, and the provision of electric or other Ultra-Low Emission vehicles are set out in Policy T6.1 to Policy T6.5.

The original 2020 permission (ref. 68153/APP/2019/1319) for 12 residential flats (10x2 and 2x1 bedrooms) provided a total of 16 on-site car parking spaces with 13 located within a basement area and 3 surface level spaces. The applicant now wishes to abandon the basement element of the consent, resulting in a lesser provision of 10 surface level replacement parking spaces.

In terms of considering the above reduction in onsite parking provision, the Council's Highways Officer notes that if the application was to be considered in-line with the prevailing London Plan standards, a maximum of 9 spaces would be required. Although the revised provision very marginally exceeds the standard, in this case, the Highways Officer considers this to be acceptable, as it reduces the potential for undue parking within the site envelope and any measurable untoward on-street parking displacement. The proposed provision of 'active' EVCP and disabled compliant spaces conform to statutory requirements.

In terms of the layout of the spaces, the arrangement of the revised said spaces is considered acceptable, as the layout encourages vehicles to enter and leave the site envelope in a forward gear which is the recommended practice on operational and safety grounds.

With regards to the loss of the cycle store (accommodating 8 spaces) originally positioned within the now abandoned basement area, the applicant has compensated for this loss by enlarging and thereby increasing the capacity of the consented surface level cycle store, located on the site frontage. This enlarged cycle store would increase the number of cycle parking spaces from 14 to 24 spaces. This revision is acceptable in operational terms.

In conclusion, the Highways Authority is satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan (2020) Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

7.11 Urban design, access and security

Issues of design and access have been discussed elsewhere in the relevant sections of this report. With respect of security, it is not considered that the proposal would have any significant adverse impacts.

7.12 Disabled access

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

7.13 Provision of affordable & special needs housing

The original grant of planning permission secured a ground floor level 2 bedroomed 4 person flat at Discount Market Sale (DMS). Future occupants will be eligible for the right to buy scheme. Since there is no uplift in the number of units, it is recommended that this obligation be carried forward and secured by legal agreement, in the event that this application is approved.

7.14 Trees, Landscaping and Ecology

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

Landscaping and tree planting should also enhance amenity, biodiversity and green infrastructure.

Policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January2020) 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

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landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

A tree report has been submitted in support of the application. It concludes that the principal arboricultural features within the site can be retained and adequately protected during development activities. No significant or important trees, including the protected Oak tree will be lost to facilitate the proposed scheme. Subject to precautionary measures, as detailed in the report, the proposal will not be injurious to trees to be retained.

The Urban Design officer notes that the proposals will result in the loss of a small amount of green space and some trees which are replaced. However, these changes are not significant, therefore no objection is raised. In addition, the Tree officer considers that from a trees point of view, although the change to the parking means the removal of a small group of C category trees, the proposed landscape plan will make up for this loss and provide more suitable trees. Consequently no objections are raised by the Council's Tree Officer.

The proposal would not significantly alter the development in terms of landscaping, trees and ecology from the scheme previously agreed within the original grant of planning permission. Subject to the submission of detailed tree protection measures to be approved by the Local Planning Authority and implemented in accordance with the approved protection plan, there are no objections on trees or landscaping grounds.

It is recommended that the landscaping condition be varied so that a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun, rather than prior to commencement of the development, as works have already commenced on the site.

7.15 Sustainable waste management

The proposal would not significantly alter the development in terms of waste management or storage from the scheme previously agreed within the original grant of planning permission.

7.16 Renewable energy / Sustainability

The proposal would not alter the development in terms of renewable energy/sustainability from the scheme previously agreed within the original grant of planning permission.

7.17 Flooding or Drainage Issues

There are no specific flooding or drainage issues associated with this application, and the proposal would not alter the development in terms of drainage or flood risk. A scheme for sustainable water management, incorporating Sustainable Urban Drainage (SUDS), has been approved under ref. 68153/APP/2021/3682. Should this application be approved, a condition recommends that the development be carried out in accordance with these approved details.

Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with the Hillingdon Local Plan: Part 2 and London Plan policies and the aspirations of the National Planning Policy Framework.

7.18 Noise or Air Quality Issues

The proposal would result in no additional impacts on noise or air quality over those considered acceptable within the original grant of planning permission There will be a reduction in traffic movements entering and exiting the site as a result of reduced onsite parking provision.

7.19 Comments on Public Consultations

All matters are addressed elsewhere within this committee report.

7.20 Planning Obligations

Policy DMCI 7 of the Local Plan : Part 2 - Development Management Policies sets the local parameters of Planning Obligations and Community Infrastructure charges.

The original grant of planning permission secured the following planning obligations by way of a legal agreement:

1. To secure all necessary highway works including creation of new bell mouth access and the possible repositioning of the existing bus stop.

2. To secure affordable housing - A ground floor level 2 bedroomed 4 person flat Discount Market Sale (DMS), in accordance with the Mayor of London definition of affordable and future occupants will be eligible on right to buy scheme.

3. Employment Strategy and Construction Training Contribution - 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. Carbon off-set contribution as required by an approved Energy Assessment.

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

The applicant agreed to these obligations under the previously consented scheme, which were secured by way of a S106 Agreement. Since there is no uplift in the number of residential units, it is recommended that these same obligations be carried forward, by way of a deed of variation to the original S106 Agreement, in the event that this application is approved.

Overall, it is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development, in compliance with Policy DMCI 7 of the Local Plan : Part 2 - Development Management Policies.

Community Infrastructure Levy (CIL)

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per sqm. The proposed development is CIL liable.

7.21 Expediency of enforcement action

There are no enforcement issues associated with this site.

7.22 Other Issues

The proposal would result in no additional impacts on contamination over those considered acceptable within the original grant of planning permission.

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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 the context of the approved development, the proposed amendments are minor in nature and comprise small-scale design changes associated with the removal of the basement. Subject to conditions and a S106 Agreement, the proposed minor amendments to the approved development will still ensure a high-quality scheme that has regard to the setting, scale and character of the area, in compliance with relevant planning policy.

11. Reference Documents

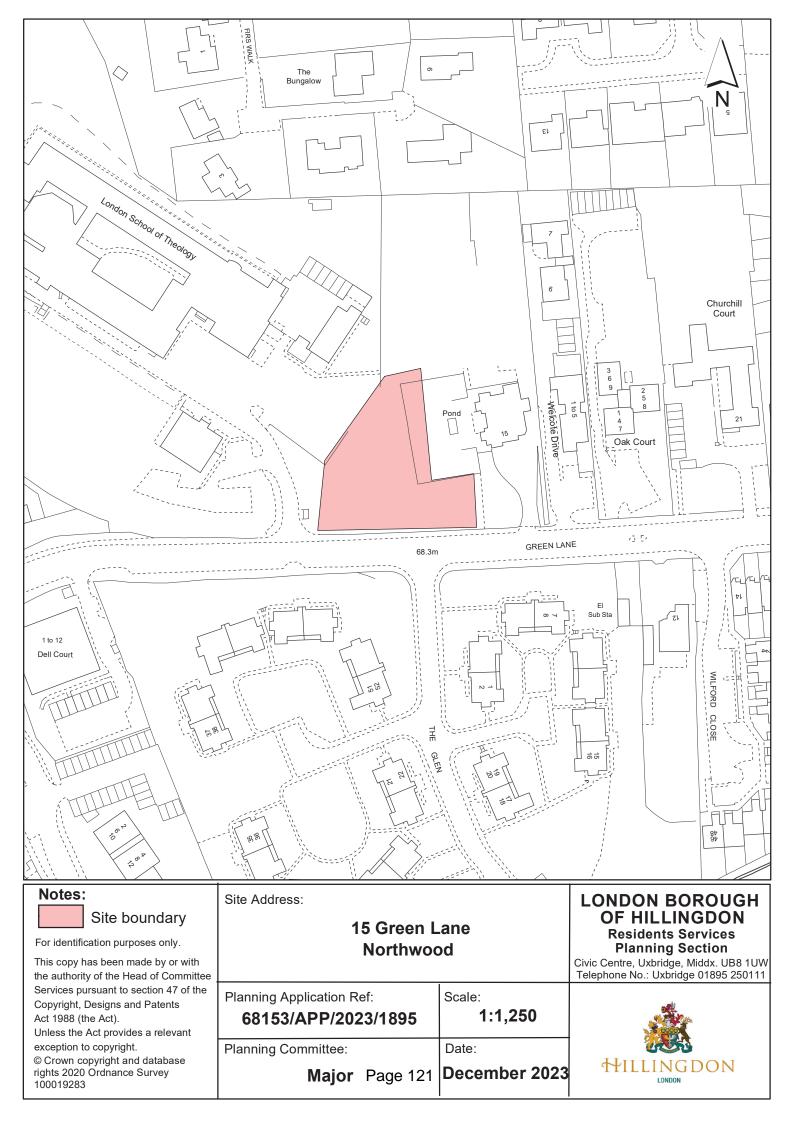
London Plan (2021) Hillingdon Local Plan: Strategic Policies (2012) Hillingdon Local Plan: Development Management Policies (2020) National Planning Policy Framework (NPPF) (2023)

Contact Officer:

Karl Dafe

Telephone No:

01895 250230



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Agenda Item 8

	Report of the Head of I	Development Management and	Building Control
Address:	CEDAR HOUSE VINE	LANE HILLINGDON	
Development:		e from Office (Class B1) to Ass I and external alterations to inc	•
LBH Ref Nos:	12019/APP/2021/2298		
Drawing Nos:	Agent's email dated 11/1 101 Rev. B (Existing Flo	d Ramp Entrance Details) 10/23 or Plans) tite Plan Indicating Ownership B vations) oor Plans) tement ovember 2021 y 2021 awing) ement, May 2021 flevations) ections) e and Block Plan)	Boundaries)
Date Plans received:	07-06-2021	Date(s) of Amendments(s):	07-06-2021
Defe Annlie dia anti-	16-12-2021	., ()	25-11-2021
Date Application valid			03-02-2022
			11-10-2023

1. SUMMARY

It is proposed to change the use of part of the Grade II* Listed Cedar House from Class B1 offices to a Class C2 assisted living care home comprising 8 bedrooms. The proposal mainly involves the 20th Century block and 19th Century extensions to the historic house which are sited along Vine Lane. The internal and external alterations are considered to be relatively minor in this context and would not result in harm to the Listed building or adversely affect the character of the Hillingdon Village Conservation Area. The only exception to this is the siting / design of the proposed new bin store within the existing car parking area, however, revised details of this are being sought by condition, thereby satisfactorily addressing this matter. The proposal is unlikely to give rise to any greater

activity or vehicular trip generation, given the buildings existing commercial use so that the amenities of adjoining residential occupiers would not be harmed. The principle of the change of use from offices is acceptable.

Subject to a S106 Agreement to secure an air quality contribution and conditions, the application is recommended for approval.

2. RECOMMENDATION

That delegated powers be given to the Director of Planning, Regeneration and Environment 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), to secure the following Heads of Terms:

i) £6,191 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.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreement 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) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Director of Planning, Regeneration and Environment), delegated authority be given to the Director of Planning, Regeneration and Environment to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to the environment necessary as a consequence of demands created by the proposed development (in respect of air quality). The scheme therefore conflicts with Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 55-58 of the National Planning Policy Framework (2023).'

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

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

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

104 (Proposed Demolition Plan)
105 Rev. D (Proposed Site Plan Indicating Ownership Boundaries)
106 (Proposed Store and Ramp Entrance Details)
110 Rev. J (Proposed Floor Plans)
111 Rev. D (Proposed Elevations)
202 Rev. A (Proposed Sections)
401 (Staircase Detail Drawing)

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 Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

3. COM5 General compliance with supporting documentation

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

Design and Access Statement, May 2021 Planning Supporting Statement Transport Statement, November 2021 Heritage Statement, May 2021

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 DMHB 1, DMHB 2, DMHB 3, DMT 1, DMT 2, DMT 4, DMT 5, DMT 6 of the Hillingdon Local Plan Part 2 (2020).

4. 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.

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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 (2020).

5. 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 Cycle Storage secure and accessible space for 2 cycles
- 2.b Means of enclosure/boundary treatments

2.c Car Parking Layouts (including demonstration that a minimum of 1 space is served by an electrical charging point(s), with all the other parking spaces having passive provision),

- 2.d Hard Surfacing Materials
- 2.e External Lighting
- 2.f Other structures (such as play equipment and furniture)

3. Details of Landscape Maintenance

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

3.b Proposals for the replacement of any tree, shrub, or area of turfing/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

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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, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policy G5 of the London Plan (2021).

6. RES10 Tree to be retained

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

REASON

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

7. NONSC Access Ramp Details

Development shall not commence until details of the ramp gradient, any necessary level landing, and handrail design, including suitable materials to match or otherwise complement this Grade II* listed building have been submitted to the Local Planning Authority for approval in writing. The approved details shall be implemented prior to the occupation of the development and thereafter shall be permanently maintained and retained.

REASON

To ensure an accessible and inclusive development for everyone in accordance with London Plan policy D5.

8. NONSC En-suite Assisted Living Bedrooms

The development hereby approved shall ensure that a minimum of two ensuite assisted living bedrooms, as approved, are sized, designed, and fitted with a level access shower, and otherwise designed in accordance with the guidance set out in the RIBA publication entitled 'A Guide for Assisted Living - Towards Lifehome 21'. The rooms and facilities contained within shall remain in place for the life of the building.

REASON

To ensure that the accommodation is accessible and welcoming to all sections of the population,

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including older and disabled people, in accordance with London Plan policy D5.

9. NONSC Condition Air Quality - Low Emission and Exposure Reduction

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

1) A clear and effective strategy to encourage staff to

- a) use public transport;
- b) cycle / walk to work where practicable;
- c) enter car share schemes;
- d) purchase and drive to work zero emission vehicles.

2) A clear and effective strategy to reduce exposure from residents to air pollution. This shall include but be not restricted to:

a) restrict idling vehicles near the residence;

b) deployment of a green wall oriented so that nearby emissions are prevented from dispersing near/into to the premises;

c) design entrance and outdoor areas removed back from any nearby road/source of emissions;d) raise awareness of staff to the effects of air pollution on human health, in particular on senior citizens.

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

REASON

As the application site is within an Air Quality Management Area, and to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), Policy DMEI 14 of the London Borough of Hillingdon Local Plan (Part 2), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, London Plan (2021) policy SI1 and T4, and paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2023).

10. NONSC Revised Bin Store Details

Notwithstanding the details shown on Drw. No. 106 (Proposed Store and Ramp Entrance Details), prior to the commencement of development, revised details of the siting and design of the bin store shall be submitted to and approved in writing by the Local Planning Authority.

The bin store approved pursuant to this condition shall be provided on site prior to the occupation of the Class C2 use and it shall thereafter be retained for so long as the development remains in existence.

REASON

To ensure that the setting of the listed building is not harmed, in accordance with Policies DMHB 1, DMHB 2 and DMHB 3 of the Hillingdon Local Plan Part 2: 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. 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 may have to be submitted. The validity of this planning permission may be challengeable by third parties if the development results in any form of encroachment onto land outside the applicant's control for which the appropriate Notice under Article 13 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 has not been served.

3. 13 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Residents Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 558170).

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. 16 Property Rights/Rights of Light

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

6. 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

7. I47 Damage to Verge - For Council Roads:

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

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

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

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

8. 170 LBH worked applicant in a positive & proactive (Granting)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from 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.

9. 173 Community Infrastructure Levy (CIL) (Granting Consent)

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

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

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

153 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.

DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 2	Employment Uses Outside of Designated Sites
DMEI 10	Water Management, Efficiency and Quality
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMH 3	Office Conversions
DMH 4	Residential Conversions and Redevelopment
DMH 8	Sheltered Housing and Care Homes
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 18	Private Outdoor Amenity Space
DMHB 2	Listed Buildings
DMHB 4	Conservation Areas
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts

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DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D14	(2021) Noise
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D7	(2021) Accessible housing
LPP E1	(2021) Offices
LPP E2	(2021) Providing suitable business space
LPP G7	(2021) Trees and woodlands
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H12	(2021) Supported and specialised accommodation
LPP HC1	(2021) Heritage conservation and growth
LPP SI1	(2021) Improving air quality
LPP SI13	(2021) Sustainable drainage
LPP SI5	(2021) Water infrastructure
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T7	(2021) Deliveries, servicing and construction
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF8	NPPF 2021 - Promoting healthy and safe communities

3. CONSIDERATIONS

3.1 Site and Locality

The application site forms part of the Grade II* Listed Cedar House and grounds, located at the junction of the A4020 Uxbridge Road / Hillingdon Hill and Vine Lane which comprises a substantial detached historic property set within formally landscaped and walled grounds. Cedar House forms a three storey red brick Tudor building with the top storey contained within a gabled roof form which originally dates from the mid to late 16th century but has been remodelled in the 18th Century and

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extended to the south west / west along Vine Lane in the 19th Century. A more modern lower rise block was added in the 20th Century to the north, along the Vine Lane boundary.

There are mature trees on site, including a large Cedar Tree at the front of the site. Vehicular access is provided from Vine Lane, to the north of the 20th Century block.

The change of use proposal primarily relates to the late 20th century block but does involve a small adjacent part of the main house and includes the rear part of the grounds. The block was built as additional office accommodation when Cedar House was converted to offices. It is a simple, one and a half storey brick building with a plain clay tiled, mansard roof form. At roof level a steeply pitched roof faces onto Vine Lane with numerous roof lights. The ground floor features arrow slit window openings. The east elevation faces onto an enclosed, courtyard environment. The elevation features projecting brick detailing separating the window openings.

Immediately to the north of the application site is Cedars Court, which originally formed associated curtilage buildings before being converted to residential dwellings and beyond these are traditional residential properties which front Vine Lane. On the opposite side of Vine Lane to the west are similar residential properties with The Vine PH located on the corner with Uxbridge Road and beyond this fronting the northern side of Uxbridge Road is a small retail parade. On Uxbridge Road to the south east are larger, predominantly residential properties and to the east is a residential estate centred on Cedars Drive. On the opposite side of Uxbridge Road at this point is St John the Baptist Church and Hill Manor Cricket Club Ground.

Cedar House and its grounds are located within the Hillingdon Village Conservation Area and the site is covered by Tree Preservation Order (TPO) 78a. The site also forms part of Hillingdon's Air Quality Management Area and is within the Uxbridge Air Quality Focus Area.

3.2 Proposed Scheme

The proposal is for the change of part of Cedar House and grounds from Office (Class B1) to an Assisted Living Care Home (Class C2) with internal and external alterations to include a new bin store and access ramp. The proposal mainly relates to the 20th Century block and rear part of the grounds, but does include an adjacent single storey Victorian extension to Cedar House.

Within the 20th Century block, a total of 8 bedrooms are proposed, 2 on the ground floor and 6 on the first floor which range in size from 18 to 31 sq.m. and all include en-suite facilities. The ground floor would also provide a communal kitchen / dining room, a lounge and visitor wc, a laundry area and storage space. Within the adjacent Victorian extension, two offices would be provided, one with an en-suite, together with a staff rest room with kitchen. Located between the two blocks would be provided a new staircase to supplement the existing staircase at the northern end of the 20th Century block.

The access ramp is proposed at the northern end of the 20th Century block, adjacent to the site's entrance and the bin store is proposed within the existing car parking area sited to the east of the block. 7 car parking spaces are shown within this area to serve the C2 use with 4 spaces being provided for the retained office use. The existing overspill car parking area is being retained to the north east of the site.

The proposed use would serve as a care home for people with learning difficulties. 24 hour care every day of the week would be provided to the residents by qualified care staff. The proposed care home would provide 21 FTE opportunities, comprising 12 care staff, 1 manager, 6 staff to carry out ancillary duties, 1 staff member to supervise activities and 1 member of staff to carry out administrative duties.

This application is accompanied by an associated application for Listed Building Consent (12019/APP/2021/2299) which is also being reported to this committee.

3.3 Relevant Planning History

Comment on Relevant Planning History

None directly relevant to this proposal.

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 - Development Management Policies (2020) The Local Plan: Part 2 - Site Allocations and Designations (2020) The West London Waste Plan (2015) The London Plan (2021)

Material Considerations

The National Planning Policy Framework (NPPF) (2023) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Local Plan Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.HE1 (2012) Heritage

- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

- NPPF2 NPPF 2021 Achieving sustainable development
- NPPF8 NPPF 2021 Promoting healthy and safe communities
- NPPF11 NPPF 2021 Making effective use of land
- NPPF12 NPPF 2021 Achieving well-designed places
- NPPF16 NPPF 2021 Conserving & enhancing the historic environment
- LPP GG2 (2021) Making the best use of land
- LPP GG3 (2021) Creating a healthy city
- LPP GG4 (2021) Delivering the homes Londoners needs
- LPP D4 (2021) Delivering good design
- LPP D5 (2021) Inclusive design
- LPP D7 (2021) Accessible housing
- LPP D11 (2021) Safety, security and resilience to emergency
- LPP D12 (2021) Fire safety
- LPP D14 (2021) Noise
- LPP H1 (2021) Increasing housing supply
- LPP H12 (2021) Supported and specialised accommodation
- LPP E1 (2021) Offices
- LPP E2 (2021) Providing suitable business space
- LPP HC1 (2021) Heritage conservation and growth
- LPP G7 (2021) Trees and woodlands
- LPP SI1 (2021) Improving air quality

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- LPP SI5 (2021) Water infrastructure
- LPP SI13 (2021) Sustainable drainage
- LPP T1 (2021) Strategic approach to transport
- LPP T2 (2021) Healthy Streets
- LPP T4 (2021) Assessing and mitigating transport impacts
- LPP T5 (2021) Cycling
- LPP T6 (2021) Car parking
- LPP T6.1 (2021) Residential parking
- LPP T7 (2021) Deliveries, servicing and construction
- DME 2 Employment Uses Outside of Designated Sites
- DMH 3 Office Conversions
- DMH 4 Residential Conversions and Redevelopment
- DMH 8 Sheltered Housing and Care Homes
- DMHB 1 Heritage Assets
- DMHB 2 Listed Buildings
- DMHB 4 Conservation Areas
- DMHB 11 Design of New Development
- DMHB 12 Streets and Public Realm
- DMHB 14 Trees and Landscaping
- DMHB 15 Planning for Safer Places
- DMHB 18 Private Outdoor Amenity Space
- DMEI 2 Reducing Carbon Emissions
- DMEI 10 Water Management, Efficiency and Quality
- DMEI 14 Air Quality
- DMCI 7 Planning Obligations and Community Infrastructure Levy
- DMT 1 Managing Transport Impacts
- DMT 2 Highways Impacts

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- DMT 5 Pedestrians and Cyclists
- DMT 6 Vehicle Parking

5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date: 2nd February 2022
- **5.2** Site Notice Expiry Date: Not applicable

6. Consultations

External Consultees

29 neighbouring properties were consulted on the 17/12/21, together with the Hillingdon Residents' Association, the Vine Lane Residents' Association and the Hillingdon Village Conservation Panel. The application was also advertised in the local press on 12/1/22 and a site notice was displayed outside the site on 20/1/22. Amendments have been made to the scheme and further rounds of public consultation have been undertaken, the last one of which expired on 22/8/23. A petition with 69 signatories has been received, requesting that the application be refused, together with 6 responses from neighbouring properties, objecting to the proposal.

The petitioners state:-

'The petitioners object to the development of Cedar House into an assisted living care-home. The Uxbridge Road end of Vine Lane is very busy with the pub and deliveries and Bishophalt drop off on top of fact, heavy car usage'

Neighbours raise the following concerns (summary):-

Highway Matters

(i) Proposed use of Cedar House is inappropriate as such facilities need to be located in a secure, secluded position, away from speeding traffic unlike this section of Vine Lane.

(ii) Highway collision data from 2016 to June 2020 has noted 15 incidents in the area and there have been incidents since including a traffic fatality on Uxbridge Road opposite Cedar House, and safety of

unaccompanied assisted care home residents crossing Vine Lane is a real concern.

(iii) Deliveries to the Vine Pub and shops on Hillingdon Hill which use the service road behind the pub and refuse trucks often block the road and obscure vision, increasing traffic hazard for pedestrians and drivers alike.

(iv) Parking on Vine Lane and in surrounding area is already limited, especially around Bishopshalt School drop off and pick up times and this proposal will increase the problem.

(v) Efforts by local residents to install speed limit cameras and a pedestrian crossing on Vine Lane have been unsuccessful.

Amenity

(vi) Residents in Vine Lane, Uxbridge Road and Cedars Court which backs onto and overlooks the car park at Cedar House will be adversely affected by noise issues, which would change from occurring during office hours to 24 hours a day.

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(vii) There will be an increase in waste and rodents with residents cooking etc.

Other Issues

(viii) Would like to know the number of day and night care staff and where will they be housed.

(ix) There are plumbing and sewerage concerns as the road has weak water pressure and experienced several incidents of blocked pipes.

(x) Building has deteriorated steadily over the years and neglect is not acceptable in a conservation area and a commitment is needed to building maintenance.

(xi) A second hand car sales business was established recently with a hard core parking area illegally constructed before seeking planning permission which has since been refused.

(xii) Proposed development has potential to impact the conservation area and hope authority continues to believe in "Putting our residents first".

(xiii) This could be first step in a longer term strategy to use site for residential, with possible demolition of the house.

(xiv) Potential security risk with increase in crime.

(xv) A car park extension within grounds of the listed building would have a dramatic impact and should not be allowed.

Case Officer comments:-

As regards points (i) and (ii) and the petitioners concern, Policy DMH 8 of the Local Plan does require sheltered housing to be located near to shops and community facilities and within easy access of public transport. These facilities and services tend to be sited on the busier roads within the Borough and the site with its walled boundaries is not inherently unsafe for the proposed use with the safety of its residents largely being a matter for the management of the site. In terms of points (iii) and (iv), the proposed use is likely to generate less traffic than the existing offices (particularly if fully occupied) and the proposal would provide adequate off-street parking. Point (v) is noted. As regards point (vi), the proposed care home use is unlikely to generate significant amounts of noise and general disturbance over and above its existing office use or the residential uses of surrounding properties. Material issues included within points (vii), (viii), (xii) and (xiv) are dealt with in the main report. As regards points (ix), (x) and (xi), these do not raise material planning objections to the scheme. As regards point (xiii), this is speculation and any future applications that may arise would need to be considered and assessed on their individual merits. As regards point (xv) this proposal does not include an extension to the car park.

HISTORIC ENGLAND:

We have no comments to make on this application and advice should be sought from your specialist conservation and archaeology advisors.

VINE LANE RESIDENTS' ASSOCIATION:

The Vine Lane Residents' Association has ceased to function as there is no longer a chairperson.

Internal Consultees

POLICY OFFICER (comments on revised scheme):

Employment floorspace

Policy DME3 (Office Development) identifies preferred locations for new office development. It also states that proposals involving the loss of office floorspace in preferred locations for office growth should include information to demonstrate that the site has been actively marketed for two years, that the site is no longer viable for office use, taking account of the potential for internal and external refurbishment, and surrounding employment uses will not be undermined. Part D of the policy also requires proposals involving the loss of office floorspace within designated town centres to be supported by evidence of

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continuous vacancy and marketing over a 12 month period. Offices outside of these locations are not protected by the policy. As the existing offices are not within a preferred location or designated town centre, these requirements of policy DME3 do not apply.

While DME2 requires marketing for the loss of any employment floorspace, DME3, which relates specifically to offices states that the Council will support proposals for new office development in the preferred locations of Stockley Park and Uxbridge Town Centre, and in designated town centres and LSELS (mentioned in para 2.14). DME3 only requires marketing in these locations. As DME3 requires proposals for new office floorspace to be in preferred locations, town centres or LSELs unless supported by a sequential test, we will not require marketing to justify the loss of office floorspace outside of these locations.

The London Plan supports this position. Part D of Policy E1 outlines that diverse office markets in outer London should be consolidated and extended where viable, focusing new development in town centres and other existing office clusters supported by improvements to walking, cycling and public transport connectivity and capacity. It outlines in part D2), that some existing business parks (such as Chiswick Park, Stockley Park and Bedfont Lakes) should be included in this list of locations where office floorspace should be consolidated and extended. Part E suggests retaining viable office floorspace outside of these areas (and releasing surplus capacity) and supporting this through Article 4 Directions, however, we have chosen not to support this area through the recent confirmation of A4Ds across the borough.

Supported Housing

The applicant has provided more information on the type of supported housing being proposed and the level of care being proposed. They are offering 24 hour care with full-time staff for people with learning disabilities. Generally the scheme looks to be policy compliant, however, to fully meet the requirements of Policy DMH8, it would be useful if they could give an indication of the level of need for this use (for which I am sure there is a need), and also demonstrate that they would provide levels of care as defined in Article 2 of the Town and Country Planning (Use Classes) Order 1987 (as amended). The reason for this is to ensure sub-standard facilities won't be provided and for us to know what need is being met and it would be good for us to know what the level of that need in the borough might be.

CONSERVATION / URBAN DESIGN OFFICER:

Summary of comments dated November 2022

Historic Environment Designation(s)

- · Locally Listed Building The Cedars (non-designated heritage asset)
- . Grade II* Listed Building Cedar House (NHLE: 1284903)
- · Setting and curtilage of Grade II* Listed Building Cedar House (NHLE: 1284903)

· Hillingdon Village Conservation Area (HVCA)

Assessment - Background/ Significance

The Cedars, a Locally Listed Building, is a late 20th century addition to the Grade II* listed Cedar House. It forms part of the curtilage of the listed building, and by virtue of its affixation to the principal listed building it is afforded the same protection. However, the building has individually been recognised as a nondesignated heritage asset in the past, hence its local listing. The submitted heritage statement fails to acknowledge this however, reiterates the local list description, word for word, under paragraph 2.1.2.

The building was built as additional office accommodation when Cedar House was converted to offices. It

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRESSPage 139 is a simple, one and a half storey brick building with a plain clay tiled, mansard roof form. At roof level a steeply pitched gable end faces onto Vine Lane alongside numerous roof lights. The ground floor features, arrow slit window openings. The east elevation faces onto an enclosed, courtyard environment. The elevation features projecting brick detailing separating the window openings.

The original building to the site, Cedar House is a Grade II* Tudor building set within a spacious, corner plot. The building originally dates from the mid to late 16th century, however the property was partly remodelled in the 18th century. During the 18th century the property was occupied by the botanist, Samuel Reynardson who is thought to have planted the original Cedar tree to the south of the house (fronting onto the Uxbridge Road) which in turn lends its name to the property. In the 1950s the house was used as a school, known as Rutland School and then subsequently became offices in the latter part of the 20th century (c.1971).

The main portion of the historic building is three storeys in height with the top storey contained within the roof form which features gables. It is externally characterised by its red brick exterior and historic plain clay tiled roof. The elevations are decorated with traditional timber windows, comprising of vertical sliding, multipaned sash windows and casement windows at roof level and along the northern elevation.

The two-storey built form located to the south-west of the main brick building and abutting Vine Lane is a half-timbered 19th century wing built for Sir Howard Button.

The buildings to the north of Cedar House were originally ancillary buildings associated to Cedar House and the later school. They formed part of the curtilage of the original property. Whilst now separated from Cedar House, in line with Historic England guidance they are considered curtilage listed due to their age, historic association and use and ownership at the time of listing. As existing it is understood they are residential dwellings. They contribute to the setting and significance of Cedar House.

The entire site is bounded by brick walls. Gates provide access to the site however only the western access is used. The red brick garden walls to the east of the house are listed in their own right, and originally date from the 16th century. The wall encloses what would have most likely have been the former historic Tudor gardens, which contributes to the significance and historic interest of the site. The estate itself was most likely much larger and the area to the east of the garden wall has historically existed as an orchard. Unfortunately, the walls themselves have clearly been neglected over the years and are in much need of sensitive repairs.

The area to the south of the house, fronting onto Uxbridge Road, is characterised by open grassland. The Cedar tree is a prominent positive feature of the site and conservation area. Its existence contributes to the historic interest of the house. A path leads from the southern pedestrian gate to the entrance of the house.

The area to the north of the house has been significantly altered due to the new modern block along the western boundary and separation of the curtilage listed ancillary buildings to the north, from Cedar House. The space is defined by detracting hardstanding to facilitate car parking. A low-rise brick wall separates the car parking area from the listed building and wider site.

It is recognised the original quality of the gardens was most likely eroded when the property was used as a school hence the extensive areas of hardstanding to the north of the building. Whilst somewhat altered, the open, verdant nature of the site contributes to the setting of Cedar House and what was once a formal garden space, particularly to the south and east of the site. The setting contributes to how the heritage assets are experienced. The grounds are interlinked with the significance of the house and garden walls which bound it, contributing to its historic interest. The space associated to heritage assets form part of the historic environment and preservation of original settings and where appropriate opportunities to enhance

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In addition to the buildings and garden walls being listed the site also forms part of the Hillingdon Village Conservation Area. The conservation area is characterised by the historic Hillingdon Village and large areas of green belt land. Whilst some of the village-like qualities have been diminished by the Uxbridge Road, it contains a notable number of Listed Buildings contributing to its historic integrity and architectural interest. Cedar House, The Cedars and its respective site positively contribute to the significance and interest of Hillingdon Village.

Assessment

The discrepancies on the drawings have now been corrected on the as existing and proposed drawings. The annotation also shows the correct construction materials of the existing building. The amended drawings and updated heritage statement confirm that there would be very little external alteration to the building and that it is proposed to retain the existing built fabric including the existing rooflights and windows etc.

The drawings now show the addition of two soil vent pipes to the roof. If these are all that are required then these would be considered acceptable in principle. These are, however, shown rising up through the sloping roof tiles and would as a consequence be quite visible. It would be better if the soil vent pipes went through the top of the roof and be of a low height and be black in colour to minimise their impact. If further additions to ventilate the building are required either through the roof or walls then these will need to be clearly indicated on the drawings so that their impact can be properly assessed. The drawings are vague in this respect. There is a suggestion of SVP tile vents but location and number are not shown. There would be concerns with additional unsightly visual clutter being added to the building.

A large bin store has now been included on the drawings which wasn't present on the original submission. There are concerns with this element which introduces an intrusive building to the setting of the listed building. The design incorporates brick elevations with a flat roof that would be to the same height as the soffit of the existing office block.

The design of the bin store looks utilitarian and incongruous to the setting of the listed building. The height appears excessive and the detailed design with flat roof and fascia boards along with metal doors would result in an unsympathetic addition.

A more discreet location should be sought for the bin store along with a more sympathetic design so that it is 'softer' in appearance and sits quietly within the setting of the listed buildings.

PLANNING OFFICER COMMENT:

The soil vent pipes have been revised and are acceptable and a condition is recommended which seeks a revised location and design of the bin store.

CONSERVATION / URBAN DESIGN OFFICER - FURTHER COMMENTS ON LATEST REVISED PLANS:

Heritage Environment Designation(s) :

- ·Locally Listed Building The Cedars (non-designated heritage asset)
- ·Grade II* Listed Building Cedar House (NHLE: 1284903)

·Setting and curtilage of Grade II* Listed Building - Cedar House (NHLE: 1284903)

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·Hillingdon Village Conservation Area (HVCA)

Background:

Conservation comments dated March 2022 and November 2022 have already been submitted. The issues raised in the comments have been successfully addressed and will not be discussed further here.

Since November 2022 new plans have been submitted which include alterations to the Victorian extensions that sit between the locally listed The Cedars and the more significant buildings phases of the Grade II*Cedar House.

Proposal:

The proposed works to the Victorian extensions involve creating offices, staff room, kitchen and WC, the foul drainage will connect into the existing run.

Impact:

The highest impact aspect of these proposals will be the creation of a new WC with new study walls and foul drainage. There will be no external impact with this aspect of the proposal and the stud walling is reversible.

Elsewhere, the fitting of kitchen cabinets and redecoration of floors, walls and ceilings will have minimal impact as these are currently modern. The significance of these Victorian extensions will be unaffected by these proposals.

Conclusion: No objection.

Suggested conditions for the overall application:

-Full details of the partition, door and door furniture to be installed within the ground floor of the listed Cedar House to the south of the Victorian extensions.

-Full details of blocking up of doorway between the locally listed building The Cedars and the Victorian extensions of Cedars House on the first floor.

-All windows shall be constructed of timber. Any replacement double glazed windows shall be limited to The Cedars, the locally listed building. No other windows shall be replaced without consent.

PLANNING OFFICER COMMENT:

The above recommended conditions have been attached to the officer's recommendation on the associated application for Listed Building Consent (12019/APP/2021/2299) (which is also being presented to this committee), as they relate to works which require listed building consent as opposed to planning permission.

HIGHWAY ENGINEER:

Site Characteristics and background:

The address is situated on the corner of Vine Lane & Uxbridge Road and is designated for several business use purposes totalling 5 offices (3 vacant & 2 occupied - GIFA (190m2)). The local area is extensively covered by parking controls which take the form of a Controlled Parking Zone operating from

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRES\$Page 142 9am to 5pm - Monday to Friday. The public transport accessibility level (PTAL) for the site equates to 2 which is considered as poor and hence encourages dependency on the use of private motor transport to and from the address.

Based on financial viability, it is now proposed to convert part of the existing building from an office to an 'assisted living' care-home use consisting of 8 bedrooms provided for individuals with learning difficulties. 21 FTE staff would be required to operate the care-home (4 on-site at any one time) and 7 formal on-plot parking spaces are to be inclusive to the proposal accessed via an established 'bell-mouth' aperture on Vine Lane which is to remain unaltered.

Parking Provision:

Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

There are 7 on-plot spaces specifically designated for the care-home use with 4 separate retained spaces allocated to the office use which are considered sufficient in terms of quantum. The council's care-home standard requires appraisal either by virtue of a Transport Assessment (TA) or 1 space per 4 dwelling units (with a minimum of 2 spaces) to be provided for a care home use (plus 1 warden space). When applying the latter, this would therefore equate to a requirement of 3 spaces. There are no other prescriptive standards (regional or otherwise) that can be applied hence there would appear to be an over-provision. However, this is considered acceptable in this case as it reduces the potential for injudicious parking within the site or untoward on-street parking displacement resulting from the higher dependency on private motor transport due to the 'poor' PTAL rating.

Electric Vehicle Charging Points (EVCP's):

In accord with the Local Plan: Part 2 DMT 6 policy and parking standard, there is a requirement for EVCPs which would equate to a minimum facility of 5% of the total parking quantum for 'active' provision with a further 5% acting as 'passive' provision for future activation.

As there is a strong move toward hybrid and fully electrified vehicles which will only increase in time, it is considered appropriate to encourage that 1 on-plot space is designated as an 'active' provision with the remaining 10 dedicated as 'passive'. This aspect has not been acknowledged and should therefore be secured via planning condition.

Cycle Provision:

In terms of cycle parking, there should be a provision of 1 space secure and accessible spaces per 3 staff equating to approximately 1 space for the level of anticipated daily total of 4 staff on-site at any one time (total 21 FTE) in order to conform to the adopted borough cycle parking standard. 2 spaces have been indicated within a suitable location hence there are no further observations.

Vehicular Trip Generation/Vehicular Access Arrangements:

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.

On the basis of the database evidence from the land use trip generation database (TRICS), it is confirmed

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The existing 'bell-mouth' vehicular access is to remain without amendment and is considered fit for purpose.

Operational Servicing requirements/ Waste Storage Location:

As this is 'commercial' enterprise, collections would be organised by way of a private contractor hence this will require a separate conversation with the appropriate waste collection service. There are no further observations.

Conclusion:

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 measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Management Plan (2020) - Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

PLANNING OFFICER COMMENT:

With reference to the Highway Officer's comments, it is noted that there are in fact 8 spaces designated to the proposed C2 use as opposed to 7 as stated by the Highway Officer. This does not affect the acceptability of the proposal, as it has already been confirmed that there is surplus parking (in relation to standards), however this would be beneficial in such a location.

TREE / LANDSCAPE OFFICER:

This site is occupied by a Grade II* listed building, with a walled garden car park and two-storey extension which runs on a north-south axis to the east of Vine Lane. The focus of the application is on the two-storey building which has been used as an office which is currently unused. The site lies within the Hillingdon Village Conservation Area, a designation which protects trees. Selected trees on the site are also protected by TPO 78. According to the TPO schedule, two individual trees and a group are situated within the car park associated with the office building; T67 mulberry, T68 ash and G32 horse chestnuts.

COMMENT No tree survey has been submitted and none are indicated on plan. According to the D&AS (section 8, Landscape) no trees will be affected by the proposed development. It is accepted that the proposals only seek to amend the internal layout of the building which will pose no direct threat to trees on the site, however, they will require protection from unintended / indirect damage related to the contract work to strip out and amend the internal layout. External space will be required for contractors vehicles, welfare facilities , storage of materials and so on. To this end tree protection measures will need to be written into a Construction Management Plan. The D&AS also states that no landscaping is proposed as part of the development. Given the proposed change of use to assisted living care, soft landscape enhancement of the site should be provided, by condition.

Recommendation:

No objection subject to pre-commencement conditions RES8, and condition RES9 (parts 1, 2, 4 and 5 and RES10.

ACCESS OFFICER:

The revised plans have been reviewed following the previous accessibility objections which have now been addressed. The proposed Change of Use raises no further accessibility concerns subject to the following conditions attached to any planning approval:

Development shall not commence until details of the ramp gradient, any necessary level landing, and handrail design, including suitable materials to match or otherwise complement this Grade II listed building. The submitted details shall be approved in writing by the Local Planning Authority prior to occupation of the development, with all such facilities permanently retained thereafter. REASON: To ensure an Accessible and Inclusive development for everyone in accordance with London Plan policy D5.

The development hereby approved shall ensure that a minimum of two ensuite assisted living bedrooms, as approved, are sized, designed, and fitted with a level access shower, and otherwise designed in accordance with the guidance set out in the RIBA publication entitled 'A Guide for Assisted Living - Towards Lifehome 21'. The rooms and facilities contained within shall remain in place for the life of the building. REASON To ensure that London's visitor infrastructure is accessible and welcoming to all sections of the population, including older and disabled people, in accordance with London Plan policy D5.

WASTE SERVICES:

The location of the bins looks satisfactory. Will the gates be kept open, or will the crew need a key or fob to access gates to collect the bins? A dropped kerb will be needed here. Please also note below:

If using bulk bins they must be placed on smooth impervious material that is 100 mm thick to withstand the weight. If multiple bins are needed they are better kept in an enclosure. This discourages non-residents from using the bins and also improves the aesthetics of the development.

The enclosure or chamber should be large enough to allow clearance of 150 mm between each bin and the walls. There should be space in front of the bins to allow residents to easily access the bins when depositing waste. If many multiple bins are used then there should be sufficient space to rotate the bins in between collections. The walls should be made from an impervious, non-combustible material that ideally has a fire resistance of one hour when tested to BS 476-21. If a gate or door is added to the enclosure or chamber it should be metal, hardwood or softwood clad with metal. Ideally it should have a fire resistance of 30 minutes when tested to BS 476-22. The door frame should allow clearance of 150 mm either side of the bin, when it is being pulled out for collection. The door frame should be rebated into the reveals of the opening. There should be a latch or clasp to hold the gate / door open while the collection process takes place.

The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle. The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle. The roadway the vehicle parks on should be able to withstand the load of a 26 tonne vehicle.

AIR QUALITY OFFICER:

Summary of Comments

The proposed development is located within the LBH Air Quality Management area (AQMA), and within LBH Uxbridge Focus Area, bringing additional traffic emissions which will add to current likely

Borough Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRESS Page 145 exceedances. Proposals are required to improve air quality within Focus Areas. In addition, due to its nature, the proposed development has the potential to expose vulnerable individuals to air pollution. Based on the information provided, the proposal is not air quality neutral for transport emissions.

As per the London Plan and LBH Local Action Plan 2019-2024, developments need to be neutral as minimum and positive in Focus Areas, contributing to the reduction of air pollutant emissions in these sensitive locations. LBH requires new developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Furthermore, policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality, especially within the Air Quality Management Area. Finally, the London Plan (March 2021) requires development to be air quality neutral as minimum and air quality positive in certain circumstances, actively contributing to reduce pollutant emissions to the atmosphere.

Damage Cost and Mitigation Measures:

The development is not Air Quality Neutral and further action is required to reduce emissions. In addition, exposure reduction measures need to be implemented to protect the care home residents from exposure to air pollution levels.

Mitigation measures to reduce emissions can be applied on-site or off-site. Where this is not practical or desirable, pollutant off-setting will be applied. The level of mitigation required associated with the operation phase of the proposed development is calculated using Defra's Damage Cost Approach.

The level of mitigation required to the proposed development for traffic emissions is £7,283. Once all deductions were applied, the remaining value of mitigation due is £6,191. Flat rate deductions applied are as follow: Green Sustainable Measures (5%), contribution to long term LBH strategic long-term strategies (10%), totalling a reduction of £1,092.

Therefore, a section 106 agreement with the LAP of £6,191 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduces human exposure to nitrogen dioxide levels. A condition is required to secure exposure reduction from the residents of the care home.

Observations:

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

Condition Air Quality - Low Emission and Exposure Reduction Strategy

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

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

2) A clear and effective strategy to reduce exposure from residents to air pollution. This shall include but be not restricted to:

a) restrict idling vehicles near the residence;

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b) raise awareness of staff to the effects of air pollution on human health, in particular on senior citizens.

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

Reason

As the application site is within an Air Quality Management Area, and to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, London Plan (2021) policy SI1 and T4, and paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2023).

Conditions - Reducing Emissions from Demolition and Construction

1. No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up 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 and in accordance with Mayor of London "The Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019)

2. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at https://nrmm.london/."

Reason

Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy

Context

The proposed development is within an Air Quality Management Area and will affect identified Air Quality Focus Area(s). Air Quality Focus Areas are defined by the GLA as areas already suffering from poor air quality where prioritisation of improvements is required. This is supported by:

Local Plan Part 2 Policy DME1 14

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 continued improvement of air quality, especially within the Air Quality Management Area.

Case Officer comment:

Due to the limited extent and nature of the proposed demolition and construction works which would mainly be internal to the building, it is considered that the air quality officer's two recommended conditions relating to reducing emissions from demolition and construction work would be unnecessary and onerous.

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ADULT SOCIAL CARE:

From the information submitted, we can support the application although the provider does need to understand that we would only be placing on a spot provision as we have block contracts in place already so no guarantee of placements.

Case Officer comment:

The applicant has been made aware of this.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Loss of Office Space

Cedar House does not form part of a designated employment site within the Local Plan, nor is it within a designated preferred location for office development or a designated town centre.

Policy DME 2 (Employment Sites Outside Designated Employment Areas) of the Local Plan: Part Two - Development Management Policies (2020) advises that 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 (12 months marketing evidence); 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.

Policy DME3 (Office Development) identifies preferred locations for new office development and also states that proposals involving the loss of office floorspace in preferred locations for office growth should include information to demonstrate that the site has been actively marketed for two years, that the site is no longer viable for office use, taking account of the potential for internal and external refurbishment, and surrounding employment uses will not be undermined. Part D of the policy also requires proposals involving the loss of office floorspace within designated town centres to be supported by evidence of continuous vacancy and marketing over a 12 month period. The Council's Policy Officer has confirmed that while Policy DME2 requires marketing for the loss of any employment floorspace, Policy DME3 specifically relates to offices and it only requires evidence of marketing in the preferred locations of Stockley Park, designated town centres and LSELS. Offices outside of these locations such as Cedar House are not protected by the policy and therefore do not require marketing evidence to justify the loss of their office floorspace.

The Policy Officer also advises that Part D of Policy E1 of the London Plan lends weight to this stance in that it outlines that diverse office markets in outer London should be consolidated and extended

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRES Page 148 where viable, focusing new development in town centres and other existing office clusters supported by improvements to walking, cycling and public transport connectivity and capacity. It outlines in part D2), that some existing business parks (such as Chiswick Park, Stockley Park and Bedfont Lakes) should be included in this list of locations where office floorspace should be consolidated and extended and Part E goes on to suggest retaining viable office floorspace outside of these areas (and releasing surplus capacity) and supporting this through Article 4 Directions. The officer notes that this is not an area being supported through the confirmation of various Article 4 Directions across the borough.

Principle of Supported Housing

Policy H12 of the London Plan (2021) states that:

The delivery, retention and refurbishment of supported and specialised housing which meets an identified need should be supported. The form this takes will vary, and it should be designed to satisfy the requirements of the specific use or group it is intended for, whilst providing options within the accommodation offer for the diversity of London's population, including disabled Londoners (see Policy D7 Accessible housing) within a wider inclusive community setting.

Policy DMH 8 of the Hillingdon Local Plan: Part Two (2020) states that:

A) The development of residential care homes and other types of supported housing will be permitted provided that:

i) it would not lead to an over concentration of similar uses detrimental to residential character or amenity and complies with Policy DMH 4: Residential Conversions;

ii) it caters for need identified in the Council's Housing Market Assessment, in a needs assessment of a recognised public body, or within an appropriate needs assessment and is deemed to be responding to the needs identified by the Council or other recognised public body such as the Mental Health Trust;

iii) the accommodation is fully integrated into the residential surroundings; and

iv) in the case of sheltered housing, it is located near to shops and community facilities and is easily accessible by public transport.

B) Proposals for residential care establishments which fall under Use Class C2 must demonstrate that they would provide levels of care as defined in Article 2 of the Town and Country Planning (Use Classes) Order 1987 (as amended).

In relation to initial concerns raised by the Council's Policy Officer as regards how the use meets the requirements of Policy DMH8, the applicant advises that information for the Projecting Adult Needs and Service Information (PANSI) developed by the Institute of Public Care and Oxford Brookes University suggests that there were 5,588 people aged 18 and above living in Hillingdon in 2020 who had a learning disability and projected that this would increase by 5.8% to 5,914 by 2030. PANSI projections also suggest that the number of people with a moderate to severe learning disability and, therefore, likely to be accessing statutory services will increase by 5% from 1,198 in 2020 to 1,258 in 2030.

The applicant goes on to advise that the Council's Learning Disabilities Team is responsible for assessing and reviewing the needs of people with learning disabilities. This includes the potential use of the 12 residential care homes in the borough for people with learning disabilities. Whilst the Council's objective is to support people with learning disabilities in the community and not in a care home setting, this may not always be the best and most effective way of dealing with the individual's needs. Therefore, there will always be an important role played by residential care homes in helping meet this need.

Considering these factors, it is considered that the proposal meets the requirements of Policy DMH8.

7.02 Density of the proposed development

Not applicable to this application proposing a change of use from offices to assisted living accommodation (Class C2).

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

Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, imposes a statutory duty on Local Planning Authorities requiring that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that in determining a planning application relating to a building or other land in a conservation area, the Local Planning Authority shall pay special attention to the desirability of preserving or enhancing the character or appearance of that area.

The NPPF at Chapter 16, places great importance on the protection of heritage assets. Paragraph 199 states: 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.'

Policy HC1 of the London Plan (2021) states, inter alia, that 'development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.'

Policy HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that the Council will conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape (including locally and statutorily Listed Buildings, Conservation Areas, Areas of Special Local Character and Archaeological Priority Zones and Areas), and encourage the reuse, modification and regeneration of historic assets.

Policy DMHB 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that the Council will expect development proposals to avoid harm to the historic environment and to prevent the loss of significance or harm to the character, appearance and setting of heritage assets.

Policy DMHB 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) will only permit developments that retain the significance and value of Listed Buildings whilst being appropriate in terms of the fabric, historic integrity, spatial quality and layout of the building. In addition, any alterations or additions to a Listed Building should be sympathetic in terms of scale, proportion, detailed design, materials and workmanship.

Policy DMHB 3 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020),

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRES\$age 150 relates specifically to Locally Listed Buildings and states:

'A) There is a general presumption in favour of the retention of buildings, structures and features included in the Local List. The Council will take into account the effect of a proposal on the building's significance and the scale of any harm of loss when considering planning applications, including those for major alterations and extensions. Proposals will be permitted where they retain the significance, appearance, character or setting of a Locally Listed Building.

B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the structure and the impact of the proposals on the significance of the Locally Listed Building.

C) Replacement will only be considered if it can be demonstrated that the community benefits of such a proposal significantly outweigh those of retaining the Locally Listed Building.'

Policy DMHB 4 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) protects Conservation Areas and seeks to (inter alia) preserve or enhance the character or appearance of such areas.

The impact of the proposals on the Listed Building are discussed in detail within the associated Application for Listed Building Consent (12019/APP/2021/2299 refers) which is also being presented to this committee. In respect of those works which require planning permission, it is considered that the conversion works have been carefully conceived to limit external changes to the installation of a ramped access, bin store and two vents to the roof of the 20th Century block. It is considered that the installation of a ramp and vents are minor additions, that would not cause harm to the fabric or setting of the heritage assets. There are however concerns with the design and location of the bin store as proposed, as it is considered that it would detract from the setting of the Listed Buildings. Notwithstanding the above, this matter can be readily addressed by the imposition of a condition requiring details of a revised bin store to be submitted for approval, as there is ample space on site to accommodate a more suitably designed bin store. This condition has been included within the officer's recommendation on this application. Overall, it is considered that the proposal would not result in harm to the listed buildings, their setting or the surrounding conservation area and the significance of these heritage assets would be preserved.

As regards the use affecting the character of the conservation area, there is unlikely to be any significant increase in the intensity of the use of the site as compared to the potential occupation of the building in its current authorised use as commercial offices.

7.04 Airport safeguarding

There are no airport safeguarding concerns raised by this scheme for office conversion.

7.05 Impact on the green belt

The application site is not located within or sited close to the green belt so that no green belt issues are raised by this application.

7.07 Impact on the character & appearance of the area

Updated policies aimed at improving the design of new developments have been introduced into the NPPF in response to the findings of the Building Better, Building Beautiful Commission. These include changes to the overarching social objective of the planning system (paragraph 8b) to include the fostering of 'well-designed, beautiful and safe places'.

Paragraph 134 introduces a new requirement that development should be well designed. Development that is not well designed should be refused, 'especially where it fails to reflect local

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design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.'

Conversely, paragraph 134 then goes on to say that significant weight should be given to developments that reflect 'local design policies and government guidance on design' and/ or 'outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area'.

Policy D1 of the London Plan (London's form, character and capacity for growth) requires developments to respond to local context by delivering buildings and spaces that are positioned and are of a scale, appearance and shape that responds successfully to the identity and character of the locality. Further, Policy D5 (Inclusive Design) requires developments to deliver inclusive environments that meet the needs of all Londoners.

Policy DMHB 11 of the Local Plan Part 2 (2020) requires all development to be designed to the highest standards and incorporate principles of good design, including harmonising with the local context; use of high quality building materials and finishes; internal design and layout maximises sustainability and is adaptable; protects features of positive value and their settings and includes landscaping and tree planting. Proposals should also not impact upon the amenity, daylight and sunlight of adjoining properties and open space, development does not prejudice the development of adjoining sites and appropriate provision is made for the storage of waste and recycling.

Policy DMHB 12 re-iterates Policy DMHB 11 by stating that development should be well integrated with the surrounding area and be accessible by improving legibility and promote routes and wayfinding between the development and local amenities; public realm design takes account of the established townscape character and quality of the surrounding area; includes landscaping that is suitable for the area; makes provision for the safe and direct movement of pedestrians and cyclists; incorporates appropriate and robust hard landscaping; incorporates public art where appropriate and incorporates inclusive design.

As noted above it is not considered that there would be any harm to the character and appearance of the area from the proposal.

7.08 Impact on neighbours

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

The proposal does not involve any material alteration to the external fabric of the existing building (aside from the 2no. soil vents proposed to the roof of the 20th Century block), including its fenestration and the only material additions to the building would be a new access ramp and a proposed new bin store. These would both be sited within the site, screened by existing buildings and the boundary wall. There would therefore be no impact on surrounding residential properties in terms of undue dominance, loss of sunlight and/or privacy, in accordance with Policy DMHB 11 of the Local Plan: Part Two (2020).

Noise and air quality issues are dealt with in Section 7.18 below.

7.09 Living conditions for future occupiers

There are no set planning standards for a Class C2 care home.

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRES Page 152 However, the proposed bedrooms are of a generous size, ranging from 18 to 31 sq.m and all of the rooms would have en-suite facilities. The communal rooms are also considered to be of an appropriate size to serve the number of residents and sufficient ancillary space would be provided to support residents and staff.

The ground floor communal rooms, bedrooms and offices would be served by the existing traditional windows, whilst the first floor bedrooms would be served by existing rooflights which are at a height that would allow good outlook, aswell as natural light.

That part of the walled garden proposed for use by the Care Home would provide some 886sq.m of amenity space which is considered to be appropriate for use by the home's residents, staff and visitors.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The NPPF (2023) states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impact 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 T2 of the London Plan (2021) states that development proposals should deliver patterns of land use that enable residents to make shorter regular trips by walking and cycling and:-

i) demonstrate how they will deliver improvements that support the ten Healthy Street Indicators in line with TfL guidance,

ii) reduce the dominance of vehicles on London's streets, whether stationary or moving, andiii) be permeable by foot and cycle and connect to local walking, cycle and public transport networks.

Policy T4 requires where appropriate, the submission of transport assessments / statements to ensure that impacts on the capacity of the transport network are fully assessed and mitigated.

Policy T5 requires development proposals to remove barriers to cycling and create a healthy environment in which people choose to cycle and development proposals should be in accordance with cycle standards.

Policy T6 states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity and that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking. Car-free development with no general parking should still provide disabled persons parking in line with standards.

Policy T6.1 advises that new residential development should not exceed the maximum parking standards and residential parking spaces must make appropriate provision for electric or Ultra-Low Emission vehicles.

Policy DMT 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 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 and to be acceptable,

schemes are required to i) be accessible by public transport, walking and cycling; ii) maximise safe, convenient and inclusive accessibility; iii) provide equal access for all people; iv) adequately address servicing requirements and v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment. Policy DMT 2 seeks to minimise the impact of development on the surrounding highway with regards to traffic, air quality, noise, local amenity and safety.

Policy DMT 5 seeks to ensure development proposals make adequate and safe provision for pedestrians and cyclists.

Policy DMT 6 sets maximum parking standards for new development as outlined in Appendix C Table 1 to facilitate sustainable development. A variation of these requirements may be acceptable when:-

i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or

ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendation.

The policy also states that all car parks provided for new development will be required to provide conveniently located parking spaces for wheelchair users and those with restricted mobility.

The application and the supporting Transport Statement have been reviewed by the Council's Highway Engineer. They advise that the local area is extensively covered by parking controls which take the form of a Controlled Parking Zone operating from 9am to 5pm - Monday to Friday and the public transport accessibility level (PTAL) for the site equates to 2 which is considered to be poor and hence encourages dependency on the use of private motor transport. The application states that 21 FTE staff would be required to operate the care-home (4 on-site at any one time) and 12 on-plot parking spaces are provided within the shared car park, accessed via the established 'bell-mouth' aperture on Vine Lane which is to remain unaltered.

Vehicular Trip Generation/Vehicular Access Arrangements

The Highway Engineer advises that on the basis of the database evidence from the land use trip generation database (TRICS), it is confirmed that general activity would be relatively low as compared to the office-based use (when fully active) coupled with the nature of the relatively dormant use profile of care home uses and therefore, there are no measurable concerns raised as regards trip generation.

The existing 'bell-mouth' vehicular access is to remain without amendment and the officer advises that this is considered acceptable for the proposed use.

Parking Provision:

Policy DMT 6 of the Local Plan requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network. 8 on-plot parking spaces are specifically designated for the care-home use with 4 separate retained spaces allocated to the office use which are considered sufficient in terms of quantum. The council's care-home standard requires appraisal either by virtue of a Transport Assessment (TA) or 1 space per 4 dwelling units (with a minimum of 2 spaces) to be provided for a care home use (plus 1 warden space). When applying the latter, this would therefore equate to a requirement of 3 spaces. There are no other

prescriptive standards (regional or otherwise) that can be applied hence there would appear to be an over-provision. However, this is considered acceptable in this case as it reduces the potential for injudicious parking within the site or untoward on-street parking displacement resulting from the higher dependency on private motor transport due to the 'poor' PTAL rating.

Electric Vehicle Charging Points (EVCP's):

In accord with the Local Plan: Part 2 DMT 6 policy and parking standard, there is a requirement for EVCPs which would equate to a minimum facility of 5% of the total parking quantum for 'active' provision with a further 5% acting as 'passive' provision for future activation. The Highway Engineer advises that as there is a strong move toward hybrid and fully electrified vehicles which will only increase in time, it is considered appropriate to encourage that 1 on-plot space is designated as an 'active' provision with the remaining 11 dedicated as 'passive'. This aspect would be secured by means of a specific clause within the landscape scheme condition which forms part of the officer's recommendation.

Cycle Provision:

In terms of cycle parking, there should be a provision of 1 secure and accessible space per 3 staff equating to approximately 1 space for the anticipated daily total of 4 staff being on-site at any one time (total 21 FTE) in order to conform to the adopted minimum borough cycle parking standard. 2 spaces have been indicated within a suitable location on the proposed site plan and their provision would be secured as part of the recommended landscape condition.

To conclude, 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 measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

7.11 Urban design, access and security

SECURITY

Policy DMHB 15 (Planning for Safer Places) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) seeks to ensure that all new development provides safe and attractive public and private spaces and promotes Secured by Design principles. This is supported by Policy D10 of the London Plan (2021).

It is noted that there are minimal external changes being proposed to the building and further, staff will be present on site 24 hours a day. Accordingly, it is not considered that the proposal raises any significant safety or security concerns and it is not necessary/reasonable to impose a secured by design condition in this case. Nevertheless, a landscaping condition has been proposed to ensure that suitable and attractive landscaping is secured for the scheme.

7.12 Disabled access

Policy D5 (Inclusive Design) of the London Plan (2021) advises that, inter alia, development proposals should achieve the highest standards of accessible and inclusive design.

Following initial concerns raised by the Council's Accessibility Officer, the scheme has been revised and includes an access ramp at the northern end of the building. The officer confirms that the initial accessibility objections have been addressed and the scheme is acceptable, subject to satisfactory

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRESSPage 155 details of the design of the ramp and details that demonstrate that a minimum of two en-suite assisted living bedrooms would satisfy relevant assisted living standards. which can be secured by condition. These conditions form part of the officer's recommendation.

7.13 Provision of affordable & special needs housing

The proposal is for special needs housing and would not generate a need to contribute towards affordable housing.

7.14 Trees, landscaping and Ecology

Policy DMHB 14 (Trees and Landscaping) of the Local Plan Part 2 requires developments to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit. The policy further requires developments to provide a landscape scheme that includes both hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity.

The Council's Tree / Landscape Officer has reviewed the proposals and advises that the site lies within the Hillingdon Village Conservation Area, a designation which protects trees. Selected trees on the site are also protected by TPO 78 and according to the TPO schedule, two individual trees and a group are situated within the car park associated with the office building; T67 mulberry, T68 ash and G32 horse chestnuts.

The officer notes that no tree survey has been submitted and none are indicated on plan. However, the submitted Design and Access Statement (Section 8 - Landscape) states that no trees will be affected by the proposed development. The Tree Officer acknowledges that the proposals only seek to amend the internal layout of the building which will pose no direct threat to trees on the site. However, they will require protection from unintended / indirect damage related to the contract work to strip out and amend the internal layout. External space will be required for contractors vehicles, welfare facilities, storage of materials and so on. In addition, the proposed ramp and refuse store would be external to the existing building envelope. To this end, tree protection measures will need to be written into a Construction Management Plan. The D&AS also states that no landscaping is proposed as part of the development. Given the proposed change of use to assisted living care, soft landscape enhancement of the site should be provided, by condition.

The Tree Officer advises that no objections are raised to the proposal, subject to conditions. These are included as part of the officer's recommendation.

7.15 Sustainable waste management

Policy EM11 of the Local Plan: Part 1 (2012) requires all new development to address waste management at all stages of a development's life from design and construction through to the end use and activity on site, ensuring that all waste is managed towards the upper end of the waste hierarchy.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) at Part D states that: 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 Council's Waste Services Manager has reviewed the application and does not raise any objections in principle, noting that multiple bins would be best kept in an enclosure and goes on to provide detailed design advice for the bin store.

Further plans have been received detailing a large bin store sited behind the 20th Century block. However, the Council's Conservation Officer advises that the bin store looks utilitarian and incongruous to the setting of the listed building, its height appears excessive and the detailed design with flat roof and fascia boards along with metal doors would result in an unsympathetic addition and therefore a more discreet location should be sought for the bin store along with a more sympathetic design.

There is ample space within the existing parking area to provide a more discreet location and a condition has been added to the officer's recommendation to ensure that a revised more discreet siting and appropriate design is secured for the bin store which also has regard to the Waste Manager's detailed comments.

7.16 Renewable energy / Sustainability

Not applicable to this development.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

NOISE ISSUES:

The application is for the change of use of offices (Class B1) to an assisted living care home (Class C2). The proposed use is noise sensitive, but given that it would be located within a predominantly residential area and the building would be largely screened from the Uxbridge Road by the main Cedar House and its walled grounds, it is not considered that the proposed use would be subject to undue noise.

It is noted that local residents have raised concerns about noise and disturbance from the proposed use affecting them and it is accepted that the proposed use would be a 24 hour a day use (as opposed to daytime hours). Nevertheless, the proposed care home would be of relatively small scale and has a reasonable separation from adjacent residential buildings. There would also be a 24 hour a day staff presence, and accordingly it is considered that the proposal would not raise significant noise or disturbance concerns that would justify a refusal of planning permission.

AIR QUALITY ISSUES:

The NPPF supports opportunities to improve air quality or mitigate impacts where necessary.

London Plan Policy SI 1 (Improving Air Quality) states that development proposals should not lead to further deterioration of existing poor air quality, create any new areas that exceed air quality limits or delay the date at which compliance will be achieved or create unacceptable high levels of exposure to poor air quality. In order to achieve this, the Mayor will require development proposals to be at least Air Quality Neutral and be designed to prevent and minimise increasing exposure.

Policy EM 8 (Land, Water, Air and Noise) of the Local Plan Part 1 outlines that all developments should not cause deterioration in local air quality levels and should ensure the protection of both existing and new sensitive receptors.

Policy DMEI 14 (Air Quality) of the Local Plan Part 2 further states that 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. The policy further requires that development proposals as a minimum should be at least air quality neutral and ensure there is no unacceptable risk from air pollution to sensitive receptors, and actively contribute towards the improvement of air quality, especially within Air Quality Management Areas.

The Council's Air Quality Officer has reviewed the proposal and advises that the proposed development is located within the LBH Air Quality Management area (AQMA), and within LBH Uxbridge Focus Area, bringing additional traffic emissions which will add to current likely exceedances. Proposals are required to improve air quality within Focus Areas. In addition, due to its nature, the proposed development has the potential to expose vulnerable individuals to air pollution. Based on the information provided, the proposal is not air quality neutral for transport emissions.

As per the London Plan and LBH Local Action Plan 2019-2024, developments need to be neutral as minimum and positive in Focus Areas, contributing to the reduction of air pollutant emissions in these sensitive locations. LBH requires new developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Furthermore, policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality, especially within the Air Quality Management Area. Finally, the London Plan (March 2021) requires development to be air quality neutral as minimum and air quality positive in certain circumstances, actively contributing to reduce pollutant emissions to the atmosphere.

The Air Quality Officer advises that the development is not Air Quality Neutral and further action is required to reduce emissions. In addition, exposure reduction measures need to be implemented to protect the care home residents from exposure to air pollution levels.

Mitigation measures to reduce emissions can be applied on-site or off-site. Where this is not practical or desirable, pollutant off-setting will be applied. The level of mitigation required associated with the operation phase of the proposed development is calculated using Defra's Damage Cost Approach.

The officer calculates that the level of mitigation required to the proposed development for traffic emissions is \pounds 7,283. Once all deductions were applied, the remaining value of mitigation due is \pounds 6,191. Flat rate deductions applied are as follow: Green Sustainable Measures (5%), contribution to long term LBH strategic long-term strategies (10%), totalling a reduction of \pounds 1,092.

Therefore, a section 106 agreement with the LAP of £6,191 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduces human exposure to nitrogen dioxide levels. The officer also advises of the requirement for a condition to secure exposure reduction from the residents of the care home, together with two conditions to reduce emissions from demolition and construction work. However, given the limited extent and nature of the proposed demolition and construction works which would mainly be internal to the building, it is considered that the two conditions to reduce emissions from demolition and construction work would be unnecessary and onerous.

The S106 air quality contribution and the exposure reduction condition form part of the officer recommendation.

7.19 Comments on Public Consultations

See external consultee section above.

7.20 Planning obligations

S106 PLANNING OBLIGATIONS:

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

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

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

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

The 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.

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is considered that the planning obligations set out in section 2 of this report can be requested.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

There are no other issues raised by this application.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

The internal and external alterations are considered to be relatively minor and would not result in harm to the Listed building or adversely affect the character of the Hillingdon Village Conservation

Area. The only exception to this is the siting / design of the proposed new bin store within the existing car parking area but revised details of the store are being sought by condition. The proposal is unlikely to give rise to any greater activity or vehicular trip generation, given the buildings existing commercial use so that the amenities of adjoining residential occupiers would not be harmed.

Subject to a S106 Agreement to secure an air quality contribution and conditions, the application is considered to comply with the Development Plan and is recommended for approval.

11. Reference Documents

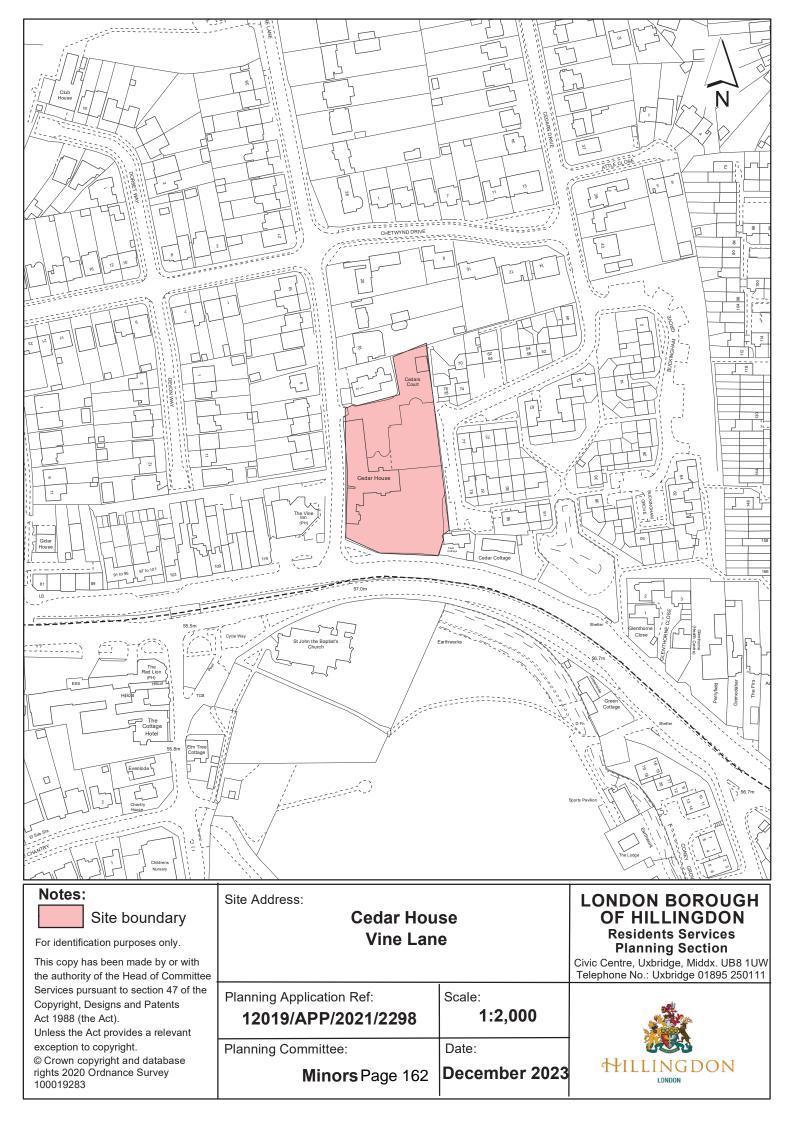
The Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) Hillingdon Local Plan: Part 2 - Development Management policies (January 2020) London Plan (March 2021) National Planning Policy Framework (2023) Council's Supplementary Planning Document - Accessible Hillingdon Council's Supplementary Planning Document - Planning Obligations

Contact Officer:

Richard Phillips

Telephone No:

01895 250230



Agenda Item 9

Report of the Head of Development Management and Building Control

Address:	CEDAR HOUSE VINE	LANE HILLINGDON		
Development:	(Class C2) with internal	e from Office (Class B1) to Assi and external alterations to inclu on for Listed Building Consent).	0	
LBH Ref Nos:	12019/APP/2021/2299			
Drawing Nos:	201 (Existing Sections) Design and Access Statement, May 2021			
	100 Rev. A (Existing Site	and Block Plan)		
	111 Rev. D (Proposed El	levations)		
	202 Rev. A (Proposed Se	ections)		
	104 (Proposed Demolitio	n Plan)		
	Planning Supporting Stat	tement		
	401 (Staircase Detail Dra	awing)		
	Heritage Statement, May 2021			
	102 Rev. A (Existing Elevations)			
	101 Rev. B (Existing Floor Plans)			
	105 Rev. D (Proposed Site Plan Indicating Ownership Boundaries)			
	001 Rev. B (Location Plan)			
	110 Rev. J (Proposed Flo	oor Plans)		
	106 (Proposed Store and Ramp Entrance Details)			
Date Plans received:	07-06-2021	Date(s) of Amendments(s):	07-06-2021	
Date Application valid	16-12-2021		03-02-2022	
		onsent subject to conditions		

- **RECOMMENDATION: GRANT Listed Building Consent subject to conditions**
- 1. CONSIDERATIONS

1.1 Site and Locality

This is described in Section 3.1 of the officer's report on the application for planning permission also being reported to this committee (ref. 12019/APP/2021/2298).

1.2 Proposed Scheme

This application for Listed Building Consent accompanies planning application reference 12019/APP/2021/2298 (also on this committee agenda), which seeks to change the use of part of the

Grade II* Listed Cedar House from Class B1 offices to a Class C2 assisted living care home comprising 8 bedrooms, with associated internal and external alterations to include a new bin store and access ramp. The proposal mainly involves the 20th Century block and 19th Century extensions to the historic house which are sited along Vine Lane.

It is important to note that the application for Listed Building Consent considers the physical works to the listed buildings/structures only. The planning merits of the care home conversion are assessed under planning ref. 12019/APP/2021/2298.

The main external change would be the installation of an accessibility ramp at the northern end of the 20th Century block, adjacent to the site's vehicular entrance from Vine Street and provision of a new bin store. The only other external works would be the installation of 2 vents.

Internally a number of partition walls would need to be removed from the 20th Century block and new partition walls added to this and within the 19th Century extension to Cedar House. A new internal staircase is also proposed, as well as redecoration and insertion of WC and washing facilities within the accommodation.

1.3 Relevant Planning History

Comment on Planning History

None directly relevant to this proposal.

2. Advertisement and Site Notice

- 2.1 Advertisement Expiry Date: 23rd February 22
- 2.1 Advertisement Expiry Date: 23rd February 22
- 2.2 Site Notice Expiry Date: Not Applicable

3. Comments on Public Consultations

EXTERNAL CONSULTEES

29 neighbouring properties were consulted on the 17/12/21, together with the Hillingdon Residents' Association, the Vine Lane Residents' Association and the Hillingdon Village Conservation Panel. The application was also advertised in the local press on 12/1/22 and a site notice was displayed outside the site on 20/1/22. Amendments have been made to the scheme and further rounds of public consultation have been undertaken, the last one of which expired on 22/8/23. A petition with 69 signatories has been received, requesting that the application be refused, together with 6 responses from neighbouring properties, objecting to the proposal.

The consultation comments received on this scheme are detailed within the associated planning application report (12019/APP/2021/2298). The majority of these comments do not relate to this

application for listed building consent, with the exception of the following comments from neighbouring properties which follow the numbering in the planning application report:-

(x) Building has deteriorated steadily over the years and neglect is not acceptable in a conservation area and a commitment is needed to building maintenance.

(xii) Proposed development has potential to impact the conservation area and hope authority continues to believe in "Putting our residents first".

(xv) A car park extension within grounds of the listed building would have a dramatic impact and should not be allowed.

Case Officer comments:-

As regards point (x), this does not raise a material planning objection to the scheme. The potential impact on the conservation area is considered within the officer's report(s). As regards point (xv), this proposal does not include an extension to the car park.

HISTORIC ENGLAND:

You are hereby authorised to determine the application for listed building consent referred to above as you think fit.

INTERNAL CONSULTEES

CONSERVATION / URBAN DESIGN OFFICER:

Summary of comments dated November 2022

Historic Environment Designation(s)

- · Locally Listed Building The Cedars (non-designated heritage asset)
- . Grade II* Listed Building Cedar House (NHLE: 1284903)
- · Setting and curtilage of Grade II* Listed Building Cedar House (NHLE: 1284903)
- · Hillingdon Village Conservation Area (HVCA)

Assessment - Background/ Significance

The Cedars, a Locally Listed Building, is a late 20th century addition to the Grade II* listed Cedar House. It forms part of the curtilage of the listed building, and by virtue of its affixation to the principal listed building it is afforded the same protection. However, the building has individually been recognised as a non-designated heritage asset in the past, hence its local listing. The submitted heritage statement fails to acknowledge this however, reiterates the local list description, word for word, under paragraph 2.1.2.

The building was built as additional office accommodation when Cedar House was converted to offices. It is a simple, one and a half storey brick building with a plain clay tiled, mansard roof form. At roof level a steeply pitched gable end faces onto Vine Lane alongside numerous roof lights. The ground floor features arrow slit window openings. The east elevation faces onto an enclosed, courtyard environment. The elevation features projecting brick detailing separating the window openings.

The original building to the site, Cedar House is a Grade II* Tudor building set within a spacious, corner plot. The building originally dates from the mid to late 16th century, however the property was partly remodelled in the 18th century. During the 18th century the property was occupied by the botanist, Samuel Reynardson who is thought to have planted the original Cedar tree to the south of the house (fronting onto the Uxbridge Road) which in turn lends its name to the property. In the 1950s the house

was used as a school, known as Rutland School and then subsequently became offices in the latter part of the 20th century (c.1971).

The main portion of the historic building is three storeys in height with the top storey contained within the roof form which features gables. It is externally characterised by its red brick exterior and historic plain clay tiled roof. The elevations are decorated with traditional timber windows, comprising of vertical sliding, multi-paned sash windows and casement windows at roof level and along the northern elevation.

The two-storey built form located to the south-west of the main brick building and abutting Vine Lane is a half-timbered 19th century wing built for Sir Howard Button.

The buildings to the north of Cedar House were originally ancillary buildings associated to Cedar House and the later school. They formed part of the curtilage of the original property. Whilst now separated from Cedar House, in line with Historic England guidance they are considered curtilage listed due to their age, historic association and use and ownership at the time of listing. As existing it is understood they are residential dwellings. They contribute to the setting and significance of Cedar House.

The entire site is bounded by brick walls. Gates provide access to the site however only the western access is used. The red brick garden walls to the east of the house are listed in their own right, and originally date from the 16th century. The wall encloses what would have most likely have been the former historic Tudor gardens, which contributes to the significance and historic interest of the site. The estate itself was most likely much larger and the area to the east of the garden wall has historically existed as an orchard. Unfortunately, the walls themselves have clearly been neglected over the years and are in much need of sensitive repairs.

The area to the south of the house, fronting onto Uxbridge Road, is characterised by open grassland. The Cedar tree is a prominent positive feature of the site and conservation area. Its existence contributes to the historic interest of the house. A path leads from the southern pedestrian gate to the entrance of the house.

The area to the north of the house has been significantly altered due to the new modern block along the western boundary and separation of the curtilage listed ancillary buildings to the north, from Cedar House. The space is defined by detracting hardstanding to facilitate car parking. A low-rise brick wall separates the car parking area from the listed building and wider site.

It is recognised the original quality of the gardens was most likely eroded when the property was used as a school hence the extensive areas of hardstanding to the north of the building. Whilst somewhat altered, the open, verdant nature of the site contributes to the setting of Cedar House and what was once a formal garden space, particularly to the south and east of the site. The setting contributes to how the heritage assets are experienced. The grounds are interlinked with the significance of the house and garden walls which bound it, contributing to its historic interest. The space associated to heritage assets form part of the historic environment and preservation of original settings and where appropriate opportunities to enhance or reinstate such settings should be taken.

In addition to the buildings and garden walls being listed the site also forms part of the Hillingdon Village Conservation Area. The conservation area is characterised by the historic Hillingdon Village and large areas of green belt land. Whilst some of the village-like qualities have been diminished by the Uxbridge Road, it contains a notable number of Listed Buildings contributing to its historic integrity and architectural interest. Cedar House, The Cedars and its respective site positively contribute to the significance and interest of Hillingdon Village.

Assessment

The discrepancies on the drawings have now been corrected on the as existing and proposed drawings. The annotation also shows the correct construction materials of the existing building. The amended drawings and updated heritage statement confirm that there would be very little external alteration to the building and that it is proposed to retain the existing built fabric including the existing rooflights and windows etc.

The drawings now show the addition of two soil vent pipes to the roof. If these are all that are required then these would be considered acceptable in principle. These are, however, shown rising up through the sloping roof tiles and would as a consequence be quite visible. It would be better if the soil vent pipes went through the top of the roof and be of a low height and be black in colour to minimise their impact. If further additions to ventilate the building are required either through the roof or walls then these will need to be clearly indicated on the drawings so that their impact can be properly assessed. The drawings are vague in this respect. There is a suggestion of SVP tile vents but location and number are not shown. There would be concerns with additional unsightly visual clutter being added to the building.

A large bin store has now been included on the drawings which wasn't present on the original submission. There are concerns with this element which introduces an intrusive building to the setting of the listed building. The design incorporates brick elevations with a flat roof that would be to the same height as the soffit of the existing office block.

The design of the bin store looks utilitarian and incongruous to the setting of the listed building. The height appears excessive and the detailed design with flat roof and fascia boards along with metal doors would result in an unsympathetic addition.

A more discreet location should be sought for the bin store along with a more sympathetic design so that it is 'softer' in appearance and sits quietly within the setting of the listed buildings.

PLANNING OFFICER COMMENT:

The soil vent pipes have been revised and are acceptable and a condition is recommended which seeks a revised location and design of the bin store.

CONSERVATION / URBAN DESIGN OFFICER - FURTHER COMMENTS ON LATEST REVISED PLANS:

Heritage Environment Designation(s) :

·Locally Listed Building - The Cedars (non-designated heritage asset)

- ·Grade II* Listed Building Cedar House (NHLE: 1284903)
- ·Setting and curtilage of Grade II* Listed Building Cedar House (NHLE: 1284903)

·Hillingdon Village Conservation Area (HVCA)

Background:

Conservation comments dated March 2022 and November 2022 have already been submitted. The issues raised in the comments have been successfully addressed and will not be discussed further here.

Since November 2022 new plans have been submitted which include alterations to the Victorian extensions that sit between the locally listed The Cedars and the more significant buildings phases of the Grade II*Cedar House.

Proposal:

The proposed works to the Victorian extensions involve creating offices, staff room, kitchen and WC, the foul drainage will connect into the existing run.

Impact:

The highest impact aspect of these proposals will be the creation of a new WC with new study walls and foul drainage. There will be no external impact with this aspect of the proposal and the stud walling is reversible.

Elsewhere, the fitting of kitchen cabinets and redecoration of floors, walls and ceilings will have minimal impact as these are currently modern. The significance of these Victorian extensions will be unaffected by these proposals.

Conclusion: No objection.

Suggested conditions for the overall application:

-Full details of the partition, door and door furniture to be installed within the ground floor of the listed Cedar House to the south of the Victorian extensions.

-Full details of blocking up of doorway between the locally listed building The Cedars and the Victorian extensions of Cedars House on the first floor.

-All windows shall be constructed of timber. Any replacement double glazed windows shall be limited to The Cedars, the locally listed building. No other windows shall be replaced without consent.

PLANNING OFFICER COMMENT:

The Conservation/Urban Design Officer's comments are noted and the recommended conditions have been incorporated in the recommendation at Section 6 of this report.

4. Local Plan Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.HE1	(2012) Heritage
PT1.BE1	(2012) Built Environment

Part 2 Policies:

5. MAIN PLANNING ISSUES

POLICY CONTEXT

Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that: 'In considering whether to grant listed building consent for any works the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.'

The NPPF at Chapter 16, places great importance on the protection of heritage assets, paragraph 199 states: 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.'

Policy HC1 of the London Plan (2021) states, inter alia, that 'development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.'

Policy HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that the Council will conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape (including locally and statutorily Listed Buildings, Conservation Areas, Areas of Special Local Character and Archaeological Priority Zones and Areas), and encourage the reuse, modification and regeneration of historic assets.

Policy DMHB 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that the Council will expect development proposals to avoid harm to the historic environment and to prevent the loss of significance or harm to the character, appearance and setting of heritage assets.

Policy DMHB 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) will only permit developments that retain the significance and value of Listed Buildings whilst being appropriate in terms of the fabric, historic integrity, spatial quality and layout of the building. In addition, any alterations or additions to a Listed Building should be sympathetic in terms of scale, proportion, detailed design, materials and workmanship.

Policy DMHB 3 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), relates specifically to Locally Listed Buildings and states:

'A) There is a general presumption in favour of the retention of buildings, structures and features included in the Local List. The Council will take into account the effect of a proposal on the building's significance and the scale of any harm of loss when considering planning applications, including those for major alterations and extensions. Proposals will be permitted where they retain the significance, appearance, character or setting of a Locally Listed Building.

B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the structure and the impact of the proposals on the significance of the Locally Listed

Building.

C) Replacement will only be considered if it can be demonstrated that the community benefits of such a proposal significantly outweigh those of retaining the Locally Listed Building.'

Policy DMHB 4 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) protects Conservation Areas and seeks to (inter alia) preserve or enhance the character or appearance of such areas.

ASSESSMENT

The proposed works have been the subject of much scrutiny by the Council's Urban Design / Conservation Officer who is supportive of the proposals, subject to the imposition of conditions (as noted in section 3 above). The conversion works have been carefully conceived to limit external changes to the installation of a ramped access, bin store and two vents to the roof of the 20th Century block. It is considered that the installation of a ramp and vents are minor additions, that would not cause harm to the fabric or setting of the heritage assets. There are however concerns with the design and location of the bin store as proposed, as it is considered that it would detract from the setting of the Listed Buildings. Notwithstanding the above, this matter can be readily addressed by the imposition of a condition requiring details of a revised bin store to be submitted for approval, as there is ample space on site to accommodate a more suitably designed bin store. This and the other conditions recommended by the Urban Design / Conservation Officer form part of the officer's recommendation on this application.

Turning to the internal works being proposed to the listed buildings, the demolition of existing fabric is limited to the 20th Century block and has been kept to a minimum (removal of certain partition walls). New stud partition walls and a staircase are being proposed, as well as the insertion of WC and washing facilities, the fitting of kitchen cabinets and re-decoration. The Council's Conservation / Urban Design Officer notes that the stud partition walls would be reversible and redecoration would largely be to modern surfaces. They are satisfied that the significance of the Victorian extension would be unaffected by the proposals.

Overall, it is considered that the proposal would not result in harm to the listed buildings, their setting or the surrounding conservation area and the significance of these heritage assets would be preserved. Accordingly, the application for Listed Building Consent is recommended for approval, subject to the following conditions.

6. **RECOMMENDATION**

APPROVAL subject to the following:

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

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

REASON

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

2. LB9 Samples of materials

Samples of all materials and finishes to be used for all external surfaces of the building, including the

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRESS Page 170 erection of a sample panel, shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policies DMHB 1 and DMHB 2 of the Hillingdon Local Plan Part 2 (2020).

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:-

104 (Proposed Demolition Plan)
105 Rev. D (Proposed Site Plan Indicating Ownership Boundaries)
106 (Proposed Store and Ramp Entrance Details)
110 Rev. J (Proposed Floor Plans)
111 Rev. D (Proposed Elevations)
202 Rev. A (Proposed Sections)
401 (Staircase Detail Drawing)

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 Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

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:

Heritage Statement, May 2021

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 DMHB 1, DMHB 2 and DMHB 3 of the Hillingdon Local Plan Part 2 (2020).

5. NONSC Revised Bin Store Details

Notwithstanding the details shown on Drw. No. 106 (Proposed Store and Ramp Entrance Details), prior to the commencement of development, revised details of the siting and design of the bin store shall be submitted to and approved in writing by the Local Planning Authority.

The bin store approved pursuant to this condition shall be provided on site prior to the occupation of the Class C2 use and it shall thereafter be retained for so long as the development remains in existence.

REASON

To ensure that the setting of the listed building is not harmed, in accordance with Policies DMHB 1, 2 and 3 of the Hillingdon Local Plan Part 2: Development Management Policies (2020).

6. NONSC Partition, Door and Door Furniture Details

Prior to their installation, full details of the partition, door and door furniture to be installed within the ground floor of the listed Cedar House to the south of the Victorian extensions shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policies DMHB 1 and DMHB 2 of the Hillingdon Local Plan Part 2 (2020).

7. NONSC Blocking up of Doorway Details

Prior to the commencement of works on site, full details of the blocking up of the doorway between the locally listed building The Cedars and the Victorian extensions of Cedars House on the first floor shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policies DMHB 1, DMHB 2 and DMHB 3 of the Hillingdon Local Plan Part 2 (2020).

8. NONSC Window Condition

All windows shall be constructed of timber. Any replacement double glazed windows shall be limited to The Cedars, the locally listed building. No other windows shall be replaced without consent.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policies DMHB 1, DMHB 2 and DMHB 3 of the Hillingdon Local Plan Part 2 (2020).

INFORMATIVES

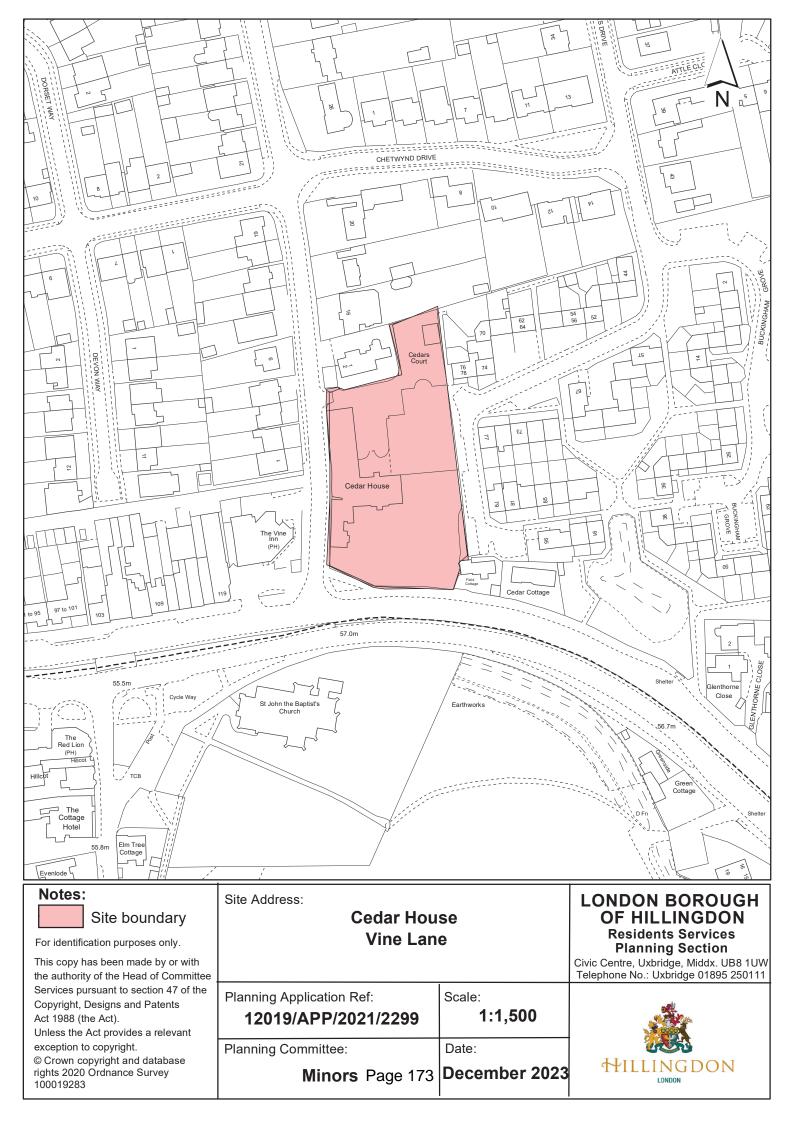
1. In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, 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.

Contact Officer:

Richard Phillips

Telephone No:

01895 250230



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Agenda Item 10

Report of the Head of Development Management and Building Control

Address: 10 NORTON ROAD UXBRIDGE

03-23-10 E 03-23-11 B 03-23-08 D 03-23-06

Development: Erection of a two storey side extension with pitch roof and single storey side and rear extension with pitch and flat roof.

LBH Ref Nos: 77809/APP/2023/1129

Drawing Nos: 03-23-09 B

03-23-04 03-23-05

Date Plans received: 17-04-2023

Date(s) of Amendments(s): DD-04

DD-04-YYYY

Date Application valid 17-04-2023

RECOMMENDATION: Approve, subject to conditions

1. CONSIDERATIONS

1.1 Site and Locality

The application relates to a two storey semi-detached dwellinghouse located on the north side of Norton Road, Uxbridge. To the side is a detached garage and to the front is an area of hardstanding which is utilised for in-curtilage carparking. The dwelling has previously been extended at roof level to the rear. To the rear of the dwelling there is enclosed private amenity space.

The street scene is residential in character and appearance comprising a mixture of traditional two storey semi-detached and terraced dwellings. The application site lies within The Greenway Conservation Area.

1.2 Proposed Scheme

This application seeks permission for the erection of a two storey side extension and single storey side/rear extension with a flat roof.

The plans also show that a conservatory that has been constructed to the rear of the dwelling without the benefit of planning permission would be demolished.

1.3 Relevant Planning History

77809/APP/2023/259 10 NORTON ROAD UXBRIDGE

Retention of a rear single storey conservatory (Retrospective application).

Decision:WithdrawnAppeal:

17160/APP/2009/1300 12 NORTON ROAD UXBRIDGE

Single storey rear extension with 2 rooflights, part two storey part single storey side extension, involving part demolition of existing garage and conversion of loft to habitable use with 1 rear dormer and a new gable end window to side (Part retrospective).

Decision: 16-09-2009 Approved Appeal:

Comment on Planning History

No comment.

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date: 25th May 2023

2.2 Site Notice Expiry Date: 2nd June 2023

3. Comments on Public Consultations

7 neighbouring properties were consulted by letter dated 21/04/23. A site notice was displayed on 27/04/23 and a notice published in the press on 03/05/23. Six individual representations were received as well as a 26 signature petition in objection. Points raised are summarised below:

- Plans are misleading. Conservatory is included when it was not approved and is the subject of enforcement action.

- Harm from unlawful conservatory to the rear.
- Property has already been extended to a substantial degree over the years
- Development as proposed can only be for multiple households
- Development put pressure on parking in the road.

- There is no room to extend the controlled parking on the road in order to accommodate multiple occupants.

- From the plans it is also unclear how many bedrooms there are in the existing property, with a Zoopla listing saying that six bedrooms already exist at the property, hence the additional would make seven bedrooms.

- The proposal does not include a garage and would see the ground floor facade extended on plane without a break to hide the join between the new and old brickwork. This would also make brick matching more difficult or result in a design which would fail to setback by 1 metre in compliance with Policy DMHD1.

- The design lacks a sense of proportion with windows unaligned between the ground and first floors. Soldier courses have been omitted at the ground floor to accommodate eaves which are a key feature of the existing dwelling and adjoining property at No 8.

- The plans do not indicate measurements or dimensions so that neighbouring properties can determine

the impact of the 2 storey extension on the front of the property on the adjoining or neighbouring properties.

- Overlooking
- Harm to The Greenway Conservation Area.
- Restricted access to front parking, where the 3rd space will inevitably block the other two.
- Proposal is much wider than half the original dwelling, exceeding policy limits.
- Terracing effect.

- The back of the property is unsympathetic to the original building, where it has already been extended. This results in an increasingly shambolic appearance from neighbouring houses and gardens from which there would be views of the proposal and where the divergence from the original plan form will be evident.

Adverse cumulative impact on the character, appearance or quality of the existing street or wider area.
Proposal does not achieve a satisfactory relationship with neighbouring dwellings, is not subordinate and is not in keeping with the original house.

- Proposal not set back sufficiently.
- Development appears to be designed for use as a HMO.

Planning Officer Response:

The plans have been amended to show that the unlawfully constructed conservatory would be demolished and to ensure that the window on the side extension would match the existing dwelling.

Planning permission is required if the house were to be converted into a House in Multiple Occupation (HMO) on account of an Article 4 Direction applicable to this location.

The other points raised related to its design, appearance, impact on neighbouring properties and parking arrangements are addressed in the main body of the report.

4. Local Plan Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Polices:

DMHB 1	Heritage Assets
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 18	Private Outdoor Amenity Space
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 6	Vehicle Parking
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP HC1	(2021) Heritage conservation and growth

NPPF12	NPPF 2021 - Achieving well-designed places
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment

5. MAIN PLANNING ISSUES

The main considerations are the design and impact on the character of the existing property, the impact upon the streetscene and locality, including the conservation area, the impact upon the amenities of adjoining occupiers and the reduction in size of the rear garden and car parking provision.

Policy Context:

The Hillingdon Local Plan: Part One Strategic Policy BE1 seeks a quality of design in all new development that enhances and contributes to the area in terms of form, scale and materials; is appropriate to the identity and context of the townscape; and would improve the quality of the public realm and respect local character.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; building lines and streetscape rhythm and landscaping. It should also not have an adverse impact on the amenity, daylight and sunlight of adjacent properties and open space.

Policy DMHD 1 requires that alterations and extensions of dwellings would not have an adverse cumulative impact on the character and appearance of the street scene, and should appear subordinate to the main dwelling. It also requires that there is no unacceptable loss of outlook to neighbouring occupiers.

With regard to rear extensions, Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that:

i) single storey rear extensions on terraced or semi-detached houses with a plot width of 5 metres or less should not exceed 3.3 metres in depth or 3.6 metres where the plot width is 5 metres or more;
ii) single storey rear extensions to detached houses with a plot width of 5 metres or more should not exceed 4.0 metres in depth;

iii) flat roofed single storey extensions should not exceed 3.0 metres in height and any pitched or sloping roofs should not exceed 3.4 metres in height, measured from ground level;

iv) in Conservation Areas and Areas of Special Local Character, flat roofed single storey extensions will be expected to be finished with a parapet;

v) balconies or access to flat roofs which result in loss of privacy to nearby dwellings or gardens will not be permitted;

vi) two storey extensions should not extend into an area provided by a 45-degree line of sight drawn from the centre of the nearest ground or first floor habitable room window of an adjacent property and should not contain windows or other openings that overlook other houses at a distance of less than 21 metres;

vii) flat roofed two storey extensions will not be acceptable unless the design is in keeping with the particular character of the existing house;

viii) pitched roofs on extensions should be of a similar pitch and materials to that of the original roof and subordinate to it in design. Large crown roofs on detached houses will not be supported; and ix) full width two storey rear extensions are not considered acceptable in designated areas or as

extensions to Listed Buildings or Locally Listed Buildings

With regard to side extensions, Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that:

i) side extensions should not exceed half the width of the original property;

ii) extensions to corner plots should ensure that the openness of the area is maintained and the return building line is not exceeded;

iii) garages should reflect the size guidelines set out in Appendix C Parking standards;

iv) two storey side extensions should be set in a minimum of 1 metre from the side boundary or in the case of properties in the Copse Wood and Gatehill Estates, at least 1.5 metres, but more if on a wider than average plot, in order to maintain adequate visual separation and views between houses;

v) two storey side extensions to detached and semi-detached properties should be set back a minimum of 1 metre behind the main front elevation;

vi) where hip to gable roof extensions exist, a two storey side extension will not be supported; and vii) in Conservation Areas, single storey side extensions may be required to be set back.

Assessment

Impact on Character and Appearance of Conservation Area:

The proposed extension would be set away from the side boundary by 1.25m and set back at 1st floor level by 1m in line with Council policy. Whilst the width of the side extension would be greater than half the width of the existing house, in terms of its dimensions it would mirror that of a two-storey extension to the adjacent property at 12 Norton Road. In light of this it is considered that an exception could be made to this aspect of the policy to maintain a balance between the pair. The set back from the boundary is sufficient to prevent a terracing effect in the street. The single storey rear element is considered to be proportionate to the scale of the original building.

The applicant intends to reuse bricks from the demolished detached garage and install the garage door as a feature on the front elevation of the extension (though it would not serve a garage). This would ensure an appropriate finish and would be secured by condition.

The elevations indicate that the soldier courses and red brick banding on the existing house would continue through to the proposed extension. This detail would also be secured by condition.

Overall it is considered that the development would preserve the character and appearance of the conservation area.

Residential Amenity:

Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that planning applications relating to alterations and extensions of dwellings will be required to ensure that: ii) a satisfactory relationship with adjacent dwellings is achieved; and v) there is no unacceptable loss of outlook to neighbouring occupiers.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that development proposals do not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The proposed extensions are sited on the western side of the existing dwelling. Therefore No. 12 Norton Road is the property most likely affected by the proposal.

The extension would project no deeper than existing extensions to the neighbouring property at No. 12 Norton Road and there are no concerns regarding loss of light. There are two windows on the flank elevation of No.12, though plans from the approval of that property's extension indicate that they both serve bathrooms and as such there are no concerns about loss of light to these windows.

No facing windows are proposed that raise concerns regarding loss of privacy to No. 12 Norton Road.

There are no other neighbouring properties whose residential amenity is considered potentially affected by the proposed built development / extensions.

The proposal therefore complies with Policies DMHD 1 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) in terms of residential amenity.

Private Amenity Space:

Policy DMHD 1 (appendix A, Part A) vi), states that for alterations and extensions to residential dwellings; adequate garden space should be retained.

The property benefits from a good sized rear garden and substantial garden space would be retained (in excess of 200swm once the unlawful conservatory has been demolished).

Parking:

Parking arrangements would remain as existing. The frontage of the property comprises hardstanding that could accommodate up to three vehicles, more than ample for the extended dwelling. Whilst a detached garage would be demolished, this is not considered large enough to house a modern vehicle.

The proposal is therefore considered compliant with Policy DMT 6 of the Hillingdon Local Plan Part Two: Development Management Policies (2020).

Conclusion:

The application is recommended for approval.

6. **RECOMMENDATION**

APPROVAL subject to the following:

1. HO1 Time Limit

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

REASON

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

2. HO2 Accordance with approved

The development hereby permitted shall not be carried out except in complete accordance with the details shown on

03-23-08D

03-23-09B 02-23-10E 02-23-11B

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 (2012) and Part 2 (2020), and the London Plan (2021).

3. HO4 Materials

Prior to the commencement of above ground works, full details of the materials and finishes to be used in the construction of the extension, including reused materials from the demolished garage and the location of soldier courses and brick banding, shall be submitted to, and approved in writing by, the Local Planning Authority.

The development shall be carried out in full accordance with the details and thereafter maintained as such.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building or the character of the conservation area in accordance with Policies DMHB4 and DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

4. HO7 No roof gardens

Access to the flat roof over the extension hereby approved shall be for maintenance or emergency purposes only and the flat roof shall not be used as a roof garden, terrace, balcony, patio or similar amenity area.

REASON

To prevent overlooking to adjoining properties in accordance with policy policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

5. HO4 Materials

Within three months of the date of this permission, the unlawfully constructed rear conservatory shall be demolished and the rear wall made good.

REASON

To safeguard the amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020)

6. HO5 No additional windows or doors

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

REASON

To prevent overlooking to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

INFORMATIVES

- On this decision notice policies from the Councils Local Plan: Part 1 Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2021). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.
- **2.** The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

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

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

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

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

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

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

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

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

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

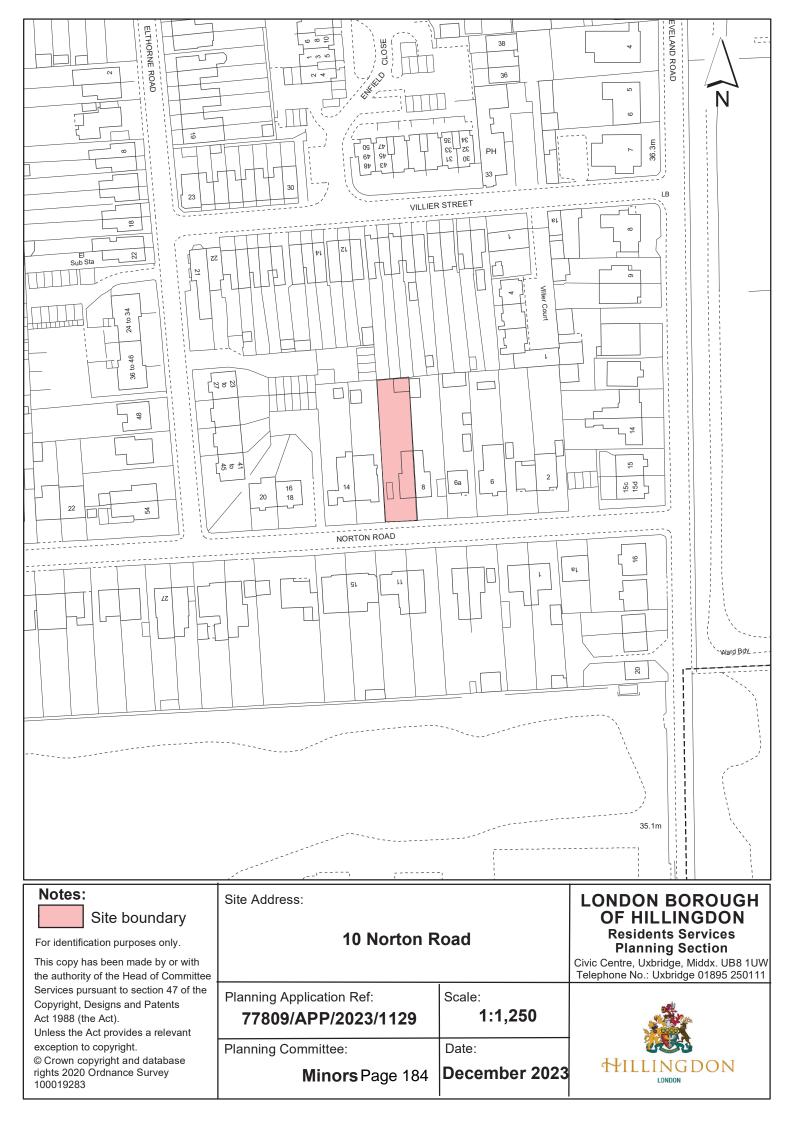
4. You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application may have to be submitted. The validity of this planning permission may be challengeable by third parties if the development results in any form of encroachment onto land outside the applicant's control for which the appropriate Notice under Article 13 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 has not been served.

Contact Officer:

Rebekah McCullough

Telephone No:

01895 250230



Agenda Item 11

Report of the Head of Development Management and Building Control

Address: 45 FRAYS AVENUE WEST DRAYTON

Development: Demolition of existing bungalow and erection of two storey, 4-bed detached dwelling with habitable roof space (incorporating a rear dormer and front/side roof lights), parking and amenity space and installation of vehicular crossover to front. Renewal of expired planning consent under reference 24351/APP/2016/1304.

LBH Ref Nos: 24351/APP/2023/2135

Drawing Nos:	01.01	
	03.01 Rev F	
	03.02 Rev E	
	1027-110_2D (A1)	
	03.03 Rev G	
	Flood Risk Assessment	
Date Plans received:	18-07-2023	Date(s) of Amendments(s):
Date Application valid	25-07-2023	

1. SUMMARY

Planning Permission is sought for the demolition of the existing bungalow and the erection of two storey, 4-bed detached dwelling with habitable roof space (incorporating a rear dormer and front/side roof lights), parking and amenity space and installation of vehicular crossover to front.

An identical development was approved at the site in 2017 under planning permission reference 24351/APP/2016/1304.

This application seeks to renew the expired permission.

The replacement of bungalows with larger properties is common in the area (see section 7.03 of this report) and overall it is considered that subject to conditions, the replacement dwelling would cause no harm to the character and appearance of the area, nor would it cause significant harm to neighbouring amenities or the local highways network. Residents of the new dwelling would be provided with an acceptable standard of internal and external living accommodation.

It is therefore recommended that the committee grant planning permission for the proposed development.

2. RECOMMENDATION

APPROVAL subject to the following:

1. RES3 Time Limit

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

REASON

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

2. RES4 Accordance with Approved Plans

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

03.01 Rev F 03.02 Rev E 03.03 Rev G

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 (2012), Part 2 (2020) and the London Plan (2021).

3. NONSC Sustainable Drainage and Water Management

No development above ground level shall take place until a scheme for the provision of sustainable water management and water efficiency shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall:

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

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; vi. Provide details of how the dwelling will achieve a water efficiency standard of no more than 110 litres per person per day maximum water consumption (to include a fixed factor of water for outdoor use of 5 litres per person per day in accordance with the optional requirement defined within Approved Document G of the Building Regulations).

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 the development does not increase the risk of flooding in accordance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 (2020) and Policies SI2 and SI 13 of the London Plan (2021).

4. HO5 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (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 first floor walls or roof slopes of the dwelling.

REASON

To prevent overlooking to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

5. NONSC Step Free Access

Prior to the construction of the hereby approved dwelling details of step free access via all points of entry and exit for the dwelling shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building.

REASON

To ensure housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).

6. HO6 Obscure Glazing

The side elevation windows and rooflights facing Nos. 43 and 47 Frays Avenue shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

7. NONSC Accessibility Compliance M4(2)

The dwelling hereby approved shall accord with the requirements of Policy D7 of the London Plan, and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building.

REASON

To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with policy D7 of the London Plan.

8. RES6 Levels

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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 presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

9. RES7 Materials (Submission)

No development above ground level shall take place until details of all materials and external surfaces (associated with the proposed development) 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).

10. RES9 Landscaping (car parking & refuse/cycle storage)

No development above ground 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 (secure and enclosed)

2.b Cycle Storage (for at least 2 cycle spaces shall be provided for the approved dwelling and the storage shall be secure and enclosed)

2.d Hard Surfacing Materials

2.e Car parking layout (which includes the provision of 1x active electrical vehicle charging point and 1x passive charging point for the proposed dwelling)

2.f Full details of the new vehicle crossover (and visibility splays) which comply with the London Borough of Hillingdon Domestic Vehicle Crossover 2022 policies.

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 turfing/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

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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, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020).

11. RES8 Tree Protection

Prior to the construction of the hereby approved dwelling, details shall be 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 (2020)

12. 0M10 Construction Management Plan

Prior to development commencing, a demolition and construction management plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall detail:

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(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)Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).

(iv) 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.

(vi) The storage of demolition/construction materials on site.

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

REASON

To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

13. 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 extension or roof alteration to the dwellinghouse hereby approved 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 DMHB 11 and DMHD 2 of the Hillingdon Local Plan Part 2 (2020).

14. RES10 Tree to be Retained

The trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority.

If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'.

The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

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

15. NONSC Air Quality Neutral Development

The heating system installed for the new dwelling shall only be any of the following:

- A heat pump or other zero-emission heat source.
- One or more individual gas boilers with NOx emissions rated at less than 40 mg/kWh.
- The development is connected to an existing heat network.

The development shall be carried out in accordance with the above heating systems and maintained for the lifetime of the development.

Reason: In the interests of improving air quality and ensuring an air quality neutral development in accordance with Policy DMEI 14 of the Hillingdon Local Plan Part 2 (2020), Policy SI 1 of the London Plan (2021) and London Plan Guidance: Air Quality Neutral (2023).

16. NONSC Flood Risk Mitigation

The flood resistance, resilience and management measures set out in 'FLOOD RISK ASSESSMENT - Three Counties Flood Risk Assessment, Dated 13 June 2023) shall be implemented in full and maintained throughout the life time of the development.

REASON: To ensure that the new building is flood resilient and does not put its occupiers or those neighbouring at risk during a flood event in compliance with SI 12 of the London Plan (2021), DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and paragraph 167 of the National Planning Policy Framework (2023).

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

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule

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2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

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

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

3. 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

4. 123 Works affecting the Public Highway - Vehicle Crossover

The development requires the alteration of a vehicular crossover, which will be constructed by the Council at the applicant's expense. 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.

5.

You are advised by London Borough of Hillingdon, Highways Management, that any works on the Highway, in relation to the reinstatement of any existing vehicle access, must be carried out with approval from the Highway Authority. Failure to reinstate an existing vehicle access will result in the Highway Authority completing the works, and the developer may be responsible for the costs

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incurred. Enquiries should be addressed to: Highways Maintenance, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

6. IT05 Wildlife and Countryside Act 1981

Wildlife and Countryside Act 1981: Note that it is an offence under this act to disturb roosting bats, nesting birds or any other protected species. Therefore, if applicable, it is advisable to consult your tree surgeon / consultant to agree an acceptable time for carrying out the approved works.

153 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 (2021) and national guidance.

- DMEI 12
 Development of Land Affected by Contamination

 DMEI 14
 Air Quality
- DMEI 14 Air Quality
- DMH 1 Safeguarding Existing Housing
- DMH 2 Housing Mix
- DMHB 11 Design of New Development
- DMHB 12 Streets and Public Realm
- DMHB 14 Trees and Landscaping
- DMHB 15 Planning for Safer Places
- DMHB 16 Housing Standards
- DMHB 17 Residential Density
- DMHB 18 Private Outdoor Amenity Space
- DMT 1 Managing Transport Impacts
- DMT 2 Highways Impacts
- DMT 5 Pedestrians and Cyclists
- DMT 6 Vehicle Parking
- LPP D1 (2021) London's form, character and capacity for growth
- LPP D3 (2021) Optimising site capacity through the design-led approach
- LPP D4 (2021) Delivering good design
- LPP D5 (2021) Inclusive design
- LPP D6 (2021) Housing quality and standards
- LPP D7 (2021) Accessible housing
- LPP H1 (2021) Increasing housing supply
- LPP H2 (2021) Small sites
- LPP SI13 (2021) Sustainable drainage
- LPP T5 (2021) Cycling
- LPP T6 (2021) Car parking
- LPP T6.1 (2021) Residential parking

NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF9	NPPF 2021 - Promoting sustainable transport

3. CONSIDERATIONS

3.1 Site and Locality

This application relates to a detached bungalow located on the southeast side of Frays Avenue, Hayes. The existing property sits forward of the established building line of the surrounding properties within Frays Avenue. The character of the area comprises a multiplicity of building styles and designs. Whilst the application property is more intimate in scale and height than the surrounding properties, there are a number of two storey properties which neighbour the application property.

The area to the front of the property is covered by a mixture of hard and soft landscaping, which accommodates 1 off-street parking space. The property is served by a large rear garden, which measures over 750sqm. The River Colne runs along the rear boundary of the application site.

A number of the surrounding properties, including the neighbouring property to the southwest no.47 have habitable roof spaces with many also having large dormers to their side roof slopes. Numerous bungalows within the area have been demolished and replaced with larger properties.

The development site is located within the West Drayton Garden City Area of Special Local Character. It is also located upon potentially contaminated land and is within an area covered by a zonal tree protection order. The site has a PTAL rating of 1b.

3.2 Proposed Scheme

Planning permission is sought for the demolition of the existing bungalow and erection of a two storey, 4-bed detached dwelling with habitable roof space (incorporating a rear dormer and front/side roof lights), parking and amenity space and the installation of vehicular crossover to front.

An identical development was granted planning permission under reference 24351/APP/2016/1304 (dated 10-02-2017).

3.3 Relevant Planning History

24351/APP/2016/1304 45 Frays Avenue West Drayton

Demolition of existing bungalow and erection of two storey, 4-bed detached dwelling with habitable roofspace (incorporating a rear dormer and front/side rooflights), parking and amenity space and installation of vehicular crossover to front

Comment on Relevant Planning History

The sites planning history is cited above.

It should be noted that planning permission was approved for an identical development in 2017 under planning permission reference 24351/APP/2016/1304.

The planning permission had the following condition:

'Notwithstanding the submitted plans the proposed dwelling shall not exceed a maximum height of 7.8 metres as measured from existing ground level and shall not exceed the existing maximum height of the adjoining property at No. 47 by 300 mm'.

Reason: To ensure that the development presents a satisfactory appearance in accordance with policy BE13 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012).'

An appeal was lodged (APP/R5510/W/17/3174622) to remove this condition and was allowed by the planning inspectorate for the following reasons:

"Decision

1. The appeal is allowed and the planning permission Ref: 24351/APP/2016/1304 for demolition of existing bungalow and erection of two-storey, 4-bed detached dwelling with habitable roof space (incorporating a rear dormer and front/side roof lights), parking and amenity space and installation of vehicular cross-over to front at 45 Frays Avenue, West Drayton, UB7 7AG granted on 4 April, 2016 by the Council of the London Borough of Hillingdon, is varied by deleting condition 11."

The Inspector concluded that the disputed condition is neither necessary nor reasonable, and does not as a result pass the tests set out in law and in Paragraph 206 of the National Planning Policy Framework.

The appeal decision is relevant to this application in that the proposed developments are identical and it is therefore considered acceptable to have an 8.41m high dwelling in this location. Furthermore, the appeal decision clarifies that the previous height restriction condition was unreasonable and unnecessary and therefore it is not recommended for this application.

The appeal decision (APP/R5510/W/17/3174622) and previously approved identical scheme (Ref. 24351/APP/2016/1304) are material planning considerations which weigh in favour of this proposal, though the decision should be made with regard to current planning policy.

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.

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRESSPage 195 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) The West London Waste Plan (2015) The London Plan (2021)

The National Planning Policy Framework (NPPF) (2023) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Local Plan 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:
- DMH 1 Safeguarding Existing Housing
- DMH 2 Housing Mix
- DMEI 12 Development of Land Affected by Contamination
- DMEI 14 Air Quality
- DMHB 11 Design of New Development
- DMHB 12 Streets and Public Realm
- DMHB 14 Trees and Landscaping
- DMHB 15 Planning for Safer Places
- DMHB 16 Housing Standards
- DMHB 17 Residential Density
- DMHB 18 Private Outdoor Amenity Space
- DMT 1 Managing Transport Impacts

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- DMT 2 Highways Impacts
- DMT 5 Pedestrians and Cyclists
- DMT 6 Vehicle Parking
- LPP D1 (2021) London's form, character and capacity for growth
- LPP D3 (2021) Optimising site capacity through the design-led approach
- LPP D4 (2021) Delivering good design
- LPP D5 (2021) Inclusive design
- LPP D6 (2021) Housing quality and standards
- LPP D7 (2021) Accessible housing
- LPP H1 (2021) Increasing housing supply
- LPP H2 (2021) Small sites
- LPP SI13 (2021) Sustainable drainage
- LPP T5 (2021) Cycling
- LPP T6 (2021) Car parking
- LPP T6.1 (2021) Residential parking
- NPPF2 NPPF 2021 Achieving sustainable development
- NPPF4 NPPF 2021 Decision-Making
- NPPF5 NPPF 2021 Delivering a sufficient supply of homes
- NPPF9 NPPF 2021 Promoting sustainable transport
- NPPF11 NPPF 2021 Making effective use of land
- NPPF12 NPPF 2021 Achieving well-designed places

5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date: Not Applicable
- 5.2 Site Notice Expiry Date: Not applicable
- 6. Consultations

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External Consultees

17 neighbouring properties were directly notified of the proposal on 31/07/23.

2 letters of objection have been received in response to consultation on the application. These comments are summarised below.

1) The proposed dwelling is 3 storey, 6 bed property not a 2 storey, 4 bed property.

2) The proposal would cause harm to the character and appearance of the area.

3) The proposal would cause harm to neighbouring amenities.

4) The original permission ran out several years ago and should be dismissed or at the very least reissued with further investigation and consideration.

A petition with 21 signatures has also been submitted against the application. The petition raises the following concerns regarding the proposed development.

i) The proposal represents an overdevelopment of the site.

ii) The proposal would cause harm to the character and appearance of the area.

iii) The proposal would cause harm to neighbouring amenities, especially No.43 by reason of

overshadowing. The development will also cause a loss of privacy and overlooking to neighbours.

iv) The extract from the proposed kitchen discharges directly towards the patio door of No.43.

WEST DRAYTON CONSERVATION AREA PANEL

I am writing on behalf of West Drayton Conservation Area Advisory Panel. We do not object in principle to the proposal to replace the existing bungalow with a two-storey house but feel that the proposed building is too large for the site. The surrounding houses are mainly chalet-style with the second floor contained within the roof, while the one two-storey house shown on the submitted streetscape (No 49) has wide open spaces to the sides. These features contribute to the openness of the area while the proposed new house has been designed as a massive block that almost completely fills the frontage.

The 'elephant in the room' effect is even larger than appears from the front elevation because of the excessive depth of the building. Placing it further back on the plot regularises the building line, but because it is so deep, it will take light from the rear of No 43 and will have an overbearing effect on the properties on both sides.

Although the plans show the use proposed for the roof space, these uses are specific to the applicant and if sold on are most likely to be used as bedrooms, especially as a shower room is provided on the second floor. No matter what use is made of the second-floor rooms, what is actually being proposed is a three-storey house - which would be quite out of character in this Area of Special Local Character.

We consider the current proposals are over-development of the site so we hope that planning consent will not be granted, despite the decisions made six and seven years ago.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)

NPPF section 16 and the London Plan (2021 Policy HC1) make the conservation of archaeological interest a material planning consideration.

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal

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is unlikely to have a significant effect on heritage assets of archaeological interest.

The planning application is not in an Archaeological Priority Area.

Although within the Colne Valley Archaeological Priority Zone, the proposed development is too smallscale to be likely to cause harm in this location.

No further assessment or conditions are therefore necessary.

PLANNING OFFICER COMMENTS

Issues raised by the West Drayton Conservation Area Panel, GLAAS, as well as those relating to points 1,2,3,4, i, ii, iii are considered in the main body of this report.

In relation to point iv, no kitchen extractor is shown on the proposed plans.

Internal Consultees

ACCESS OFFICER:

This proposal is for the demolition of the existing bungalow and erection of a new two storey, four bedroom dwelling. It has been reviewed against the requirements of the 2021 London Plan, policy D7, with no accessibility concerns subject to the following Conditions attached to any approval:

Prior to any works on site above damp proof course level, details of step free access via all points of entry and exit shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building.

REASON To ensure housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).

The dwelling(s) hereby approved shall accord with the requirements of Policy D7 of the London Plan, and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building.

REASON: To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with policy D7 of the London Plan.

HIGHWAYS OFFICER:

I refer to the above planning application ref 24351/APP/2023/2135 which was received on 18 July 2023 and previous application 24351/APP/2016/1304.

Site Description

The site is located on Frays Avenue, a residential cul de sac with a 30mph speed in a controlled parking zone with parking restrictions allowing parking for permit holders only, Monday to Friday between 10am and Midday.

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The site is located in an area with a PTAL ranking of 1b indicating that the proposal would be located in an area with low access to public transport, however, as this is an existing dwelling that will be replaced the proposals will be acceptable on this occasion.

Access

The application proposes to provide a detached four-bed dwelling with 2no. loft rooms on the site of the bungalow. Drawing 2023.011 03.01 F titled Proposed Ground + First Floor Plans shows that the existing vehicle crossover will be removed and replaced with a similar crossover towards the north ease of the frontage which will be acceptable. The kerbs to the existing vehicle crossover should be raised and the footway and verge reinstated. The new crossing and reinstatement should comply with London Borough of Hillingdon's Domestic Vehicle Footway Crossover Policy (2022) and would need to be constructed under S184 Highways Act 1980 at the applicant's/developer's expense.

Vehicular visibility will remain as existing, however, pedestrian visibility splays which are within the control of the applicant and contain no obstructions over 0.6m will be required. A condition should be applied to any approval for provision and retention.

Parking

The proposed dwelling will require up to 1.5no. spaces to comply with the published London Plan 2021 Table 10.3 - Maximum Residential Parking Standard. Drawing 2023.011 03.01 F titled Proposed Ground + First Floor Plans shows a garage with 2no. cars parked inside, however, the garage has internal dimensions of approximately 5m x 6.75m which is not wide enough to accommodate 2 vehicles and has a pedestrian door which opens inwards, restricting available parking area, but may be considered suitable for 1no. vehicle plus cycles. A further parking space can be accommodated on the driveway which will be acceptable.

Electric Vehicle Charging Points (EVCP's)

The published London Plan (2021) requires that 1no. EVCP is provided for the proposed parking. A suitable condition should be applied to secure provision and retention.

Cycle Parking

The proposed dwelling will require 2no. cycle parking spaces to comply with The London Plan: Table 10.2 - Minimum Cycle Parking Standards which may be provided in the garage.

Recommendation

The Highway Authority therefore offers no objection to this application on highway grounds subject to suitable conditions being applied for the provision and retention of pedestrian visibility splays, reinstatement of footway and ECVPs.

CONTAMINATION OFFICER:

No objection.

PLANNING OFFICER COMMENT:

Comments from the Access Officer, Highways Officer and Contaminated Land Officer have been taken into consideration in the assessment of this application. In order to make the development acceptable in planning terms the recommended conditions and informatives would be attached to the permission, should the application be approved.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site comprises a detached dwelling and land within its curtilage. The site is located within an established residential area.

The National Planning Policy Framework has a requirement to encourage the effective use of land.

London Plan (2021) Policy H2 states that well designed housing schemes on small sites should be actively supported. The Hillingdon Local Plan details how small scale sites will make a significant contribution to housing supply.

Subject to compliance with relevant planning policies and other material considerations, the principle of replacing the existing dwelling with another dwelling is considered acceptable.

HOUSING MIX

Policy H10 of the London Plan (2021) states that applicants and decision-makers should have regard to the need for additional family housing. Family housing is defined within the glossary of the London Plan (2021) and advises that it must generally be of a size that has three or more bedrooms.

Policy DMH 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that 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 supporting text to policy DMH 2 states at paragraph 4.6 that 'The Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly three bedroom properties. Applicants proposing residential schemes will be required to demonstrate that this need has been taken into account.'

A family sized dwelling would be replaced with a family sized dwelling and therefore the development is considered acceptable. The scheme is therefore considered acceptable in terms of policy DMH 2 and London Plan policy H10.

7.02 Density of the proposed development

Policy D3 of the London Plan (2021) states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. In other areas, incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. This should be interpreted in the context of Policy H2 of the London Plan (2021) which states that Boroughs should proactively support well-designed new homes on small sites below 0.25 hectares in size.

Numerical densities are considered to be more appropriate to larger sites and what is considered of greater significance to the determination of this application is the local contextual factors. The key consideration is therefore whether the development would acceptably integrate with the character and

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRESSPage 201 appearance of the area, and would respect residential amenity considerations, rather than the consideration of the numerical density of the proposal. These issues are discussed in detail at sections 7.07 and 7.08 of this report.

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

The development would not have an impact on any heritage assets. The impact on the Area of Special Local Character is discussed in section 7.07.

Furthermore, The Greater London Archaeological Advisory Service (GLAAS) has confirmed that the development would have no adverse impact on the Colne Valley Archaeological Protection Zone.

7.04 Airport safeguarding

The development would have no impact on airport safeguarding.

7.05 Impact on the green belt

The development would have no impact on the Green Belt.

7.06 Environmental Impact

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Paragraph 130 of the National Planning Policy Framework (NPPF) 2023 states 'Planning policies and 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, D3 and D4 of the London Plan (2021) require development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.

Hillingdon Local Plan Part 1: Strategic Policies (2012) Policy BE1 states 'The Council will require 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. All new developments should achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place.'

Policy DMHB 5 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: 'A) Within Areas of Special Local Character, new development should reflect the character of the area and its original layout. Alterations should respect the established scale, building lines, height, design and materials of the area. B) Extensions to dwellings should be subservient to, and respect the architectural style of the original buildings and allow sufficient space for appropriate landscaping, particularly between, and in front of, buildings. C) The replacement of buildings which positively contribute to the character and local importance of Areas of Special Local Character will normally be resisted.'

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: 'All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including: i) harmonising with the local context by taking into account the surrounding scale of development, 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 DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) reemphasises 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 proposed dwelling would be approximately 8.4m high, 17.2m deep and 10m wide. The property would be finished in brick and render, with aluminium windows. Its roof would be pitched, tiled and to the rear it would have a small lead cladded dormer.

In 2020 planning permission was granted for the replacement of a bungalow with two x 2 storey dwellings (17012/APP/2020/368) at No.20 Frays Avenue. Each of the approved properties was approximately 8.1m high and 15m deep. At No.40 Frays Avenue, a 6 bedroom, 8.2m high, 17.2m deep, 22.6m wide dwelling was approved in 2016 (3650/APP/2016/4353) and amended in 2020 (3650/APP/2019/3036). The proposed development would therefore be in keeping with the varied sizes of other detached properties in the area. Furthermore it would be one of many sites on the road that has replaced a bungalow with a larger property.

The new dwelling would be two storeys in height with accommodation within its roof. Nos 36, 40 and 14 Frays Avenue are two storey properties with a third floor of accommodation within their roof spaces, the resulting dwelling would therefore be in keeping with the form and scale of other properties within the area.

Properties within the area vary significantly in their design and bear little similarity to one another. They vary in height, design and depth. In terms of materials they are finished in brick, render, pebble dash, mock Tudor beaming, cladding, hung tiling or mixtures of the mentioned materials. The proposed dwelling would add another uniquely designed property to the area.

On site parking would be provided for the new dwelling, similar to other properties in the area.

An identical development has been approved at the site (No.24351/APP/2016/1304) and it is not considered that the planning policy situation or other material considerations have changed to such an extent that a different view on the design could reasonably be taken on the current application.

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRESSPage 203 In the event of the application being approved a landscaping scheme would be secured via condition to ensure that appropriate landscaping is provided at the site.

Conditions are recommended to ensure that trees and greenery on the boundary of the development site would be protected during construction, to approve details of materials and limiting permitted development right for extensions.

Taking into consideration all of the above, the proposed development would have an acceptable impact on the visual amenities of the area.

7.08 Impact on neighbours

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Properties neighbouring the development site are predominantly two storey in height. Each property has first floor rear windows which provide overlooking views into each others gardens. As such it is common for properties to have views into each others rear gardens in this built-up residential environment. The proposed development includes first floor rear windows and a rear dormer which would provide similar views to neighbouring dwellings. The rear windows of the development would therefore cause no harmful overlooking to neighbours. Front elevation windows would look toward the street. Ground floor side windows would look toward the sites boundaries. First floor side elevation windows would serve bathrooms and would be conditioned (if the application were to be approved) to be obscure glazed. Conditions are recommended restricting the insertion of further first floor side windows in the property The proposal is therefore considered to cause no harmful loss of privacy to neighbouring properties.

The proposed dwelling would not dissect a line drawn at 45 degrees from the habitable windows of either neighbouring property and is therefore unlikely to cause any significant loss of light or outlook from neighbouring properties.

No. 47 Frays Avenue has 3 dormer windows facing the development site. Planning history suggests that from the front of the property to the back, No.47s dormers serve a bathroom, an ensuite and the last dormer serves a secondary window to a bedroom. Taking into consideration that the first floor bedroom has a primary window facing toward its garden, it would still have adequate outlook and light reception, should any loss of light or outlook occur to its side dormer window. The proposal would therefore cause no harmful loss of light or outlook to its nearest neighbour.

It should also be noted that an identical development has been approved at the site (ref. 24351/APP/2016/1304).

Overall and for the reasons mentioned above the proposed development would have an acceptable impact on the amenities of neighbouring properties.

7.09 Living conditions for future occupiers

INTERNAL AMENITY

Policy DMHB 16: 'Housing Standards' of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states:

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRES\$age 204 All housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this, all residential development or conversions should meet or exceed the most up to date internal space standards.

The largest of the minimum internal floor space standards set out in The London Plan (2021) advises that 3 storey, 6 bed, 8 person dwellings should provide future residents with a minimum internal floor space of 138sqm. The plans supplied show that 390sqm of floor space would be provided, far exceeding the minimum standards. Each habitable room within the property would have access to natural light and outlook through the position of windows and doors. Overall, it is considered that the new dwelling would provide future residents with an acceptable standard of internal living accommodation.

EXTERNAL AMENITY

Policy DMHB 18 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) requires all new residential developments to provide good quality and usable private outdoor amenity space. 100sqm of external amenity space is required for dwellings with 4 bedrooms or more. Approximately 650sqm of external amenity space would be provided for the new dwelling.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 2 of the Hillingdon Local Plan Part 2: Development Management Policies (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 pedestrians are satisfactorily accommodated in the design of highway and traffic management schemes;

iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.'

Policy DMT 5 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states: 'A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including: i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes; ii) the provision of a high quality and safe public realm or interface with the public realm, which

facilitates convenient and direct access to the site for pedestrian and cyclists; iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular

traffic where possible; and

iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.'

Policy DMT 6 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states: 'Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

i) the variance would not lead to a deleterious impact on street parking provision, congestion or local

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amenity; and/or

ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

The Mayor of London adopted a new and revised London Plan in March 2021. Consequently, the car parking standards set out in the London Plan take precedence over those in the Local Development Plan, except where the Local Plan specifies lower local maximum standards.

PARKING

The London Plan (2021) advises that 3+ bed dwellings in Outer London with a PTAL rating of 0-1 should be provided with up to 1.5 parking spaces. Two functional parking spaces would be provided for the proposed dwelling. No objection with the proposed level of parking has been raised by the Council's highways officer.

ELECTRIC CHARGING POINTS

Part G) of Policy T6 and part C) of Policy T6.1 of the London Plan (2021) state that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. A condition has been recommended to secure an electric vehicle charging point for the proposed dwelling, in the event of approval.

BICYCLE PARKING

Appendix C, Table 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires the provision of cycle parking facilities for new residential units. Sufficient space exists on site for cycle parking. Full details of cycle storage, cycle storage design and siting will be secured through condition in the event of an approval.

REFUSE/RECYCLING COLLECTION

Policy DMHB 11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that 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. Full details of the sites waste storage facilities will be secured through condition in the event of an approval.

ACCESS

The existing crossover would be removed and replaced at the north east of the site. If recommended for approval a condition would be added requiring adequate visibility splays at the new access.

CONCLUSION

The Borough's Highways Officer has raised no objection to the proposed development as mentioned above.

Overall, subject to the aforementioned conditions, it is concluded that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with the Hillingdon Local Plan: Part 2 - Development Management

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRES\$age 206 Policies (2020), Policies DMT 1, DMT 2 and DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

7.11 Urban design, access and security

Discussed in other sections of this report where relevant.

7.12 Disabled access

Policy D5 of the London Plan (2021) seeks to ensure development proposals achieve the highest standards of accessible and inclusive design. Policy D7 of the London Plan (2021) requires for at least 10% of dwellings to meet Building Regulation requirement M4(3) 'wheelchair user dwellings', with all other dwelling meeting Category M4(2) 'accessible and adaptable dwellings'.

In the event of an approval, the conditions recommended by the Council's Access Officer (see Section 6 of this report) would be included in the decision. These two conditions require details of step free access via the principal private entrance to the dwelling; and a requirement that the new dwelling be certified as compliant with the technical specifications for an M4(2) dwelling. Subject to compliance with these conditions the proposal is considered compliant with Policies D5 and D7 of the London Plan (2021).

7.13 Provision of affordable & special needs housing

The scale of development is below the threshold where affordable housing would be required.

7.14 Trees, landscaping and Ecology

TREES

Policy DMHB 14: 'Trees and Landscaping' of the Hillingdon Local Plan Part 2: Development Management Policies (2020) requires:

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.

The development site is located within a tree protection area.

The replacement dwelling would not be located near to trees. Nevertheless the development site comprises protected trees and therefore a tree protection plan condition has been added to ensure trees are protected during construction.

The proposed development would result in the loss of some lawn at the site. Nevertheless appropriately sized garden space would be retained at the site.

A landscaping condition is recommended for inclusion on the decision, if the application is approved. Additionally a condition is recommended to ensure that trees and hedging shown to be retained on the submitted plans are protected during construction and replaced if felled.

The proposal is therefore considered to be acceptable.

ECOLOGY

Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that if development is proposed on or near to a site considered to have features of ecological or geological value, applicants must submit appropriate surveys and assessments to demonstrate that the proposed development will not have unacceptable effects. The development must provide a positive contribution to the protection and enhancement of the site or feature of ecological value.

Trees and greenery would be protected and retained on site. In the event of an approval, an informative would be secured advising that should protected species be found at the site, the applicant(s) must fulfil their duties under the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010.

7.15 Sustainable waste management

Discussed in other sections of this report.

7.16 Renewable energy / Sustainability

Policy DMEI 10 of the London Plan (2021), inter alia, requires water efficiency measures in new development. These measures include the collection and reuse of rain water and grey water, as well as a requirement for water usage rates to not exceed 105 litres/person/day. In the event of an approval, these requirements would be secured by condition.

7.17 Flooding or Drainage Issues

Policy SI12 of the London Plan (2021) states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13 of the London Plan (2021) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused. The Policy also states 'A) Development proposals in Flood Zones 2 and 3a will be required to demonstrate that there are no suitable sites available in areas of lower flood risk. Where no appropriate sites are available, development should be located on the areas of lowest flood risk within the site. Flood defences should provide protection for the lifetime of the development. Finished floor levels should reflect the Environment Agency's latest guidance on climate change. B) Development proposals in these areas will be required to submit an appropriate level Flood Risk Assessment (FRA) to demonstrate that the development is resilient to all sources of flooding'. Policy DMEI 10 states that development within areas identified at risk from surface water flooding which fail to make adequate provision for the control and reduction of surface water runoff rates will be refused.

With regards to flooding the NPPF (2023) states:

162. The aim of the sequential test is to steer new development to areas with the lowest risk of flooding from any source. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. The strategic flood risk assessment will provide the basis for applying this test. The sequential approach should be used in areas known to be at risk now or in the future from any form of flooding.

163. If it is not possible for development to be located in areas with a lower risk of flooding (taking into account wider sustainable development objectives), the exception test may have to be applied. The need for the exception test will depend on the potential vulnerability of the site and of the development proposed, in line with the Flood Risk Vulnerability Classification set out in Annex 3.

164. The application of the exception test should be informed by a strategic or site-specific flood risk assessment, depending on whether it is being applied during plan production or at the application stage. To pass the exception test it should be demonstrated that:

a) the development would provide wider sustainability benefits to the community that outweigh the flood risk; and

b) the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

165. Both elements of the exception test should be satisfied for development to be allocated or permitted.

The replacement dwelling is proposed within Flood Zone 2. The rear of the site/garden is within Flood Zone 3.

A flood risk assessment has been provided in support of the application (Flood Risk Assessment-13/10/23).

As the dwelling is replacing an existing dwelling with another dwelling the sequential test is passed.

In terms of flood resilience and safety. The existing bungalow has sleeping accommodation at ground floor (putting residents at risk in the event of a flood). The new dwelling has sleeping accommodation at first floor. The new dwelling would therefore provide increased flood safety for its residents as they would have a place of refuge above the floodplain. Additionally residents would not be at risk of flash flooding in their sleep. The finished ground floor levels would be above the flood risk level with an allowance for climate change (25.42 AOD). New residents would join the Environment Agency's emergency flood line service, so that they are warned of emerging flood risks. In terms of egress from the site in the event of a flood, residents could escape to Frays Avenue, similar to the existing house. Furthermore residents could stay at first floor until flood water subsides. The development would therefore have an acceptable flood risk mitigation.

In the event of approval, a condition would be secured to ensure that the proposed development is carried out in accordance with flood management and resilience measures set out in the submitted Flood Risk Assessment. A condition requiring a sustainable water management scheme would also be secured by condition. The conditions would ensure the proposal complies with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies SI 12 and SI 13 of the London Plan (2021) and NPPF (2023).

7.18 Noise or Air Quality Issues

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NOISE

Policy D14 of the London Plan (2021) states that in order to reduce, manage and mitigate noise to improve health and quality of life, residential and non-aviation development proposals should manage noise by avoiding significant adverse noise impacts on health and quality of life.

The proposed development would have no adverse noise impacts. The necessity to comply with Building Regulation standards would ensure that the development is appropriately noise insulated.

AIR QUALITY

Local Plan Policy DMEI 14 states:

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants. B) Development proposals should, as a minimum: i) be at least "air quality neutral; ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The development site is located within an Air Quality Management Area. Gardens and greenery would be retained at the site. The proposal would result in no net increase in dwellings. The car parking movements associated with the development would be limited and thus the development is unlikely to have any significant adverse air quality impact. Additionally the retained and proposed planting (to be secured by condition), and provision of infrastructure for electric vehicles would contribute positively to meeting air quality objectives.

Given that the proposed parking to the front of the site would remain principally unchanged, the transport emissions for this minor development is considered air quality neutral. In terms of building emissions, a condition has been included requiring any new heating system to the new dwelling to be from a zero-emission heat source (e.g. heat pump); one or more individual gas boilers with NOx emissions rated at less than 40 mg/kWh; or to be connected to an existing heat network. This would ensure an Air Quality Neutral minor development, in accordance with London Plan Guidance: Air Quality Neutral.

7.19 Comments on Public Consultations

The issues raised during the consultation process have been addressed in the sections above.

7.20 Planning obligations

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per sq metre.

The proposal involves the erection of replacement dwelling and is CIL liable.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

No other issues raised.

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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

An identical development was approved at the site in 2017 under planning application ref. 24351/APP/2016/1304.

This application in essence seeks to renew the expired permission. The replacement of bungalows with larger properties is common in the area and overall it is considered that subject to conditions, the replacement dwelling would cause no harm to the character and appearance of the area, nor would it cause significant harm to neighbouring amenities or the local highways network. Residents of the new dwelling would be provided with an acceptable standard of internal and external living accommodation.

The proposal is considered to comply with the Development Plan and no material considerations indicate that the policies of the Development Plan should not prevail. It is therefore recommended that planning permission be granted subject to conditions.

11. Reference 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) The West London Waste Plan (2015) The London Plan (2021)

Contact Officer:

Haydon Richardson

Telephone No:

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the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant	Planning Application Ref: 24351/APP/2023/2135	Scale: 1:1,250	
exception to copyright. © Crown copyright and database rights 2020 Ordnance Survey 100019283	Planning Committee: Minors Page 213	Date: December 2023	TILLINGDON LONDON

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Agenda Item 12

	Report of the Head of Development Management and Building Control
Address:	LORD ADONIS HOUSE HAREFIELD ACADEMY NORTHWOOD WAY HAREFIELD
Development:	Demolition of former residential school and erection of academic building (Use Class F1) and ancillary structures including heat pump and substation enclosures, construction of a multi-use games area, revised vehicular access, landscaping, car and cycle parking and associated works.
LBH Ref Nos:	17709/APP/2023/2673
Drawing Nos:	TVC0024-NOV-V3-XX-DR-A-PL11 Rev. P01 TVC0024-NOV-V1-00-DR-A-PL12 Rev. P01 TVC0024-NOV-V1-01-DR-A-PL13 Rev. P01 TVC0024-NOV-V1-XX-DR-A-PL15 Rev. P01 TVC0024-NOV-V1-XX-DR-A-PL16 Rev. P01 TVC0024-NOV-V1-2D-R-A-PL17 Rev. P01 TVC0024-NOV-V1-22-OD-RA-PL17 Rev. P01 TVC0024-NOV-V2-00-DR-A-PL03 Rev. P01 TVC0024-NOV-V1-XX-DR-A-PL19 Rev. P02 TVC0024-NOV-V1-XX-DR-A-PL10 Rev. P02 TVC0024-NOV-V1-XX-DR-A-PL20 Rev. P01 TVC0024-NOV-V1-XX-DR-A-PL19 Design & Access Statement (Dated September 2023) TVC0024-NOV-V1-XX-T-A-PL19 Design & Access Statement (Dated September 2023) TVC0024-WWA-V2-ZZ-GD-L-0105 Rev. P02 Outline Construction and Demolition Method Statement 27471-HYD-XX-XX-RP-GE-0001 Issue S2 Ground Investigation Report (Dated 4th May 2023) RT/2323/0014/P/0002 Utility Mapping Survey TVC0024-WWA-V2-ZZ-DR-L-0104 Rev. P01 TVC0024-WWA-V2-ZZ-DR-L-0103 Rev. P02 TVC0024-WWA-V2-ZZ-DR-L-0101 Rev. P02 Planning Statement (Dated September 2023) TVC0024-WWA-V2-20-DR-L-0304 Rev. P02 TVC0024-WWA-V2-00-DR-L-0304 Rev. P02 TVC0024-WWA-V2-00-DR-L-0304 Rev. P02 TVC0024-WWA-V2-00-DR-L-0304 Rev. P02
	TVC0024-WWA-V2-00-DR-L-0303 Rev. P02 TVC0024-WWA-V2-00-DR-L-0302 Rev. P02

TVC0024-WWA-V2-ZZ-DR-L-0502 Rev. P01

TCC0024-RWC-XX-XX-DR-C-0101 P01

TCC0024-RWC-XX-XX-DR-C-0102 P01

TCC0024-RWC-XX-XX-DR-C-0103 P01

TCC0024-RWC-XX-XX-DR-C-0104 P01

TCC0024-RWC-XX-XX-DR-C-0105 P01

TVC0024-ESS-V2-XX-DR-E-6700 Rev. P01

TVC0024-ESS-V2-XX-DR-E-6710 Rev. P01

TVC0024-ESS-XX-XX-RP-ME-002 Rev. P01 Net Zero in Operation Report (Dated 24th August 2023)

TVC0024-ESS-XX-XX-RP-ME-0003 Rev. P01 Daylighting Report (Dated 24th August 2023)

TVC0024-RWC-XX-XX-RP-H-0002 S0 P01 School Travel plan (Dated September 2023)

TVC0024-WWA-V2-ZZ-GD-L-0106 Rev. P02

27471-HYD-XX-ZZ-RP-Y-5002_P01 Whole Life Carbon Assessment (Dated 8th September 2023)

TVC0024-WWA-V2-ZZ-GD-L-0109 Rev. P02

TVC0024-WWA-V2-ZZ-DR-L-0102 Rev. P02

002 Rev. 01 Arboricultural Method Statement (Dated September 2023)

27471-HYD-XX-XX-RP-FE-0001 Rev. 01 Fire Statement (Dated 20th September 2023)

Landscape and Visual Impact Assessment V. PL04 (Dated October 2023)

27834-HYD-ZZ-XX-YY-RP-2001-P01 Air Quality Assessment (Dated 8th September 2023)

001 Rev. 001 Arboricultural Survey (Dated September 2023)

21068-MHA-WS-XX-R-C-003 Rev. P4 Flood Risk & Drainage Strategy (Dated 11th September 2023)

GLA Response 1

TVC0024-RWC-XX-XX-RP-H-0004 S0 P01 Transport Response to Stage 1 GLA report

Response to GLA Stage 1 Report (Dated 16th November 2023)

27471-HYD-00-XX-RP-C-7000 Issue 02 Drainage Strategy (Dated 30th October 2023)

27471-HYD-XX-ZZ-RP-Y-5001 Issue P03 Circular Economy Statement (Dated 27th October 2023)

TVC0024-ESS-XX-XX-RP-ME-0001 Rev. P01 Energy Strategy Part L Report (Dated 28th August 2023)

TVC0024-RWC-XX-XX-RP-H-0003 S0 P01 Delivery and Servicing Plan (Dated September 2023)

TVC0024-WWA-V2-ZZ-DR-L-0108 Rev. P02 Tree Retention & Removal Plan TVC0024-RWC-XX-XX-RP-H-0001 S0 P01 Transport Assessment (Dated

	September 2023)		
	TVC0024-NOV-V2-00-D	R-A-PL02 Rev. P01	
	TVC0024-NOV-V3-00-D	R-A-PL04 Rev. P01	
	TVC0024-NOV-V3-01-D	R-A-PL05 Rev. P01	
	TVC0024-NOV-V3-02-D	R-A-PL06 Rev. P01	
	OPP-105283 AC - 1v1 P	lanning Noise Assessment (Da	ated 7th August 2023)
	TVC0024-NOV-V3-03-D	R-A-PL07 Rev. P01	
	TVC0024-NOV-V3-XX-D	R-A-PL09 Rev. P01	
	TVC0024-NOV-V1-XX-D	R-A-PL18 Rev. P01	
	TVC0024-NOV-V2-00-D	R-A-PL01 Rev. P01	
	TVC0024-NOV-V3-XX-D	R-A-PL10 Rev. P01	
	TVC0024-NOV-V3-XX-D	R-A-PL08 Rev. P01	
Date Plans received:	11-09-2023	Date(s) of Amendments(s):	11-09-2023
Data Angliastics valid	11 00 0000		25-09-2023
Date Application valid	11-09-2023		23-10-2023
			16-11-2023

1. SUMMARY

The application proposal is inherently linked to Meadow High School, which is at capacity with 257 pupils, and the need to provide additional school SEND places. Currently, there are only three schools in Hillingdon that support children with SEND and each school is full, with demand increasing. The need is urgent as the pupils are already in primary schools and this needs to be reflected in an increase of secondary school provision.

In planning policy terms, the proposed school is supported in principle and Sport England have not objected to the proposals. Following an assessment of the development, the proposal is also considered to be appropriate development within the Green Belt, without detriment to the street scene and sensitive to neighbour amenity. The development is also considered acceptable with regard to its impact on the local highway network and air quality. Planning obligations are also proposed to be secured by a Section 106 legal agreement, including obligations to secure net-zero carbon development, a travel plan and a Section 278 agreement for the new vehicular access proposed on Northwood Road.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The proposal is considered to be acceptable and is recommended for approval, subject to a Section 106 legal agreement and planning conditions.

2. RECOMMENDATION

That delegated powers be given to the Director of Planning, Regeneration and Environment to grant planning permission subject to the following:

A) That the application be referred to the Mayor under Article 5 of the Town and Country Planning (Mayor of London) Order 2008.

B) 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:

i) Carbon Offset Contribution: Any additional shortfall identified through the ongoing reporting required by Condition 22 shall form a cash in lieu contribution in accordance with Policy SI2 of the London Plan at a rate of £95/tCO2 annualised for not more than 30 years beginning on the commencement of development.

ii) Travel Plan: A full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives.

iii) Highways Works: Section 278 agreement to secure highway works, including construction of new access on Northwood Road.

iv) 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. Securing an Employment/Training Strategy Agreement is the Council's priority. A financial contribution will only be accepted in exceptional circumstances.

v) Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreement 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 and agree any changes requested by the GLA.

D) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Director of Planning, Regeneration and Environment), delegated authority be given to the Director of Planning, Regeneration and Environment to refuse planning permission for the following reason:

'The applicant has failed to mitigate the impacts posed by the proposed development (in respect of Carbon Offsetting, Travel Planning and Project Management and Monitoring). The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 55-57 of the National Planning Policy Framework (2023).'

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

1. COM3 Time Limit

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

REASON

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

2. COM4 Accordance with Approved Plans

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

Location Plan: TVC0024-NOV-V2-00-DR-A-PL01 Rev. P01;

Proposed Site Plan: TVC0024-WWA-V2-ZZ-DR-L-0101 Rev. P02;

Proposed Floor Plans: TVC0024-NOV-V1-00-DR-A-PL12 Rev. P01; TVC0024-NOV-V1-01-DR-A-PL13 Rev. P01;

Proposed Elevations: TVC0024-NOV-V1-XX-DR-A-PL15 Rev. P01; TVC0024-NOV-V1-XX-DR-A-PL16 Rev. P01;

Proposed Roof Plan: TVC0024-NOV-V1-02-DR-A-PL14 Rev. P01;

Proposed Sections: TVC0024-NOV-V1-XX-DR-A-PL17 Rev. P01;

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 (2021).

3. COM5 General Compliance with Supporting Documentation

The development hereby permitted shall not be carried out except in complete accordance with the specified supporting plans and/or documents:

27471-HYD-XX-XX-RP-GE-0001 Issue S2 Ground Investigation Report (Dated 4th May 2023); 27471-HYD-XX-XX-RP-FE-0001 Rev. 01 Fire Statement (Dated 20th September 2023); 27834-HYD-ZZ-XX-YY-RP-2001-P01 Air Quality Assessment (Dated 8th September 2023); 21068-MHA-WS-XX-R-C-003 Rev. P4 Flood Risk & Drainage Strategy (Dated 11th September 2023);

27471-HYD-00-XX-RP-C-7000 Issue 02 Drainage Strategy (Dated 30th October 2023);

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TVC0024-ESS-XX-XX-RP-ME-0001 Rev. P01 Energy Strategy Part L Report (Dated 28th August 2023);

TVC0024-ESS-XX-XX-RP-ME-002 Rev. P01 Net Zero in Operation Report (Dated 24th August 2023);

TVC0024-ESS-XX-XX-RP-ME-0003 Rev. P01 Daylighting Report (Dated 24th August 2023); TVC0024-RWC-XX-XX-RP-H-0002 S0 P01 School Travel plan (Dated September 2023);

TVC0024-NOV-V1-XX-T-A-PL19 Design & Access Statement (Dated September 2023);

TVC0024-WWA-V2-ZZ-GD-L-0106 Rev. P02 Urban Greening Factor;

TVC0024-NOV-V1-XX-DR-A-PL20 Rev. P01WC Provision & Strategy Layout;

TVC0024-ESS-XX-XX-RP-ME-0005 Plant and Ventilation Extraction Statement (Dated 24th August 2023);

002 Rev. 01 Arboricultural Method Statement (Dated September 2023);

Landscape and Visual Impact Assessment V. PL04 (Dated October 2023;

27471-HYD-XX-ZZ-RP-Y-5001 Issue P03 Circular Economy Statement (Dated 27th October 2023); 27471-HYD-XX-ZZ-RP-Y-5002_P01 Whole Life Carbon Assessment (Dated 8th September 2023); and

TVC0024-RWC-XX-XX-RP-H-0001 S0 P01 Transport Assessment (Dated September 2023). OPP-105283 - AC - 1v1 Planning Noise Assessment (Dated 7th August 2023).

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 Hillingdon Local: Plan Parts 1 (2012) and 2 (2020) and the London Plan (2021).

4. NONSC Noise Limits

For the lifetime of the development hereby permitted the rating level of noise caused by plant, machinery or equipment, operating as required, shall be at least 5 dB below the minimum background noise level, or 40 dB(A), whichever is lower, measured 1 metre outside of any window of any dwelling, or similarly noise sensitive premises, determined in accordance with the procedures set out in British Standard BS4142:2014.

REASON

To safeguard the amenity of the occupants of the surrounding properties in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

5. NONSC Connection to Future District Heating Network

The development hereby approved shall connect to a district heating network should one become available in future.

REASON

To ensure compliance with Policy SI 3 of the London Plan (2021).

6. NONSC Digital Connectivity Infrastructure

The development hereby approved shall ensure that sufficient ducting space for full fibre connectivity infrastructure is provided.

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REASON

To ensure compliance with Policy SI 6 of the London Plan (2021).

7. NONSC Non-Road Mobile Machinery

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at https://nrmm.london/."

REASON

To comply with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy, in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 1 of the London Plan (2021) and Paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

8. NONSC Construction Management and Logistics Plan

Prior to the commencement of works on site for the development, a Construction Management and Logistics Plan for the development shall be submitted to and approved in writing by the Local Planning Authority. This plan shall detail:

- (i) The phasing of the works;
- (ii) The hours of work;
- (iii) On-site plant and equipment;
- (iv) Measures to mitigate noise and vibration;
- (v) Measures to mitigate impact on air quality;
- (vi) Waste management;
- (vii) Site transportation and traffic management, including:
 - Routing;
 - Signage;
 - Vehicle types and sizes;
 - Hours of arrivals and departures of staff and deliveries (avoiding peaks times of day);
 - Frequency of visits;
 - Parking of site operative vehicles;
 - On-site loading/unloading arrangements; and
 - Use of an onsite banksman (if applicable).

(viii) The arrangement for monitoring and responding to complaints relating to demolition and construction;

(ix) Crane Management Plan; and

(x) Measures to avoid and mitigate impacts to the Shepherds Hill House Site of Importance for Nature Conservation.

This plan should accord with Transport for London's Construction Logistic Planning Guidance and the GLA's 'The Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (July 2014) (or any successor document). It shall cover the entirety of the

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application site and any adjoining land which will be used during the construction period. It shall include the details of cranes and any other tall construction equipment (including the details of obstacle lighting).

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

REASON

To safeguard the amenity of surrounding areas and to ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the local highway network and local air quality, in accordance with Policies DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) and Policies D14, SI 1, T4 and T7 of the London Plan (March 2021).

9. NONSC Front Elevation Details

Notwithstanding the plans hereby approved and prior to commencement of development, final details for the primary entrance on the front (east facing) elevation, shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

To ensure that the development is legible and presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

10. NONSC Ancillary Building Details

Notwithstanding the plans hereby approved and prior to commencement of development, final details for the ancillary utility structures shall be submitted to and approved in writing by the Local Planning Authority. This detail shall include a consolidation of the structures if possible, in order to reduce the clutter on this site.

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

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

11. COM7 Materials

Prior to the commencement of development above ground, details of all materials and external surfaces (including the main building and ancillary buildings) shall be submitted to and approved in writing by the Local Planning Authority. Details should include information relating to make, product/type, colour and photographs/images.

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

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

12. NONSC Details of Roof Parapet, Doors and Windows

Prior to the commencement of development above ground, the detailed design of the roof parapet, doors and windows shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

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

13. NONSC Dead-End Corridors and Inner Room Details

Notwithstanding the plans hereby approved and prior to commencement of development above ground, a revised internal layout and/or a detailed scheme to mitigate against the fire safety risks of dead-end corridors and inner rooms shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

To ensure the safety of all building users in accordance with Policy D12 of the London Plan (2021).

14. NONSC Sustainable Water Management

Prior to the commencement of the development (not including demolition and site clearance), a detailed surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall detail the specific measures to ensure the run-off from the proposed developments meets the targets set out in the approved drainage strategy (27471-HYD-00-XX-RP-C-7000 Issue 02 Drainage Strategy (Dated 30th October 2023)). The details must demonstrate compliance with the London Plan sustainable drainage hierarchy and detail the use of measures within the fabric of the building (i.e. living roofs) and in the landscaping (i.e. rain gardens) to meet the target run off rates. Recourse to drainage tanks should only be considered where more suitable alternatives (i.e. higher up the drainage hierarchy) are demonstrably unfeasible. The details must also demonstrate how water will be collected, stored and reused within the development. The development must proceed and be occupied in accordance with the approved scheme.

REASON

To ensure that surface water run off is controlled and to ensure the development does not increase flood risk, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 12 and SI 13 of the London Plan (2021), the National Planning Policy Framework (2021), and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

15. NONSC Water Infrastructure

Prior to the commencement of the development (not including demolition and site clearance), water infrastructure details shall be submitted to and approved in writing by the Local Planning Authority. This detail shall:-

i) achieve at least the BREEAM excellent standard for the 'Wat 01' water category160 or equivalent;
ii) incorporate measures such as smart metering, water saving and recycling measures, including retrofitting, to help to achieve lower water consumption rates and to maximise future-proofing;
iii) seek to improve the water environment and ensure that adequate wastewater infrastructure capacity is provided; and

iv) take action to minimise the potential for misconnections between foul and surface water networks.

The development must proceed and be occupied in accordance with the approved scheme.

REASON

To ensure compliance with Policy SI 5 of the London Plan (2021).

16. NONSC Road Safety Audit

Prior to any above ground works, details of a full Road Safety Audit of the new eastern access point shall be submitted to and approved in writing by the Local Planning Authority.

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

REASON

To ensure appropriate servicing of the site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policies T3 and T7 of the London Plan (2021).

17. COM9 Landscape Scheme

Prior to the commencement of development above ground, a detailed final 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) demonstrating no net loss of trees, enhanced boundary soft landscaping / screening including around the car park and the provision of large-canopied trees to target urban heat island effects,

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 14 standard sheffield stands and four enlarged cycle parking bays (18 total) to accord with London Cycle Design Standards;

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts, including demonstration that the following is provided:

- 25 no. car parking spaces provided within the Meadow High School portion of the site (including 2 no. designated disabled bays, 2 no. enlarged bays, 2 no. spaces served by active electric vehicle charging infrastructure and 2 no. spaces served by passive electric vehicle charging infrastructure);

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- 14 no. car parking spaces provided within the Harefield Academy portion of the site;

- 2 no. motorcycle parking spaces.

2.e Hard Surfacing Materials (including a designated safe pedestrian route for drop-off and collection by private car and taxi to the school entrance)

2.f External Lighting

2.g Other structures (such as play equipment and furniture)

2.h Wayfinding/Signage Strategy, including clear legible signage, visual contrast and sensory wayfinding

3. Living/Green Roofs

3.a Details of the inclusion of living walls and roofs, including:

i) Method of construction;

ii) Schedule of framework materials;

iii) Schedule of the species to be planted, method of planting, height and spread at planting and growth

projections;

iv) An ongoing management and maintenance regime to include irrigation methods and an inspection programme to allow dead or dying plants to be identified and replaced

4. Details of Landscape Maintenance

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

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

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14, DMT 2, DMT 6 and DMEI 1 of the Hillingdon Local Plan: Part 2 (2020) and Policies G1, G5, T5 and T6 of the London Plan (2021).

18. NONSC Ecological Enhancement Plan

Prior to commencement of development above ground, a scheme for the enhancement of ecology shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall set out how the development will contribute positively to ecological value through the use of features and measures within the landscaping (i.e. nectar rich and diverse planting including living walls and/or roofs) and the fabric of the new built form (i.e. bat and bird boxes). This shall achieve biodiversity net gain and shall detail the long-term management and maintenance strategy for such ecological habitat creation.

The development must be built and operated in accordance with the approved scheme.

REASON

To ensure the development contributes positively to the ecological value of the area in accordance with Policy G5 and G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

19. NONSC Fire Statement

Prior to first operation of the development, the final comprehensive Fire Statement shall be submitted to and approved in writing by the Local Planning Authority. This should be accompanied by the Building Control Decision Notice or equivalent.

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

REASON

To ensure the safety of all building users in accordance with Policy D12 of the London Plan (2021).

20. NONSC External Lighting

Prior to first operation of the development, details of the external lighting, including light spill diagrams (Lux levels) and maintenance thereafter, shall be submitted to the Local Planning Authority. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To safeguard the amenity of surrounding properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy EM8 of the Hillingdon Local Plan: Part 2 (2012).

21. NONSC Overheating

Prior to commencement of development (excluding demolition), the final Overheating Strategy shall be submitted to and approved in writing by the Local Planning Authority. The submission shall demonstrate how the development will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:

1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;

2) minimise internal heat generation through energy efficient design;

- 3) manage the heat within the building through exposed internal thermal mass and high ceilings;
- 4) provide passive ventilation;
- 5) provide mechanical ventilation; and

6) provide active cooling systems.

The approved details shall thereafter be implemented and retained for the lifetime of the development.

REASON

To demonstrate that the final strategy will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy and Policy SI 4 if the London Plan (2021).

22. NONSC Energy Monitoring, Recording and Reporting

Prior to commencement of development (excluding demolition), an updated Energy Statement, including detailed energy monitoring, recording and reporting plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall accord with the requirements of the London Plan (policy SI2) and the GLA Energy Assessment Guidance (2022 or as amended).

The development must proceed in accordance with the approved reporting structure and where there is a failure to achieve the required carbon savings, the quantum (tCO2) shall be treated as part of the shortfall and shall result in a cash in lieu contribution in accordance with the formula set out in the S106 agreement.

REASON

To ensure the development's onsite carbon savings from regulated energy demand is achieved in perpetuity (i.e. annually over 30years) in accordance with the Policy SI2 of the London Plan (2021).

23. NONSC Verification and Management Maintenance Report Verification

Prior to first operation of the development, a Verification Report demonstrating that the approved drainage/SuDS measures have been fully implemented shall be submitted to and approved in writing by the Local Planning Authority. This report must include:

- As built drawings and CAD/shapefiles for GIS of all the elements sustainable drainage systems including level information (if appropriate);

- Photographs of the completed sustainable drainage systems throughout the construction process;
- Any relevant certificates from manufacturers/suppliers of any drainage features; and

- A confirmation statement of the above signed by a chartered engineer.

REASON

To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the property and ensure that the drainage system will remain functional throughout the lifetime of the development in accordance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 10 of the Hillingdon Local Plan: Part 2 (2020).

24. NONSC Circular Economy Monitoring Report

Prior to first operation of the development, a post-construction monitoring report should be completed in line with the Greater London Authority's (GLA) Circular Economy Statement Guidance.

The post-construction monitoring report shall be submitted to the GLA, currently via email at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to operation of the development.

REASON

In the interests of sustainable waste management and in order to maximise the re-use of materials, in accordance with Policy SI 7 of the London Plan (2021).

25. NONSC Whole Life-Cycle Carbon Assessment

Prior to the first operation of the development the post-construction tab of the Greater London Authority's (GLA) Whole Life-Cycle Carbon Assessment template should be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance.

The post-construction assessment should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to operation of the development.

REASON

In the interests of sustainable development and to maximise on-site carbon dioxide savings, in accordance with Policy SI 2 of the London Plan (2021).

26. NONSC Parking Design and Management Plan

Prior to the operation of the development, a Parking Design and Management Plan should be submitted to detail how the car parking and cycle parking will be designed, managed and maintained, with reference to a pupil pick-up and drop-off strategy and Transport for London guidance on parking management and parking design. It should also set out the methodology behind the allocation/control of parking places which can be supported by enforcement structures that encourage the correct use of parking places which assists in ensuring that parking demand and allocation is properly managed. It should also detail how demand for electric vehicle charging provision is monitored.

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

REASON

To ensure an unhindered and functional operation for all parking spaces and drop-off/pick-up areas within the site, in accordance with Policies T4 and T6 of the London Plan (2021) and Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020).

27. NONSC Delivery and Servicing Plan

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

This should be in accordance with Transport for London's Delivery and Servicing Plan Guidance. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure appropriate servicing of the site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policies T3 and T7 of the London Plan (2021).

28. NONSC Drop-off and Collection Details

Prior to first operation of the development, details of the arrangements for drop-off and collection of students by private car and taxi shall be submitted to and approved in writing by the Local Planning Authority. This should include clarification to explain how a designated safe pedestrian route, which

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is the shortest possible distance, between the drop-off/collection point and the school entrance is being provided, and whether there will be any modification to these spaces to provide sheltered, accessible waiting spaces.

REASON

To ensure an unhindered and functional operation for all parking spaces and drop-off/pick-up areas within the site, in accordance with Policies T4 and T6 of the London Plan (2021) and Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020).

29. COM31 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000 to ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

30. 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. Prior to first operation of the development, all imported soils shall be tested for chemical contamination, and the results of this testing shall be interpreted and submitted, in report form, for written approval by the Local Planning Authority.

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 Policies DMEI 11 and DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

31. 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. The planting 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 Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

INFORMATIVES

1. I52 Compulsory Informative (1)

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

2. 170 LBH worked applicant in a positive & proactive (Granting)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from 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. 172 Section 106 Agreement

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

4. 125 Consent for the Display of Adverts and Illuminated Signs

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. . For further information and advice, contact - Residents Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

5.

a) The Equality Act 2010 seeks to protect people accessing goods, facilities and services from

discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

b) Fixtures, fittings and furnishings, particularly hard materials should be selected to ensure that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2018 and, BS 223 in selecting an appropriate acoustic absorbency for each surface.

c) 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.

d) Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

e) Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

f) 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.

6.

Please be advised that a Groundwater Risk Management Permit from Thames Water will be required for any discharging of 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. Thames Water would expect the developer to demonstrate what measures they 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 trade.effluent@thameswater.co.uk . Application forms should be completed online on the Thames Water website.

153 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 (2021) and national guidance.

- DMCI 1 Retention of Existing Community Sport and Education Facilities
- DMCI 1A Development of New Education Floorspace
- DMCI 2 New Community Infrastructure
- DMCI 7 Planning Obligations and Community Infrastructure Levy
- DMEI 1 Living Walls and Roofs and Onsite Vegetation
- DMEI 10 Water Management, Efficiency and Quality
- DMEI 12 Development of Land Affected by Contamination

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DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 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 3	Locally Listed Buildings
DMHB 4	Conservation Areas
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP G1	(2021) Green infrastructure
LPP G2	(2021) London's Green Belt
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP HC1	(2021) Heritage conservation and growth
LPP M1	(2021) Monitoring
LPP S3	(2021) Education and childcare facilities
LPP S5	(2021) Sports and recreation facilities
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts

LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF13	NPPF 2021 - Protecting Green Belt Land
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF8	NPPF 2021 - Promoting healthy and safe communities
NPPF9	NPPF 2021 - Promoting sustainable transport

3. CONSIDERATIONS

3.1 Site and Locality

The site forms part of the Harefield Academy, a secondary school and sixth form, located in Harefield. More specifically, the site comprises a vacant and decommissioned residential school building previously occupied by Watford Football Club Academy. The site is located to the west of Northwood Road and is currently accessed from the south-west side via Northwood Way.

Notably, the site forms part of designated Green Belt land. The site is subject to some surface water flooding. Transport for London's WebCAT planning tool also indicates that the site has a poor Public Transport Accessibility Level of 1a.

3.2 Proposed Scheme

This application seeks permission for the demolition of the former residential school block and construction of a new SEND academic building (Class F1) as well as ancillary structures, including heat pump and substation enclosures, a multi-use games area ('MUGA'), revised vehicular access, landscaping, car and cycle parking, and associated works. The proposal would cater for up to 90 SEND pupils aged 11-19 and 45 staff.

The proposed development would be a satellite unit of Meadow High School, a local authoritymaintained community special school, located approximately 10 kilometres south of Harefield Academy in the Colham & Cowley Ward.

3.3 Relevant Planning History

17709/APP/2022/1387 Harefield Academy Northwood Way Harefield Change of use of former residential school (Use Class C2) to education facility (Use Class F.1), two

storey extension to provide additional teaching space, construction of a Multi-Use Games Area, revised vehicular access, landscaping, car and cycle parking, and associated works.

Decision: 26-07-2022 Approved

Comment on Relevant Planning History

Planning application reference 17709/APP/2009/624 granted permission on 18th September 2008 for the erection of a three storey building to provide accommodation for 50 boarders and 4 staff with ancillary amenity space, landscaping, car parking and biomass boiler enclosure. This permission was implemented and comprises the Lord Adonis House building, which is the subject of the current planning application.

Planning application reference 17709/APP/2022/1387 granted permission on 13th February 2023 for the change of use of former residential school (Use Class C2) to education facility (Use Class F.1), two storey extension to provide additional teaching space, construction of a Multi-Use Games Area, revised vehicular access, landscaping, car and cycle parking, and associated works. Following the grant of permission, the applicant has reported the following issues with the implementation of this permission:

1) Structural Incompatibility: The existing CLT structure did not meet the specific requirements for a SEND/BB104 facility. The requirement provisions for accessibility, fire safety, and the structural integrity necessary for an educational environment were compromised due to the low floor-to-floor height reducing the ability to create appropriate teaching spaces within the building.

2) Compliance Issues: The existing building couldn't be brought up to code compliance without significant structural modifications.

3) Safety Concerns: Safety is a primary concern in educational settings. The existing building is unable to meet safety standards, particularly in terms of fire safety and structural concerns around the existing foundations.

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) The London Plan (2021) The West London Waste Plan (2015)

The National Planning Policy Framework (NPPF) (2023), Planning Practice Guidance, as well as

relevant supplementary planning documents and guidance are all material consideration in planning decisions.

The proposed development has been assessed against development plan policies and relevant material considerations.

Local Plan Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains

PT1.BE1 (2012) Built Environment

PT1.Cl1 (2012) Community Infrastructure Provision

PT1.Cl2 (2012) Leisure and Recreation

- PT1.EM1 (2012) Sustainable Waste Management
- 1
- PT1.EM5 (2012) Sport and Leisure
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.HE1 (2012) Heritage
- Part 2 Policies:
- DMEI 10 Water Management, Efficiency and Quality
- DMEI 1 Living Walls and Roofs and Onsite Vegetation
- DMHB 12 Streets and Public Realm
- LPP D12 (2021) Fire safety
- LPP D3 (2021) Optimising site capacity through the design-led approach
- LPP D4 (2021) Delivering good design
- LPP D8 (2021) Public realm
- DMEI 14 Air Quality

- DMEI 2 Reducing Carbon Emissions
- DMCI 1 Retention of Existing Community Sport and Education Facilities
- DMCI 1A Development of New Education Floorspace
- DMCI 2 New Community Infrastructure
- DMCI 7 Planning Obligations and Community Infrastructure Levy
- DMEI 12 Development of Land Affected by Contamination
- DMEI 4 Development on the Green Belt or Metropolitan Open Land
- DMEI 7 Biodiversity Protection and Enhancement
- LPP G1 (2021) Green infrastructure
- LPP G2 (2021) London's Green Belt
- LPP G5 (2021) Urban greening
- LPP G6 (2021) Biodiversity and access to nature
- LPP G7 (2021) Trees and woodlands
- LPP M1 (2021) Monitoring
- LPP T1 (2021) Strategic approach to transport
- LPP T2 (2021) Healthy Streets
- LPP T5 (2021) Cycling
- LPP T6 (2021) Car parking
- LPP T6.5 (2021) Non-residential disabled persons parking
- NPPF13 NPPF 2021 Protecting Green Belt Land
- DMEI 9 Management of Flood Risk
- DMHB 1 Heritage Assets
- DMHB 11 Design of New Development
- DMHB 14 Trees and Landscaping
- DMHB 15 Planning for Safer Places
- DMHB 3 Locally Listed Buildings
- DMHB 4 Conservation Areas

- DMHB 7 Archaeological Priority Areas and archaeological Priority Zones
- DMT 1 Managing Transport Impacts
- DMT 2 Highways Impacts
- DMT 6 Vehicle Parking
- LPP D11 (2021) Safety, security and resilience to emergency
- LPP D14 (2021) Noise
- LPP D5 (2021) Inclusive design
- LPP HC1 (2021) Heritage conservation and growth
- LPP S3 (2021) Education and childcare facilities
- LPP S5 (2021) Sports and recreation facilities
- LPP SI1 (2021) Improving air quality
- LPP SI7 (2021) Reducing waste and supporting the circular economy
- LPP SI12 (2021) Flood risk management
- LPP SI13 (2021) Sustainable drainage
- LPP SI2 (2021) Minimising greenhouse gas emissions
- LPP T4 (2021) Assessing and mitigating transport impacts
- LPP T7 (2021) Deliveries, servicing and construction
- NPPF11 NPPF 2021 Making effective use of land
- NPPF12 NPPF 2021 Achieving well-designed places
- NPPF15 NPPF 2021 Conserving and enhancing the natural environment
- NPPF16 NPPF 2021 Conserving & enhancing the historic environment
- NPPF2 NPPF 2021 Achieving sustainable development
- NPPF4 NPPF 2021 Decision-Making
- NPPF8 NPPF 2021 Promoting healthy and safe communities
- NPPF9 NPPF 2021 Promoting sustainable transport

5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date: 18th October 2023
- 5.2 Site Notice Expiry Date: 18th October 2023

6. Consultations

External Consultees

A total of 299 properties were sent consultation letters, an advert was posted in the local paper and a site notice was displayed to the front of the site. All forms of consultation expired on 18th October 2023. One objection from a neighbouring resident has been received and is summarised as follows:

- 1) The new vehicular access is dangerous
- 2) Houses opposite the vehicular access will struggle to turn in
- 3) Impact of noise increased
- 4) Impact on house value

PLANNING OFFICER COMMENT:

All matters relating to highway and pedestrian safety is considered by the Council's Highways Authority and is addressed within the main body of the report. The Council's Noise Specialist has also been consulted with regard to noise issues. It is also noted that any impact to property values is not a material planning consideration.

NATIONAL AIR TRAFFIC SERVICES:

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.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains the LPA's responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

THAMES WATER:

Waste Comments

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. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. 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.

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 trade.effluent@thameswater.co.uk. Application forms should be completed online.

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.

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.

The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available online) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.

SPORT ENGLAND:

In light of Sport England's previous comments on planning application (LPA reference - 17709/APP/2022/1387) which followed detailed discussions with the applicant and the Council, Sport England raises no objection to this application.

However, it is noted that the planning conditions attached to the original consent required the applicant to provide a parking management scheme for the site. It is advised that if a similar planning condition is applied to any forthcoming new planning consent for the site, the applicant should be required to confirm that the large existing car parking area included within the red line will not be affected by the proposal. For example, confirmation that it will continue to be made available to those using the Harefield Academy sports facilities (including the Northwood Football Academy).

PLANNING OFFICER COMMENT:

The arrangements for the main car park are as per the previously approved design for the extension scheme. In order to avoid overspill of staff car parking, some staff will be permitted to park within the underutilised Harefield Academy car park. A total of 14 spaces are expected to be secured by prior agreement with the Academy. The current car park is underutilised therefore the use of some spaces for staff parking will not affect the existing use of the car park and access arrangements for those using the Academy Sports Facilities will be unaffected by the proposed development.

TRANSPORT FOR LONDON - RAILWAY INFRASTRUCTURE:

I can confirm that London Underground/DLR Infrastructure Protection has no comment to make on this planning application.

This response is made as Railway Infrastructure Manager under the "Town and Country Planning (Development Management Procedure) Order 2015". It therefore relates only to railway engineering and safety matters. Other parts of TfL may have other comments in line with their own statutory responsibilities.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE:

The Greater London Archaeological Advisory Service (GLAAS) gives advice on archaeology and planning. Our advice follows the National Planning Policy Framework (NPPF) and the GLAAS Charter.

NPPF section 16 and the London Plan (2021 Policy HC1) make the conservation of archaeological interest a material planning consideration.

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

The planning application is not in an Archaeological Priority Area.

There are few recorded archaeological finds in the vicinity of this site and overall it would appear to have low archaeological potential.

No further assessment or conditions are therefore necessary.

DENHAM AERODROME:

We would like to draw attention to the fact that the site is within the Denham Aerodrome Traffic Zone. Denham is a long established Civil Aviation Authority Licensed Aerodrome providing facilities for business aviation and flying training for both fixed and rotary wing aircraft, and may be available for use at any time. It is inevitable that any occupants in this location will both hear and see aircraft operations including aircraft and it is important that all concerned are aware of the juxtaposition of the sites.

LONDON FIRE BRIGADE:

The London Fire Brigade (LFB) has been consulted with regard to the above-mentioned premises and have the following observations;

Dead-End Corridors

- On the Proposed Ground Floor, the corridor leading to the "Head Office/Finance" and "Deputy Head/Meeting" rooms is considered a dead-end corridor. BB100:2007 states that "dead end corridors should not be included in new buildings". Ensure that the current dead-end situation is considered, and suitable arrangements are made to ensure compliance.

- On the Proposed First Floor, the corridor leading to the "WC Pupil" and "Occupational Therapy" rooms is considered a dead-end corridor. See above for comments on dead-end situations.

Inner Rooms

- There are multiple cases of inner rooms throughout the Proposed First Floor, specifically all "Breakout room", "Physio Store", "Food Tech Store" and the "Store" rooms within classrooms. Ensure that these areas are considered, and suitable arrangements are made to ensure compliance. Guidance on what provisions should be made to accommodate Inner Rooms is found in BB100:2007 section 4.3.2.6 and BS9999:2017 section 16.3.4.

It should be ensured that if any material amendments to this consultation is proposed, a further consultation will be required.

I also enclose Guidance note 29 on Fire Brigade Access similar to that in B5 of the Building Regulations, Particular attention should be made to paragraph 16, Water Mains and Hydrants, by the applicant.

If there are any deviations from the guidance in ADB) Vol 1 and 2: B5 Access and facilities for the fire service in relation to water provisions, then this information needs to be provided to the Water Office (water@london-fire.gov.uk) to discuss the proposed provision.

If there are any deviations to Brigade access and facilities, then this information needs to be provided to Fire Safety Regulation (FSR-AdminSupport@london-fire.gov.uk) to review the proposed provision. Once we have received this information then the LFB can provide a response on the consultation and advice in regard to hydrants upon receipt of an appropriate site plan showing premises layout, access to it, and water supply infrastructure if available.

GREATER LONDON AUTHORITY STAGE 1 (Summary):

Land use principles: The proposed demolition of the former boarding block and construction of a new Special Education Needs and Disabilities ('SEND') school is accepted in principle. The proposal would involve redevelopment of a previously developed Green Belt site, which would meet the NPPF exception to inappropriate development.

Urban Design: The applicant should explore whether the site layout could be optimised to better respond to the existing campus and improve access and legibility. Further improvements to the proposed public realm strategy should be explored. A revised fire statement is required to demonstrate compliance with Policy D12.

Transport: Further information is required in relation to the Active Travel Zone assessment; site wayfinding and legibility; and proposed quantum of car parking.

Other issues on sustainable development and environmental issues also require resolution prior to the Mayor's decision making stage.

Recommendation

That Hillingdon Council be advised that the application does not yet comply with the London Plan for the reasons set out in paragraph 110. Possible remedies set out in this report could address these deficiencies. The Mayor does not need to be consulted again if the borough decides to refuse the application.

PLANNING OFFICER COMMENT:

The applicant has submitted responses to the matters raised by the GLA in their Stage 1 response. It is considered that these matters can be satisfactorily resolved through planning conditions, obligations and minor revisions to supporting documents, in consultation with the GLA prior to the issue of the Stage 2 response.

Urban Design

The architects have provided an updated design rationale for the proposed site layout, in respect of responsiveness to the Harefield Academy campus, accessibility and legibility.

The submission advises that having a secure site and outdoor play spaces is one of the main drivers when starting the design process for a SEND school. The transition arrival journey has been carefully considered as the pupils arrive to the school by minibus and after they enter the drop-off area they are welcomed in a safe and calming area away from the staff car park which is located to the north of the site. The drop-off area is positioned directly in front of the main entrance and pupil's entrance, and is an air-lock safe space where pupils will disembark. During the school hours the secured drop-off area Plaza will be used as a play area. As part of the landscape design the main access into the school is easily identifiable with the use of trees framing the entrance. The fenestration curtain wall of the pupil's entrance is easily identifiable and features a double height space that brings daylight into the area.

One of the key elements for the school design was to prioritize the safety and security features, including clear wayfinding, privacy screening from the road and the adjacent Harefield Academy. It was established early on in the design process by the school that the parents of the attending pupils have concerns regarding the interactions between the two schools. Addressing those concerns, the drop-off area is away from the view of the Mainstream Secondary Academy and careful considerations were given to planting and screening from the car park and MUGA play area. The two schools will operate independently and do not intend to have any shared student spaces in the future that may compromise the well-being and mental health of the pupils.

The siting and number of utility structures have also been selected due to the available infrastructure on site, existing service points and needs of the building whilst also minimising the impact on outdoor space for pupils.

Nevertheless, Conditions 9 and 10 have been included in the recommendation requiring the submission of final details of the primary entrance to the school (notwithstanding the approved drawings), and the final details of the ancillary utility structures, including consolidation if possible.

Therefore it is considered that the urban design matters raised in the Stage 1 response can be satisfactorily resolved with the GLA.

Transport

The applicants' Transport Consultant has submitted an advice note in response to the transport matters

raised in the GLAs Stage 1 report. This provides a review of the submitted ATZ concluding that the local highway network is suitable for all of the expected users travelling to the site, and that good quality footways and pedestrian crossings within the vicinity of the site is suitable for all users of varying access requirements. This is accepted.

Conditions have been included requiring the submission of a construction management and logistics plan; a road safety audit; quantum of car, motorcycle and cycle parking; provision of electric vehicle charging points; parking design and management plan; delivery and servicing plan; and drop off and collection details. It is considered that the transport matters raised in the Stage 1 response can be satisfactorily resolved subject to conditions.

Other Matters

Other matters raised in the GLA Stage 1 response concern submitted documents, which whilst generally in accordance with planning policy, require amendments to fully comply. This includes the fire statement, the energy strategy, the whole life-cycle carbon assessment, the circular economy statement, the surface water drainage strategy and water efficiency. Conditions are included requiring the submission of these revised documents. Nevertheless, the applicant will submit these revised documents for these matters to be resolved prior to the issue of the Stage 2 response.

Internal Consultees

SCHOOL PLACES PLANNING AND POLICY MANAGER:

Hillingdon as a local authority has a legal duty to provide pupils with sufficient school places to meet residents needs. This includes pupils who need places in special schools, for which demand in Hillingdon continues to rise, as nationally. All existing special schools and special resources places provision are full, some beyond capacity, but demand is still rising from pupils with statutory EHCPs and the cost of buying independent places outside the borough leads to long journeys for pupils and has led to a growing deficit on the LA Dedicated schools Grant which is unsustainable.

Following consultation with schools and DfE, in March 2022 the LA agreed a Deficit Valve Plan with DfE to reduce costs, increase early interventions in mainstream and create new specialist places, in addition to those new schools in development. This expansion of Meadow onto a satellite site at the edge of the Harefield academy site (this has been applied for in a separate application) is the largest capital project in that plan, and so is strategically critical to reducing the deficit.

In March 2022, Cabinet approved this scheme for Meadow High School, the only special school in the borough for secondary aged pupils with moderate learning difficulties and other complex needs including autism. The roll has grown to maximum capacity but demand for places from residents continues to rise. 82 places are in dilapidated units due for removal, so the LA faced a large loss of places as this is the only site for buildings without taking the necessary external play space needed for pupils. Admissions would therefore have to stop completely for a few years to empty, demolish and rebuild. Only by moving out all the 65 Pathway One pupils together can the main site be rearranged to enable demolition, rebuilding and have capacity for new pupils.

The proposed application will enable the demolition of former residential school and erection of academic building at the satellite provision at Lord Adonis House, Harefield Academy, Northwood Way to add 90 permanent places for Pathway One pupils. Therefore allowing 90 places will be built on each site; at Royal Lane and Northwood Way.

ACCESS OFFICER:

This proposal seeks to reconstruct Meadow High Satellite School. The aim is to establish a secure and practical setting that fulfils the requirements of its designated SEND students. The intention is understood to achieve a new building that provides increased flexibility for an optimal environment to meet the specific requirements of SEND students whilst meeting Building Bulletin 104 requirements.

London Plan policy D5 and D12 are applicable to this application, therefore, the highest standards of Inclusive Design should be secured as a pre-requisite to any approval.

Plans are fundamentally acceptable for the intended school, however, the following concerns should be addressed on a revised plans set of plans.

1. The new school building should incorporate a Changing Places room for disabled children who have complex personal care needs. A minimum of one room designed to meet Changing Places technical specifications should be shown on plan. However, given the nature of the building a room should be provided on the ground and the first floor.

2. To support the principle and spirit of inclusive access, a minimum of two lifts should be provided to ensure reliable and uninterrupted step free access to the first floor. Such provision is important to ensure reliable means of access to those unable to use the stairs during times of routine maintenance, lift breakdowns, and to ensure there is sufficient lift capacity for evacuation purposes.

3. A minimum of one fire evacuation lift must be provided within this new school structure. The lift should be designed to accord with the technical specifications set out in BS EN 81-76, BS 9991 or BS 9999.

4. An emergency evacuation plan/fire strategy that is specific to the evacuation of persons unable to escape by stairs should be submitted and reviewed prior to any grant of planning permission.

Conclusion: Additional details are required in respect of points 1 to 4 above.

The following informatives should be attached to any grant of planning permission.

Recommended Informatives

a) The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

b) Fixtures, fittings and furnishings, particularly hard materials should be selected to ensure that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2018 and, BS 223 in selecting an appropriate acoustic absorbency for each surface.

c) 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.

d) Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

e) Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

f) 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.

PLANNING OFFICER COMMENT:

Drawing reference TVC0024-NOV-V1-XX-DR-A-PL20 Rev. P01 was submitted in response to comments received from the Access Officer.

ACCESS OFFICER FOLLOW-UP:

Thank you for following up on my comments and for securing the changes made to the plans.

The feedback received overcomes the previous accessibility objections with no further matters of concern.

NOISE SPECIALIST:

Given the nature and context of the proposed development apparent from the information provided I do not consider noise and vibration to be a material planning issue.

URBAN DESIGN OFFICER:

1.Summary

Due to a lack of evidence that demolition is the only option, the principle of demolition cannot be supported. The applicants are urged to implement the existing consent for retention and extension, or propose required modifications to the approved plans, whilst retaining as much of the existing building as possible.

Comment and/or Action - Information required

Provide detailed evidence to support demolition Provide sections to show visibility of taller building frontage

2.Context

Existing Building (2010):

The existing building on the site is a relatively new residential school building, built in 2010 to high sustainability standards, including a CLT (Cross-laminated Timber) structure.

Existing Permission (2023):

Earlier this year, an application was approved to re-use the existing building and extend it to the front of the site, to use it as a SEND school. The DAS states that "Re-purposing the redundant residential building towards a new active community use is a highly sustainable approach by the school. The existing building is only 11 years old and as such has reasonably good levels of thermal performance and energy use". The

approved building was designed to meet all relevant requirements and regulations.

Current Application (2023):

Half a year after the decision notice, an application is submitted for the full demolition of the existing building, citing 'significant challenges' with the existing structure, even though the relevant constraints were fully known and considered in the approved proposals. The Design and Access Statement states that "the existing building couldn't be brought up to code compliance without significant structural modifications", which implies that making these modifications would resolve the issues. The Circular Economy Statement that "several options to avoid full demolition of the existing building were considered, however, none of these were concluded as feasible". The options are not included or discussed within the application.

The detailed designs and supporting information recently submitted and approved indicate that retention would be feasible. The current application is considered to lack evidence that the existing building cannot be retained, either as approved or with modifications. Therefore, the principle of demolition cannot be supported.

The current proposals would not comply with the London Plan Guidance Housing Standards, Policy A1.2 (London Plan Policies SI 2 and SI 7).

The rest of this assessment will look at other elements in isolation.

3.Designations

The site is located within the Greenbelt. The proposed new building, with a 50% greater footprint and similar height, would have a greater effect on the openness of the Greenbelt than the smaller existing building.

There are no heritage designations affected by the proposals.

4. Height Scale and Massing

The proposed floorspace is just 12sqm (0.5%) larger. The proposed height of the proposed building is comparable to the previous consent, as are the siting and massing. However, the height of the front part of the building, facing Northwood Road, is now about 50% taller than the existing permission. Visibility of the existing building is relatively limited due to the screening by existing trees and vegetation along the site boundary. However, the proposed building would be a lot closer to the road and with the now increased height could become visible over the relatively low vegetation, particularly from the residential buildings opposite on Northwood Road. Sections showing this potential impact on the homes opposite does not seems to be included and would be needed to judge this aspect properly.

The proposals would be considered to be acceptable in design and conservation terms.

5.Layout and Landscape

The internal layout, as well as the external landscaping are very similar and considered suitable for the intended use.

6.Appearance

The massing of the large building is sufficiently broken up, similar to the consented building. The proposed

materials, largely buff brick, with small elements of brown cladding and dark feature brick, are considered appropriate, subject to detailed materials. Brown would also be the preferred colour for the feature brick, to best fit with the rest of the building.

PLANNING OFFICER:

Further information was submitted by the Applicant and the Urban Design Officer was re-consulted.

URBAN DESIGN OFFICER FOLLOW-UP:

1.Summary

Since the previous comments in August and September, most of these comments have now been addressed. However, there are outstanding concerns about the justification of demolition, the site layout and the building layout, as outlined below.

2.Visual Impact and Greenbelt

The LVIA provides sufficient comfort that the visual impact of the proposed building, somewhat lower than the previous proposal, is considered acceptable in design terms.

Compared to the existing building, the proposed new building, with a 50% greater footprint and similar height, would have a greater effect on the openness of the Greenbelt. However, compared to the permitted building, it would not be considered to have a significantly larger impact on the openness of the Greenbelt.

3.Demolition

It is still not clear that the burden of proof has been met for the justification of demolition. In terms of sustainability, retention of the existing building, as proposed in the application permitted earlier this year, is still the preference.

More certainty on the feasibility of the four proposed foundation solutions is expected, to identify whether they can resolve the issues and facilitate retention of the building. Lack of certainty at this stage or potential difficulties would not necessarily justify demolition, as the relevant investigations and expert advice may overcome these issues.

4.Site layout

The red line boundary includes the large existing car park to the west of the building, which is thought to have some spare capacity. Therefore, it would be the preference to amalgamate both car parks into one more efficient one. This would free up space for green space, playground area, etc. and have a reduced impact on the green character of the Greenbelt. It has not been sufficiently justified why this approach would not be feasible.

5.Building layout

The location and design of the entrances seems to be sub-optimal. The main entrance is not that close to the car park and hidden around a corner, so not very visible. It is not clear why there should be a different entrance for pupils as they are the main users of the building. If this would be needed, then an entrance to the northeast facade, in front of the play area seems more suitable. A small canopy above the pupil's entrance would also be appropriate.

PLANNING OFFICER:

Please see Section 07.05 of the report for consideration of Green Belt matters.

With respect to the Urban Design Officer's comments concerning the principle of demolition, the Applicant Team have advised that the justification for demolition is threefold:

1. Structural Incompatibility: The existing CLT structure did not meet the specific requirements for a SEND/BB104 facility. The requirements provisions for accessibility, fire safety, and the structural integrity necessary for an educational environment were compromised due to the low floor-to-floor height and the ability to create appropriate teaching spaces within the building;

2: Compliance Issues: The existing building couldn't be brought up to code compliance without significant structural modifications;

3. Safety Concerns: Safety is a primary concern in educational settings. The existing building's inability to meet safety standards, particularly in terms of fire safety and Structural concerns.

Officers would note that Part 11, Schedule 2, of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) establishes permitted development rights for demolition of buildings, including residential buildings, without requiring justification in respect of sustainability principles. Taking into account this material planning consideration, Officers would not raise an objection to the principle of demolishing the existing building.

Regarding comments made in respect of site layout, it is appreciated that it may be more efficient for the two car parks to be amalgamated. However, this is not the proposal and is not considered to be form a robust reason for refusal.

Regarding the location of the entrance, this has been proposed on the eastern side of the building and is next to where pupils will be dropped-off on their arrival to the school. For the users of the site, this being school children and staff, the location of the entrance is considered to be appropriate.

HIGHWAYS AUTHORITY:

Site Characteristics & Background

Harefield Academy is a secondary school with a sixth form situated off Northwood Road and is physically accessed by vehicles and pedestrians via Northwood Way in a segregated manner. Earlier this year, permission (17709/APP/2022/1387) was granted for the expansion of the site envelope by way of incorporating a SEND educational facility which is to be relocated from Meadow High School located in Uxbridge creating what is effectively a satellite site for the said. The facility was proposed to have been housed within an existing and extended block (Lord Adonis House) together with a new pedestrian and vehicular access situated on Northwood Road. This 'existing' block has now been structurally appraised and is not considered economically viable to adapt to current legislative building requirements. A new build is therefore proposed and forms the main basis of this new application with an overall new floor area that would broadly remain comparable to the previous permission.

Harefield Academy exhibits a patronage of 317 pupils and 52 staff and the already agreed expansion results in 90/45 additional pupils/staff respectively. A 107 space car park for staff, visitor, parent and sixth form pupil use is provided due south of the main school block and includes 'drop-off' areas and a further 6

disabled compliant bays are situated in a small separate car park located to the far west.

An existing hardstanding area located in the far north-eastern corner of the site is to be repurposed with 25 car parking spaces inclusive of one visitor and two disabled compliant spaces with appropriate lighting provision. A new multi-use games area (MUGA) and outdoor sports area remain inclusive to the proposal.

As part of the 2022 permission, a new vehicular, pedestrian/cycle 'bell-mouth' access allowing two-way traffic movement from Northwood Road has now been implemented at a point previously used for construction purposes during the original academy build (to be reprised with this current proposal). This arrangement designates the existing access from Northwood Way as secondary and allows for an informal one-way 'drop off and pick up' facility commencing through the latter with vehicles including mini-buses emerging onto Northwood Road. This allows for any queuing of vehicles to occur within rather than outside of the school envelope which is understandably beneficial to the local highway network.

Appraisal

In terms of highway/transport implications, the principle of the overall development remains acceptable, and this new application does not influence or alter the conclusions reached within the determination of the earlier 2023 permission (17709/APP/2022/1387). Hence, the said appraisal & conclusions can be reprised which includes the S106 legal agreement 'Statement of Intent' (13th February 2023) which remains valid. The submitted and updated 'Delivery & Service' plan is noted and considered fit for purpose. There are no further observations or impositions.

Conclusion

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 measurable traffic generation/highway safety concerns, in accordance with Local Plan: Part 2 Development Plan (2020) Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

FLOOD AND WATER MANAGEMENT SPECIALIST:

a) Review Summary

This application has not sufficiently demonstrated the use of the London Plan's drainage hierarchy and is proposing the following key items:

- Type of development: Demolition of former residential school and erection of academic building and ancillary structures including heat pump and substation enclosures, construction of a multi-use games area, revised vehicular access, landscaping, car and cycle parking and associated works.

- Flood risk: The site is not within an area of flood risk and is not likely to impact upon flood risk within the wider catchment.

- Types of conveyance / attenuation features: The applicant has proposed an attenuation tank to provide surface water storage to accommodate all design storm events. Surface water discharge will be restricted via a flow control device.

- Runoff rate restriction (I/s): The proposed runoff rate of 5 I/s is below the 1 in 100-year greenfield runoff rate (6.73 I/s)

- Runoff attenuation volume (m3): 328m3

- Maintenance plan: Maintenance tasks and frequencies have been stated for the permeable paving and geocellular attenuation tanks, however if further SuDS are proposed these will need to be included within the maintenance strategy.

b) Recommendation and Requests

We object to the application for the following reasons:

- The drainage strategy states that Sustainable Drainage Systems in the form of green/brown roofing, rainwater harvesting, permeable surfaces, and bioretention areas may be included within the site design. This should be confirmed as it is unclear whether these will be included in the final design of the development. All proposed SuDS should be included on the drainage drawing.

- The existing runoff volume has not been provided, and it is unclear what the proposed runoff volume is.

- It has not been demonstrated that there will be no flooding of buildings on the site in the 1 in 100 year rainfall event.

- The applicant has not consulted Thames Water on the proposed connection point and discharge rate.

To address the above, please can the applicant submit information which:

- Demonstrates that green/brown roofing, rainwater harvesting, permeable surfaces, and bioretention have been included in the design, or justify why these have not been implemented.

- The existing runoff volume and proposed runoff volume from the site (as shown in the calculations on PDF page 51 of the Drainage Strategy) should be clarified.

- Calculations should be provided for the 1 in 100 year rainfall event without a climate change consideration. Exceedance flow pathways for the 1 in 100 year rainfall event plus 40% climate change should be added to the drainage drawing.

- Demonstrates the maintenance tasks and frequencies have been stated for any further SuDS that are proposed.

- Confirms that Thames Water has been consulted on the proposed connection point and discharge rate.

PLANNING OFFICER COMMENT:

Amended documentation was submitted in response to the objection received from the Council's Flood and Water Management Specialists. This issue is considered further within the main body of the report.

WASTE STRATEGY OFFICER:

Having reviewed the submitted details I have no comments or objections to make.

PLANNING POLICY OFFICER:

The proposal is for the demolition of former residential school (Use Class C2) and erection of an education

facility (Use Class F.1), construction of a Multi-Use Games Area, revised vehicular access, landscaping, car and cycle parking, and associated works. The site is wholly located within the Green Belt. It is therefore necessary to consider whether the proposals are permissible under the exceptions outlined in Paragraph 149 and 150 of the NPPF (2023).

A previous scheme was approved for a two-storey extension to provide additional teaching space, construction of a MUGA, revised vehicular access, landscaping, car and cycle parking and associated works. The acceptability of the proposed MUGA, car parking and vehicle access has been confirmed through the approval of the previous scheme.

The proposal is for the replacement of the building rather than an extension to the building as previously approved. Paragraph 149 (d) of the NPPF states that the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces, is considered to be a permissible exception. As the proposed building would not be in the same use, this exception would no longer apply.

Paragraph 149 (g) of the NPPF states that the construction of new buildings should be regarded as inappropriate in the Green Belt, but that an exception to this is:

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

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

The land that the additional footprint of the proposed building would sit on is currently occupied by a small patch of green space and trees, however it is important to note that this land is still regarded as previously developed. A 2008 aerial image of the site shows it was occupied by permanent buildings before the existing Lord Adonis House was built. It also shows that in terms of overall footprint, a greater proportion of the site was built up in 2008 than is currently the case.

A key consideration for this scheme is whether or not the proposed development can be considered to have a greater impact on the openness of the Green Belt than the existing development. In assessing the impact on openness, impact is not limited to a visual impact only, and there can be a spatial impact as well as the impact on activity generated on the site as a result of the development.

Overall, when compared to the existing development, there is a slight reduction in the height of the building, and a significant increase in the volume and footprint of the proposed building. The applicant has stated that the volume of the existing building is 7084m3 compared to the proposed building at 10198m3. The total GEA of the existing building is 1914m2 compared to the proposed building at 2603m2.

Visual Impact

Overall, there may be a slight reduction in visual impact from certain viewpoints (as indicated in the applicant's visual impact assessment) due to the slight reduction in building height of the proposed development.

In terms of visual impact, the greatest impact of the development is likely to be seen from viewpoints 6, 7 and 8 in the applicant's visual impact assessment, due to the increased footprint and volume of the building. However, locations 6 and 8 appear to be well screened by trees and hedges. The building would be unlikely to be visible from viewpoints 6 and 8 during the summer months, however, it would be important to consider the visual aspect in the autumn and winter months when trees would be more bare.

There may be more of a significant visual impact on the Green Belt from viewpoint 7 on Northwood Way, which seems to cover the main entrance to the school. The visual impact from other viewpoints around the site is likely to be unaffected.

There may be a significant impact from viewpoint 7, especially for nearby residents. This may need to be mitigated against, however the impact is still considered to be minimal when compared to the existing development. Overall, it is considered that the increased visual impact on the Green Belt could be minimal with the appropriate mitigation measures put in place.

Activity Generation

The applicant has stated that minimal new traffic activity will be generated as a result of the development. I would advise the case officer to refer to the Highways Officers comments to determine the likely extent of increase in activity generated to and from the site as a result of the proposed development.

Spatial Impact & Conclusion

There is an obvious spatial impact of the proposed development in that a greater portion of the site would be built up, with an overall significant increase in volume and GEA of the proposed building of approximately 40% when compared to the existing building. The site is fairly enclosed from all sides and screened by trees in most directions. Considering the enclosed nature of the site and the limited visual impact or impact from activity generation (subject to comments from the Highways Officer), the spatial impact of the proposed development is unlikely to be significant enough to increase overall impact on openness on the Green Belt when compared to the existing development, provided that appropriate screening and mitigation measures are maintained. The perceived effect upon the openness that might result from the increased building volume would be likely to be less than expected if the site was well screened from all sides. Beyond the view from the main entrance, there is likely to be a limited effect on people's perception of openness. There may be more of an impact from the main entrance of the Academy and Northwood Way. The view from Northwood Way and the main entrance is expected to be affected and it is considered that further information should be provided by the applicant to demonstrate how this impact will be addressed.

Subject to appropriate screening put in place to minimise visual impact, it is considered that the proposed development would meet the exception outlined in paragraph 149 (g) of the NPPF.

AIR QUALITY OFFICER:

Summary of Comments

The proposed development is located outside the LBH Air Quality Management Area (AQMA) which is approximately 3.8 km distant from the site, and outside any LBH Focus Area (FA) with the nearest one being 1891m (Northwood West Focus Area) away, with current good air quality being reported in the catchment area of the site.

The proposals are for the construction of a new permanent SEND school at the Harefield site for 90 pupils and 45 staff due to demand for pupil places at existing Meadow High School increasing and further development to accommodate this demand at the solely at the Royal Lane site cannot be facilitated.

Existing Pathway 1 pupils will relocate from the existing Meadow High School to the new proposed satellite site at Northwood Way. The remaining pupils will be new Pathway 1 staff who currently work at the existing Meadow High School will relocate to the Harefield site. Meadow High School and Harefield Academy will

be co located but operate independently from the same site.

The school will operate the same as the existing Meadow High School site. Whereby, the site will open from 06:00 and close at 18:00.

As per the London Plan and LBH Local Action Plan 2019-2024, developments need to be air quality neutral as minimum. The proposed development is considered Air Quality Neutral and is in conformity with current national, regional and local policy and legislation

Observations

In addition, Air Quality conditions are required to reduce operational emissions AND manage construction emissions as required by the Mayor of London. See text below.

Condition Air Quality - Low Emission Strategy

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall address but be not restricted to:

1) secure compliance with the current London Plan (March 2021) and associated Planning Guidance requirements.

2) the implementation of a FAST electric vehicle charging bay for cars, LGVs and HGVs. This is to be implemented above the minimum number of charging points required in the London Plan.

3) Update the proposed Travel Plan to make it more ambitious with a clear and effective strategy to encourage staff / users of the site to

a) use public transport;

b) cycle / walk to work where practicable;

c) enter car share schemes;

d) purchase and drive to work zero emission vehicles.

4) avoid, whenever possible, urban areas including LBH Focus Areas.

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

Reason - As the application site is within an Air Quality Management Area, and to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, London Plan (2021) policy SI1 and T4, and paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

Conditions - Reducing Emissions from Demolition and Construction

A No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

Reason: Compliance with London Plan Policy SI 1 and in accordance with Mayor of London "The Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019)

B All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the

emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at https://nrmm.london/."

Reason: Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy

Context

The proposed development is within an Air Quality Management Area and will affect identified Air Quality Focus Areas. Air Quality Focus Areas are defined by the GLA as areas already suffering from poor air quality where prioritisation of improvements is required. This is supported by:

Local Plan Part 2 Policy DME1 14

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 continued improvement of air quality, especially within the Air Quality Management Area.

OFFICER COMMENT:

As the site is not located within an Air Quality Management Area or Air Quality Focus Area, securing a low emission strategy is not considered to be necessary. Securing a travel plan is considered to be sufficient in this context. As stated above, the proposed development is considered Air Quality Neutral and is in conformity with current national, regional and local policy and legislation.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

PROPOSED EDUCATION FACILITY

The application proposal is inherently linked to Meadow High School, which is at capacity with 257 pupils, and the need to provide additional school SEND places. Currently, there are only three schools in Hillingdon that support children with SEND and every special school in the Borough is full, with demand increasing. The need is urgent as the pupils are already in primary schools and this needs to be reflected in an increase of secondary school provision.

Paragraph 95 of the NPPF (2023) states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take

a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education

Policy S3 of the London Plan (2021) seeks to ensure there is a sufficient supply of good quality education facilities to meet demand and offer educational choice.

At the local level, Policy CI 1 of the Hillingdon Local Plan: Part 1 (2012) supports the retention and enhancement of existing community facilities.

Policy DMCI 1 of the Hillingdon Local Plan: Part 2 (2020) states that proposals involving the loss of an existing community facility will be permitted if:

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

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

ii) 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

iii) 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.

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

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

The existing residential school building has been unused since July 2020 and as such is surplus to requirements in that specific use. The proposed school would be made accessible to a standard suitable for its purpose and would provide significant public benefit by providing SEND school places to meet an urgent need. The proposal is considered to comply with Policy DMCI 1.

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

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

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

C) The location and accessibility of the site in relation to:

i) the intended catchment area of the school;

ii) public transport; and

iii) 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.

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

The proposed facilities are considered to suitably provide a new school facility on previously developed land. Although the site is located within the Green Belt, the change of use and replacement building is considered to be appropriate development. This is considered further in Section 07.05 of the report. The impact on sports provision is also considered below. Highway and accessibility matters are also considered in Section 07.10 of the report. Greenhouse gas emissions are also considered in Section 07.16 of the report.

Policy DMCI 2 of the Hillingdon Local Plan: Part 2 (2020) states:

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

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

i) are located within the community or catchment that they are intended to serve;

ii) provide buildings that are inclusive, accessible, flexible and which provide design and space standards that meet the needs of intended occupants;

iii) are sited to maximise shared use of the facility, particularly for recreational and community uses; and

iv) make provision for community access to the facilities provided.

At present, SEND students are travelling to neighbouring boroughs for school as the provision within Hillingdon is at capacity. As such, the proposal would serve the residents of Hillingdon, this being considered an appropriate catchment. The school is proposed to accord with Department for Education Area Guidelines for SEND and alternative provision (BB104).

Subject to the detailed design of the proposal, it is considered that the proposed change of use accords with the requirements of Policy DMCI 2.

SPORTS PROVISION

Paragraph 99 of the NPPF (2023) states that existing sports and recreational buildings and land should not be built on unless:

a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or

b.) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or

c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

Policy S5 of the London Plan (2021) states:

B) Development proposals for sports and recreation facilities should:

1) increase or enhance the provision of facilities in accessible locations, well-connected to public transport and link to networks for walking and cycling

2) maximise the multiple use of facilities, and encourage the co-location of services between sports providers, schools, colleges, universities and other community facilities

3) support the provision of sports lighting within reasonable hours, where there is an identified need for sports facilities, and lighting is required to increase their potential usage, unless the lighting gives rise to demonstrable harm to the local community or biodiversity.

C) Existing sports and recreational land (including playing fields) and facilities for sports and recreation should be retained unless:

1) an assessment has been undertaken which clearly shows the sports and recreational land or facilities to be surplus to requirements (for the existing or alternative sports and recreational provision) at the local and sub-regional level. Where published, a borough's assessment of need for sports and recreation facilities should inform this assessment; or

2) 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

3) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

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The proposal would subdivide the existing tennis court facility at the site and replace it in part with a MUGA and outdoor play area, leaving one tennis court outside the application site.

Sport England have been consulted as part of the application process and note that the Academy has openly marketed the courts for community use and has limited usage. The facility proposed would allow those attending the school opportunities to be physically active and play several sporting activities. The information submitted indicates that boccia, short tennis, cricket, rounders and athletics would be undertaken. The space could also allow other sports, games and activities not mentioned, to be played that would engage students and encourage them to be physically active. Sport England have confirmed that they do not object to the proposals.

The proposed development is considered to provide for alternative sports and recreational provision. In combination with the SEND school places provided, the benefits of the proposal are considered to clearly outweigh the loss of the current sport use.

The specification of the proposed MUGA is unclear and as such it is advised that Sport England guidance is used to select the best surface for the sport/activities the school intends to undertake within the proposed MUGA.

Subject to planning conditions, the proposal is considered to accord with Policy S5 of the London Plan (2021) and the NPPF (2023).

7.02 Density of the proposed development

Not applicable to the consideration of this application.

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

ARCHAEOLOGY

Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020) states that the Council, as advised by the Greater London Archaeological Advisory Service, will ensure that sites of archaeological interest within or, where appropriate, outside, designated areas are not disturbed. If that cannot be avoided, satisfactory measures must be taken to mitigate the impacts of the proposals through archaeological fieldwork to investigate and record remains in advance of development works. This should include proposals for the recording, archiving and reporting of any archaeological finds.

The Greater London Archaeological Advisory Service (GLAAS) have been consulted as part of the application process. The site does not lie in an Archaeological Priority Area and GLAAS advised that it is therefore unlikely that archaeological deposits of significance survive on the site and no further archaeological work is recommended. As such, the proposal would not be considered contrary to Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020).

CONSERVATION AREA, AREA OF SPECIAL LOCAL CHARACATER AND LISTED BUILDINGS

Not applicable to the consideration of this application.

7.04 Airport safeguarding

Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020) states: A) The Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a

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hazard to aircraft safety will not be permitted.

B) In consultation with the Airport Operator, the Council will ensure that:

i) areas included in Airport Public Safety zones are protected from development which may lead to an increase in people residing, working or congregating in these zones; and

ii) sensitive uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.

The National Air Traffic Services, the Ministry of Defence and Denham Airport have been consulted and have confirmed no safeguarding objection to the proposed development. As such, the proposed development would accord with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

7.05 Impact on the green belt

The application site forms part of designated Green Belt land. The following planning policies are therefore taken into consideration:

Paragraph 138 of the NPPF (2023) states that the Green Belt serves five purposes:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Paragraph 147 of the NPPF (2023) sets out that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in 'very special circumstances'. Paragraph 148 continues this, stating:

"When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations."

In terms of local policy, the Hillingdon Local Plan: Part 1 (2012) gives strong protection to Green Belt land. Policy EM2 states that the Council will seek to maintain the current extent of the Green Belt and any proposals for development in the Green Belt and Metropolitan Open Land will be assessed against national and London Plan (2021) policies, including the very special circumstances test.

Policy DMEI 4 of the Hillingdon Local Plan: Part 2 (2020) states:

A) Inappropriate development in the Green Belt and Metropolitan Open Land will not be permitted unless there are very special circumstances.

B) Extensions and redevelopment on sites in the Green Belt and Metropolitan Open Land will be permitted only where the proposal would not have a greater impact on the openness of the Green Belt and Metropolitan Open Land, and the purposes of including land within it, than the existing development, having regard to:

- i) the height and bulk of the existing building on the site;
- ii) the proportion of the site that is already developed;
- iii) the footprint, distribution and character of the existing buildings on the site;
- iv) the relationship of the proposal with any development on the site that is to be retained; and
- v) the visual amenity and character of the Green Belt and Metropolitan Open Land.

This above is supported by Policy G2 of the London Plan (2021).

Notably, paragraph 149 of the NPPF (2023) states that the construction of new buildings are considered to be inappropriate in the Green Belt. Exceptions to this include:

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

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

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

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

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

Paragraph 150 of the NPPF (2023) also states that certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These include:

a) mineral extraction;

b) engineering operations;

c) local transport infrastructure which can demonstrate a requirement for a Green Belt location;

d) the re-use of buildings provided that the buildings are of permanent and substantial construction;e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and

f) development, including buildings, brought forward under a Community Right to Build Order or Neighbourhood Development Order.

The use of the existing outdoor sports pitches for a MUGA is permissible under 150 (e). The car parking also involves formalising and landscaping an existing area of hardstanding and would be permissible under 150 (b). The vehicular access might be considered under Paragraph 150 (b), particularly when viewed in tandem with the landscape plan.

As the proposed building would not be in the same use, paragraph 149 part (d) would not apply.

With regard to Paragraph 149 (g), the land that the additional footprint of the proposed building would sit on is currently occupied by a small patch of green space and trees, however it is important to note that this land is still regarded as previously developed. A 2008 aerial image of the site shows it was occupied by permanent buildings before the existing Lord Adonis House was built. It also shows that in terms of overall footprint, a greater proportion of the site was built up in 2008 than is currently the case.

A key consideration for this scheme is whether or not the proposed development can be considered to have a greater impact on the openness of the Green Belt than the existing development. In assessing the impact on openness, impact is not limited to a visual impact only, and there can be a spatial impact as well as the impact on activity generated on the site as a result of the development.

The proposed development has been quantified as follows:

Gross external area (GEA) Existing: 1,914 m2 Proposed: 2,603 m2

Net difference: +689m2 (+36.0%)

Volume (m3) Existing: 6,756 m3 Proposed: 10,198 m3 Net difference: +3,442m3 (+50.9%)

Height (total height in metres (m) Existing: 12 m Proposed: 9.3 m Net difference: -3.3m (-22.5%)

When comparing the existing development to the proposed development, there is a slight reduction in the height of the building and a significant increase in the volume and footprint of the proposed building.

Visual Impact

There is considered to be a slight reduction in visual impact from certain viewpoints (as indicated in the applicant's visual impact assessment) due to the slight reduction in building height of the proposed development.

In terms of visual impact, the greatest impact of the development is likely to be seen from viewpoints 6, 7 and 8 in the applicant's visual impact assessment, due to the increased footprint and volume of the building. However, locations 6 and 8 appear to be well screened by trees and hedges. The building would be unlikely to be visible from viewpoints 6 and 8 during the summer months, however, it would be important to consider the visual aspect in the autumn and winter months when trees would be more bare. There may be more of a visual impact on the Green Belt from viewpoint 7 on Northwood Way, which seems to cover the main entrance to the school. The visual impact from other viewpoints around the site are likely to be unaffected.

Overall, it is considered that the increased visual impact on the Green Belt is not significant, subject to securing appropriate mitigation measures.

Activity Generation

The applicant has stated that minimal new traffic activity will be generated as a result of the development. The Council's Highways Officer has been consulted and is satisfied that the information submitted is robust from a traffic generation perspective. This is not considered to be an issue for the Green Belt site given that similar activity is already permitted on the application site.

Spatial Impact & Conclusion

There is a spatial impact resulting from the proposed development due to the increased volume and footprint when compared to the existing development. The site is fairly enclosed from all sides and screened by trees in most directions. Considering the enclosed nature of the site and the limited visual impact or impact from activity generation, the spatial impact of the proposed development is unlikely to be significant enough to increase the overall impact on openness of the Green Belt when compared to the existing development, provided that appropriate screening and mitigation measures are maintained.

Subject to securing an appropriately worded planning condition to maintain and establish boundary screening through planting, the proposed development is considered to meet the exception to inappropriate development in Green Belt outlined in paragraph 149(g) of the National Planning Policy Framework. This position is notably supported by the Greater London Authority. Accordingly, the development complies with Policy EM2 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 4 of the Hillingdon Local Plan: Part 2 (2020), Policy G2 of the London Plan (2021) and Paragraphs 147 to 150 of the NPPF (2023).

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan: Part 1 (2012) requires all new development to improve and maintain the quality of the built environment to create successful and sustainable neighbourhoods.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:

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

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

- scale of development, considering the height, mass and bulk of adjacent structures;
- building plot sizes and widths, plot coverage and established street patterns;

- building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;

- architectural composition and quality of detailing;
- local topography, views both from and to the site; and
- impact on neighbouring open spaces and their environment.
- ii) ensuring the use of high quality building materials and finishes;

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

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

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

The Harefield Academy site is not located within a conservation area or situated close to any other heritage assets but is located on designated Green Belt land. The main Harefield Academy building is sited to the west, is substantial in footprint and is three stories in height. By comparison, the former residential school building is much smaller in footprint and is also three stories in height. There is substantial buffer planting on the boundaries of the site, thereby screening the buildings from the street scene.

The proposal would demolish the existing building and build a new two storey purpose built school building. The elevations are considered to be sufficiently articulated with form and windows, including a main entrance on the east side which would utilise coloured cladding as a form of wayfinding. The proposed textured brick are considered to be better than the render finish of the pre-existing building.

The GLA have raised comments on the design, stating that the overall material palette does not raise strategic issues but does not successfully express the building's civic function. The main entrance is considered to lack legibility and it is noted that a more open and transparent approach for the entrance, potentially similar to the library facade, should be explored. If recommended for approval, the details of the front elevation will be secured by planning condition to allow for further exploration of an improved design.

It is noted that there are several utility structures which would add clutter to the site layout. It is recommended that these are consolidated into one structure. If recommended for approval, this would be secured by planning condition.

The development is largely screened from Northwood Road by being set back and screened by tall hedging. It would, however, be visible from Ash Grove where the building terminate the view looking north-west. Given that the proposed development would be two-storeys in height, it is not considered that the silhouette of buildings would change significantly within the skyline when comparing the pre-existing development to the proposed development.

If recommended for approval, planning conditions would secure the details of the materials to be used and the detailed design of the front elevation, roof parapet, doors and windows. Subject to such conditions, the proposal is considered to accord with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

7.08 Impact on neighbours

With regard to the impact on neighbouring residents, relevant planning policies and the associated supporting text is copied below for reference.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that: B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 (2020) states: "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."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 (2020) states: "For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 (2020) states: "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".

The proposed two building extension would be sited at least 30 metres from any residential properties located along Northwood Road. The proposal is also located towards the front of these properties, as opposed to the rear which is more sensitive in terms of residential amenity. Given the separation distance notes and the limited two storey size of the proposed building, the development is not

considered to compromise the amenity of neighbouring residents in terms of outlook, privacy or daylight and sunlight. As such, the proposal is considered to accord with Policy DMHB 11, part B, of the Hillingdon Local Plan: Part 2 (2020).

7.09 Living conditions for future occupiers

Not applicable to the consideration of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The site is located on Northwood Way. Based on TfL's WebCAT planning tool, the site has a PTAL rating of 1a (low). This indicates that access to public transport is moderate and that there is a dependency on the private car for trip making to and from the site.

Policy DMT 1 of the Hillingdon Local Plan: Part 2 (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.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 (2020) states that proposals must ensure that safe and efficient vehicular access to the highway network is provided, schemes do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents. Also that impacts on local amenity and congestion are minimised and there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 (2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity. This should be viewed in conjunction with Policies T6 and T6.1 of the London Plan (2021).

Paragraph 111 of the NPPF (2023) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. This is supported by Policy T4 of the London Plan (2021).

In the main, this application seeks permission to change the use of the site from a former residential school (Use Class C2) to an education facility (Use Class F.1) as part of a new build development to provide additional special needs teaching space.

Car Parking

25 no. car parking spaces, including 22 no. parking spaces for staff, one standard visitor space and two disabled parking spaces for staff and visitors. 14 existing spaces located within the main car park containing 107 spaces would also be designated to the proposed use which equates to a provision of 39 spaces. This transfer is achievable as it has been demonstrated that the main car park is generally underused.

The SEND school parking related provision approaches a 1:1 parking/staff member ratio which is considered reasonable given the very low PTAL rating and resultant dependency on private motor transport. The submitted Travel Plan is also considered to assist in ensuring that this quantum is sufficient for the staff numbers involved.

Disabled Compliant Parking

Policy T6.5, Table 10.6, of the London Plan (2021) states that disabled car parking should be provided for the proposed use as follows:

- Designated bays equal to 5% of the total car parking provision
- Enlarged bays equal to 5% of the total car parking provision

The plans submitted show that two disabled car parking spaces would be provided within the new car park. In order to be policy compliant, 2 no. designated bays and 2 no. enlarged bays are required. If recommended for approval, this provision would be secured by condition. Subject to condition, the proposal accords with Policy T6 of the London Plan (2021).

Electric Vehicle Charging Infrastructure

The Hillingdon Local Plan: Part 2 (2020) states that parking for electric vehicles should be provided at a current minimum of 5% of car parking spaces with 5% passive provision, equating to 2 no. car parking space with an active electric vehicle charging point and 2 no. parking space with passive electric vehicle charging infrastructure. If recommended for approval, this would be secured by planning condition.

Motorcycle Parking

Policy DMT 6, Appendix C, of the Hillingdon Local Plan: Part 2 (2020) states that parking spaces for motorised two wheelers (motorcycles, moped and scooters) must be provided at the rate of 5% of car parking spaces.

If recommended for approval, a condition would secure the provision of 2 no. motorcycle parking spaces.

Cycle Parking

Policy T5, Table 10.2, of the London Plan (2021) states that 1 long-stay cycle parking space should be provided per 8 full time staff plus 1 space per 8 students and 1 no. short stay cycle space per 100 students.

On the basis that there will be 45 staff and 90 students, the development should provide 17 long stay and 1 short stay cycle spaces. A total of 14 standard sheffield stands and four enlarged cycle parking bays are proposed, totalling 18 spaces. This is considered to be acceptable.

MUGA and Outdoor Sports Area

The proposed sports facilities would not be available to the community and as such the impacts in terms of vehicle movements would be negligible.

Trip Generation

Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) requires the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

In terms of the existing use, it is understood that most of the 90 pupils arrive by mini-bus. Drop-off

and pick-up is used less so, totalling 37 vehicular trips during the morning and afternoon periods. 35 out of the 45 staff drive to and from the school.

A total of 118 two-way vehicular movements generated by the Academy and SEND components (including servicing/delivery/waste collection) are anticipated to occur at the new access arrangement on Northwood Road spread throughout each peak morning and afternoon period. This uplift is considered relatively manageable and would not be considered prejudicial to highway capacity or general safety subject to implementation of certain mitigation.

Parking Design and Management Plan

A Parking Design and Management Plan is a key tool which helps to ensure an unhindered and functional operation for all parking spaces and drop-off/pick-up with the site. This involves creating an internal site management regime that would enforce and oversee overall parking/operational control on a site wide basis thus ensuring the harmonious and mutual coexistence of parking bay allocations between the two school uses. If recommended for approval, this would be secured by planning condition.

Internal Layout and New Access, Drop-off and Pick-Strategy

A new two-way access is proposed on Northwood Road to formalise what was a temporary construction access. Currently, it is proposed that vehicles access the site via Northwood Way, drop-off next to the proposed school building and exit via Northwood Road. This would need to be secured via a S278 highways agreement, forming part of a Section 106 legal agreement.

Existing Academy related activities would continue with most drop-offs and pick-ups occurring within the site envelope as before. This allows for any queuing of vehicles to occur within rather than outside of the school envelope which is beneficial to the local highway network. The applicant has also demonstrated that vehicles ranging from a 'transit' mini-bus to refuse/larger delivery vehicles, can enter and leave the site unencumbered in a forward gear. Impacts on the local network are therefore not envisaged to be detrimental.

Active Travel Zone Assessment

The Active Travel Zone Assessment states that the surrounding public realm exhibits a reasonably high degree of accessibility to key destinations with only very minor issues identified along the said routes. No enhancements are recommended or proposed.

As the proposed SEND school attendance will be predominantly vehicle bound, any notable footfall burden on the local footways, formal road crossings and public transport provisions (in addition to that already imposed by the existing Academy) is not anticipated. This is accepted.

Servicing and Delivery

If recommended for approval, a finalised Servicing and Delivery Plan would be secured by condition.

Travel Plan

A school Travel Plan is a key tool in moving toward sustainable travel and mitigating impacts on the local highway network. If recommended for approval, a final detailed Travel Plan would be secured by

a Section 106 legal agreement.

Construction Logistics Plan

If recommended for approval, a finalised Construction Logistics Plan would be secured by condition.

Summary

Subject to conditions and a Section 106 legal agreement, the proposed development would not be considered to prejudice conditions on the local highways network, in accordance with Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T7 of the London Plan (2021).

7.11 Urban design, access and security

URBAN DESIGN

During the consultation process, comments have been received from the GLA and the Council's Urban Design Officer with respect to the location of the entrance. The entrance has been proposed on the eastern side of the building and is next to where pupils will be dropped-off on their arrival to the school. For the users of the site, this being school children and staff, the location of the entrance is considered to be appropriate and is accepted.

Comments have also been received regarding the layout of the site and potential to amalgamate the two car parks, with the intention of using the land more efficiently. Whilst the intent of these comments is appreciated, it is not considered that the layout as proposed would result in any harm and as such would not form a robust reason for refusal.

Please see Section 07.07 of the report for consideration of the designs impact on the character and appearance of the area.

ACCESS

Please see Section 07.12 of the report.

SECURITY

Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Where relevant, these should be included in the Design and Access Statement. Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:

- i) providing entrances in visible, safe and accessible locations;
- ii) maximising natural surveillance;
- iii) ensuring adequate defensible space is provided;
- iv) providing clear delineations between public and private spaces; and
- v) providing appropriate lighting and CCTV.

This is supported by Policy D11 of the London Plan (2021).

If recommended for approval, a secure by design condition would be attached to achieve appropriate accreditation. Subject to such a condition, the proposal would accord with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

7.12 Disabled access

Policy D5 of the London Plan (2021) states that development should achieve the highest standards of accessible and inclusive design. Specifically, it should be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment.

The Council's Access Officer raised comments with respect to the provision of changing places for disabled children, an evacuation lift, and an emergency evacuation plan and fire strategy. An amended Fire Statement was submitted alongside drawing reference 'TVC0024-NOV-V1-XX-DR-A-PL20 Rev. P01 WC Provision & Strategy Layout'. These documents detail the provision of changing places, evacuation lift and evacuation strategy. The Council's Access Officer has confirmed that the details submitted are considered to be sufficient and acceptable. Accordingly, the proposal is considered to be acceptable from an accessibility perspective and complies with Policy D5 of the London Plan (2021).

7.13 Provision of affordable & special needs housing

Not applicable to the consideration of this application.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) require that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should enhance amenity, biodiversity and green infrastructure. 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 proposals will require the removal of 8 trees, 6 of which would be category B and 2 of which would be category C. Significantly, a total of 51 no. new trees will be planted within the site post-construction. Some basic tree protection measures and working methodology (in accordance with BS 5837:2012) will ensure the retained trees are not detrimentally affected during construction. A green roof is also proposed and significantly adds to the greening of the site. Subject to a compliance condition ensuring that trees are protected, the proposal accords with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

URBAN GREENING FACTOR

Policy G5 of the London Plan (2021) states:

a. Major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.

b. Boroughs should develop an Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments. The UGF should be based on the factors set out in Table 8.2, but tailored to local circumstances. In the interim, the Mayor recommends a target score of

0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development.

The Urban Greening Factor target score does not technically apply to school development but it is noted that the proposal does include significant planting and that the development would achieve a score of 0.44. As such the principles of this policy are considered to have been adopted as part of the proposed development.

ECOLOGY

Paragraph 174 of the NPPF (2023) 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. This is supported by Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

The site is located within 50m of Shepherds Hill House Site of Importance for Nature Conservation (SINC), identified as being of Borough Importance. In accordance with Policy G6, the applicant should avoid impacts to the SINC and set out in the application how they will avoid direct or indirect impacts on the SINC. Given the nature and scale of the proposals, it is not considered likely that there will be any significant impacts to the SINC. Construction of the development should avoid and mitigate any potential impacts. If recommended for approval, this would be secured by planning condition.

The application site itself presents limited ecology value and the proposal would have a negligible to low level of ecological impact. If recommended for approval, the full details of an ecological enhancement plan (including long term management measures) would be secured by planning condition. Subject to such a condition, the proposed development would accord with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020), Policy G6 of the London Plan (2021) and Paragraph 174 of the NPPF (2023).

7.15 Sustainable waste management

OPERATIONAL WASTE MANAGEMENT

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:

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

The proposed bin store for the school is located to the north of the secure minibus drop-off area within the school play area. This would be accessible for refuse collection requirements. The details of this area shall be secured by planning condition if recommended for approval. As such, the proposal is considered to accord with Policy DMHB 11, Part D, of the Hillingdon Local Plan: Part 2 (2020).

CIRCULAR ECONOMY

Policy EM11 of the Local Plan: Part 1 (2012) requires all new development to address waste management at all stages of a development's life from design and construction through to the end

use and activity on site, ensuring that all waste is managed towards the upper end of the waste hierarchy.

Policy SI 7, Part B, of the London Plan (2021) states that referable applications should promote circular economy outcomes and aim to be net zero-waste. A Circular Economy Statement should be submitted, to demonstrate:

1) how all materials arising from demolition and remediation works will be re-used and/or recycled 2) how the proposal's design and construction will reduce material demands and enable building materials, components and products to be disassembled and re-used at the end of their useful life 3) opportunities for managing as much waste as possible on site

4) adequate and easily accessible storage space and collection systems to support recycling and reuse

5) how much waste the proposal is expected to generate, and how and where the waste will be managed in accordance with the waste hierarchy

6) how performance will be monitored and reported.

A Circular Economy Statement has been submitted. This is likely to be subject to amendment during the GLA Stage 2 referral process. If recommended for approval, a post-construction circular economy monitoring report would be secured by planning condition. Subject to such a condition, the proposed development would accord with Policy SI 7 of the London Plan (2021).

7.16 Renewable energy / Sustainability

GREENHOUSE GAS EMISSIONS

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 (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'.

This is supported by Policy EM1 of the Hillingdon Local Plan: Part 1 (2012).

Policy SI 2 of the London Plan (2021) states that major development should be net zero-carbon, in accordance with the energy hierarchy: Be lean: use less energy and manage demand during operation; Be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly; Be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site; and Be seen: monitor, verify and report on energy performance.

The submitted Energy Strategy states that the development achieves a reduction of 16.9 tonnes of CO2 per year by using air source heat pumps and PV panels, equal to a 117% improvement over the baseline. Based on consultation comments received from the GLA, it is understood that this has not been calculated correctly. Monitoring of this will be secured by planning condition and a Section 106 legal obligation will ensure that any failure to achieve the savings is mitigated through the payment of a cash in lieu contribution. Subject to the condition and Section 106 planning obligation, the proposed development would not be considered contrary to Policy SI 2 of the London Plan (2021), Policy EM1

of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 (2020).

WHOLE LIFE-CYCLE CARBON

Policy SI 2, Part F, of the London Plan (2021) states that development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.

The applicant has submitted a Whole Life-Cycle Carbon (WLC) assessment. This is likely to be subject to amendment during the GLA Stage 2 referral process. If recommended for approval, a condition would secure the submission of a post-construction assessment to report on the development's actual WLC emissions. Subject to such a condition, the proposal would accord with Policy SI 2, Part F, of the London Plan (2021).

ENERGY INFRASTRUCTURE

Policy SI 3 of the London Plan (2021) states that major development proposals within Heat Network Priority Areas should have a communal low-temperature heating system:

1) the heat source for the communal heating system should be selected in accordance with the following heating hierarchy:

a) connect to local existing or planned heat networks

b) use zero-emission or local secondary heat sources (in conjunction with heat pump, if required) c) use low-emission combined heat and power (CHP) (only where there is a case for CHP to enable the delivery of an area-wide heat network, meet the development's electricity demand and provide demand response to the local electricity network)

d) use ultra-low NOx gas boilers

2) CHP and ultra-low NOx gas boiler communal or district heating systems should be designed to ensure that they meet the requirements in Part B of Policy SI 1 Improving air quality3) where a heat network is planned but not yet in existence the development should be designed to allow for the cost-effective connection at a later date.

If recommended for approval, a planning condition would secure a connection to a district heating network should one become available in the future. Subject to such a condition, the proposed development would accord with Policy SI 3 of the London Plan (2021).

OVERHEATING

Policy SI 4 of the London Plan (2021) states:

A) Development proposals should minimise adverse impacts on the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure.

B) Major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:

1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;

2) minimise internal heat generation through energy efficient design;

3) manage the heat within the building through exposed internal thermal mass and high ceilings;

4) provide passive ventilation;

5) provide mechanical ventilation; and

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6) provide active cooling systems.

If recommended for approval, the detail of an Overheating Strategy shall be secured by condition. Subject to condition, the proposal would accord with Policy SI 4 of the London Plan (2021).

7.17 Flooding or Drainage Issues

Policy SI 12 of the London Plan (2021) requires that development proposals ensure that flood risk is minimised and mitigated. Policy SI 13 of the London Plan (2021) also requires that development proposals utilise sustainable urban drainage systems (SuDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. This is supported by Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020). Notably, proposals that fail to make appropriate provision of flood risk and surface water flooding mitigation will be refused.

The application site is located within Flood Zone 1 and does not form part of a Critical Drainage Area. The application site forms part of an already operational school with areas of hardstanding. The proposal would introduce new landscaped areas with attenuation properties, such as landscaped areas and living roofs. The use of the tank system for further attenuation is less sustainable but will provide betterment. If recommended for approval, a condition requiring final details of the drainage strategy will be secured alongside verification and evidence of 'as built' systems. Subject to such conditions, the proposal would not be considered contrary to Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020) and Policies SI 12 and SI 13 of the London Plan (2021).

WATER INFRASTRUCTURE

Policy SI 5 of the London Plan (2021) states:

C) Development proposals should:

2) achieve at least the BREEAM excellent standard for the 'Wat 01' water category160 or equivalent (commercial development)

3) incorporate measures such as smart metering, water saving and recycling measures, including retrofitting, to help to achieve lower water consumption rates and to maximise future-proofing.

E) Development proposals should:

1) seek to improve the water environment and ensure that adequate wastewater infrastructure capacity is provided

2) take action to minimise the potential for misconnections between foul and surface water networks.

During the consultation process, Thames Water have confirmed no objection to the proposed development in respect of waste water network and sewage treatment works. However, insufficient information has been submitted in respect of the BREEAM standards for Wat 01 credits and water metering and saving measures.

However, the test is to determine whether this lack of information needs to be resolved prior to determination or post approval via way of condition. The information requested is not of a unique nature and the information provided shows general compliance with policy at this stage of the process. Whilst it is accepted further information is necessary there is nothing to suggest that this would not be forthcoming. Securing the information by way of condition would satisfy the requirements of the planning policy.

Subject to the necessary planning conditions, the proposed development would accord with Policy SI 5 of the London Plan (2021).

7.18 Noise or Air Quality Issues

NOISE

The relevant planning policy considerations are outlined below for reference.

Policy D14 of the London Plan (2021) states:

A) In order to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise by:

1) avoiding significant adverse noise impacts on health and quality of life

2) reflecting the Agent of Change principle as set out in Policy D13 Agent of Change

3) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses

4) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity)

5) separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use) through the use of distance, screening, layout, orientation, uses and materials - in preference to sole reliance on sound insulation

6) where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles

7) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

The Noise Impact Assessment has been considered by the Council's Noise Specialist. It is concluded that the impact of traffic on the users of the site is unlikely to be significant. Compliance with the Building Bulletin 93 Acoustic design of schools: performance standards (BB93) requirements can be met by ensuring appropriate specification of building envelope, glazing and ventilation strategy. Subject to a condition which secures a limit on noise rating levels for plant and machinery, the information submitted is considered acceptable with regard to noise and vibration matters, in accordance with Policy D14 of the London Plan (2021) and Policy EM8 of the Hillingdon Local Plan: Part 2 (2020).

AIR QUALITY

Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will seek to safeguard and improve all land, water, air and noise quality. All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors. Policy SI 1 of the London Plan (2021) further supports this.

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) states: A) Development proposals should demonstrate appropriate reductions in emissions to sustain

compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:

i) be at least "air quality neutral";

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

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

The proposed development is located outside the Hillingdon Air Quality Management Area and Air Quality Focus Area, with good air quality being reported in the catchment area of the site. The proposed development is considered to be Air Quality Neutral and is in conformity with current national, regional and local policy. Subject to conditions ensuring best practice with regard to emissions during construction, the proposal would be considered to accord with Policy SI 1 of the London Plan (2021), Policy EM8 of the Hillingdon Local Plan: Part 2 (2020), and Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020).

7.19 Comments on Public Consultations

Please see Section 06.1 of the report.

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020) states:

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

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

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

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

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

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

The 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.

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only

considered reasonable to request the following planning obligations:

i) Carbon Offset Contribution: Any additional shortfall identified through the ongoing reporting required by Condition 22 shall form a cash in lieu contribution in accordance with Policy SI2 of the London Plan at a rate of £95/tCO2 annualised for not more than 30 years beginning on the commencement of development.

ii) Travel Plan: A full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives.

iii) Highways Works: Section 278 agreement to secure highway works, including construction of new access on Northwood Road.

iv) 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. Securing an Employment/Training Strategy Agreement is the Council's priority. A financial contribution will only be accepted in exceptional circumstances.

v) Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

COMMUNITY INFRASTRUCTURE LEVY (CIL):

The scheme would also be liable for payments under the Community Infrastructure Levy.

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m2 or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £60 per square metre (from April 2019). The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014. The liability payable is equal to £0 for the proposed school use.

7.21 Expediency of enforcement action

Not applicable to the consideration of this application.

7.22 Other Issues

DIGITAL CONNECTIVITY

Policy SI 6 of the London Plan (2021) states:

A) To ensure London's global competitiveness now and in the future, development proposals should:1) ensure that sufficient ducting space for full fibre connectivity infrastructure is provided to all end

users within new developments, unless an affordable alternative 1GB/s-capable connection is made available to all end users

2) meet expected demand for mobile connectivity generated by the development

3) take appropriate measures to avoid reducing mobile connectivity in surrounding areas; where that is not possible, any potential reduction would require mitigation

4) support the effective use of rooftops and the public realm (such as street furniture and bins) to accommodate well-designed and suitably located mobile digital infrastructure.

If recommended for approval, a planning condition would ensure that sufficient ducting space for full fibre connectivity infrastructure is provided within the development. Subject to such a condition, the proposed development would accord with Policy SI 6 of the London Plan (2021).

CONTAMINATED LAND

Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020) states that:

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

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

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

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

The Council's Contamination Officer considers that the proposal is acceptable subject to a planning condition requiring that imported materials are free from contamination. Subject to such a condition, the proposal is not considered contrary to Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

FIRE SAFETY

Policy D12 of the London Plan (2021) states that all major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor. The statement should detail how the development proposal will function in terms of:

the building's construction: methods, products and materials used, including manufacturers' details
 the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach

3) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans

4) access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these

5) how provision will be made within the curtilage of the site to enable fire appliances to gain access

to the building

6) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

The London Fire Brigade have been consulted and have provided advice on the internal layout which includes dead-end corridors which are not supported. If recommended for approval, a final Fire Statement would be secured by condition. The discharge of condition application should be accompanied by a Building Control application. Subject to such a condition, the proposal would accord with Policy D12 of the London Plan (2021).

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise,

members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

In conclusion, the proposed school is supported in principle. Following an assessment of the development, the proposal is also considered to be appropriate development within the Green Belt, without detriment to the street scene and sensitive to neighbour amenity. The development is also considered acceptable with regard to its impact on the local highway network and air quality. Planning obligations are also proposed to be secured by a Section 106 legal agreement, including obligations for net-zero carbon, a travel plan and Section 278 agreement for the new vehicular access.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The proposal is considered to be acceptable and is recommended for approval, subject to a Section 106 legal agreement and planning conditions.

11. Reference Documents

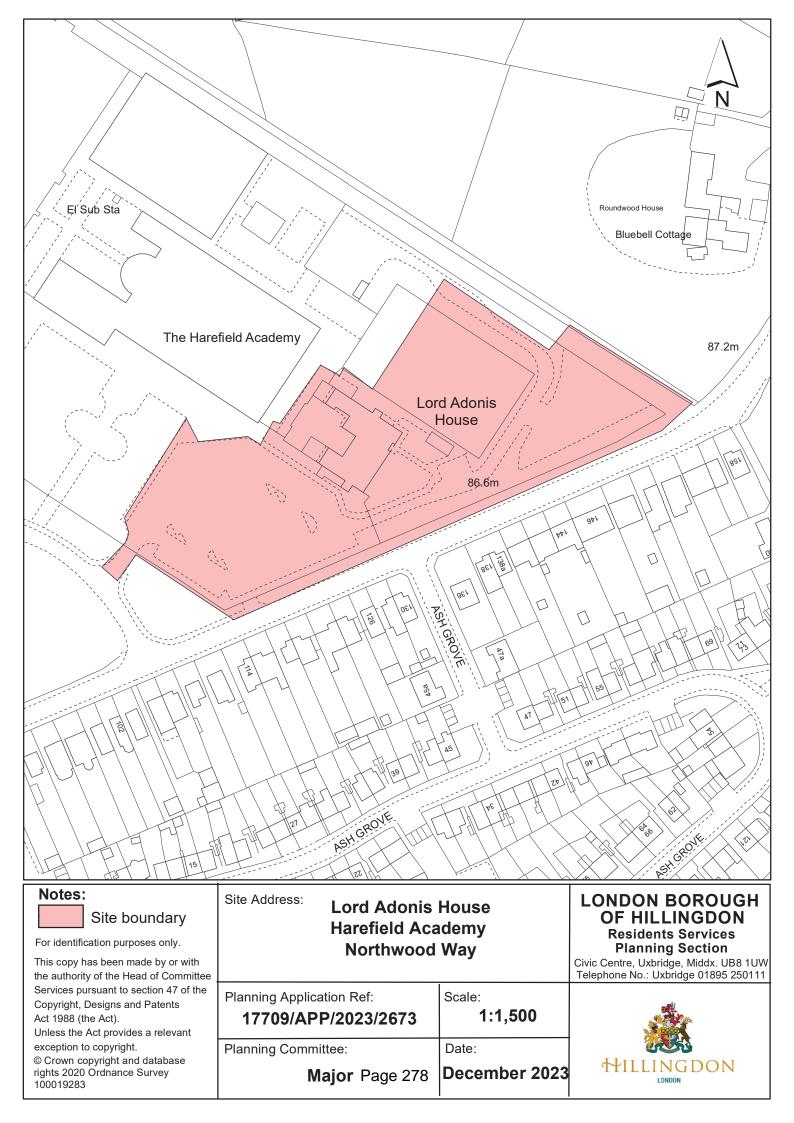
National Planning Policy Framework (September 2023) The London Plan (March 2021) Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) Hillingdon Local Plan: Part 2 - Site Allocations and Designations (January 2020) Accessible Hillingdon Supplementary Planning Document (September 2017) Planning Obligations Supplementary Planning Document (July 2014)

Contact Officer:

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01895 250230



Agenda Item 13

	Report of the Head of Development Management and Building Control
Address:	HAYES BRIDGE RETAIL PARK UXBRIDGE ROAD HAYES
Development:	Demolition of existing buildings and erection of a single commercial building for employment purposes Class E(g)iii, B2 and B8, along with ancillary offices, gatehouse, associated infrastructure including; service yard, car parking, drainage and hard and soft landscaping.
LBH Ref Nos:	1911/APP/2022/1853
Drawing Nos:	Design and Access Statement Addendum 2 (Dated 15th September 2023) 21093-BGL-XX-XX-RP-D-0001 V5 Flood Risk & Drainage Strategy Report (Dated 28th September 2023) 2246-21-RP01C Townscape & Visual Impact Review (Dated 3rd November 2023) P0001 Rev. K P0002 Rev. F P0003 Rev. D P0004 Rev. F P0005 Rev. F P0005 Rev. F P0013 Rev. C P0015 Rev. A 2246-21-02 Rev. E 2246-21-02 Rev. E 2246-21-03 Rev. I 2246-21-03 Rev. I 2246-21-04 Rev. F 2246-21-05 Rev. G 2246-21-05 Rev. G 2246-21-RP02E Landscape Design Statement (Dated 28th September 2023) 2246-21-RP03E Soft Landscape Works Maintenance & Management Proposals (Dated 27th September 2023) AQ051908AQA Air Quality Assessment (Dated 28th September 2023) BD1497 Rev. E Energy Statement ECO02269 BREEAM Landscape and Ecology Management Plan (Dated 2nd October 2023) BREEAM Ecological Value Calculator ECO02269 BREEAM Landscape and Ecology Management Plan (Dated 2nd October 2023) BREEAM Ecological Value Calculator ECO02269 Biodiversity Net Gain Assessment (Dated 2nd October 2023) ECO02269 BREEAM Assessment (Dated 2nd October 2023) ECO02269 Ecology BREEAM Assessment (Dated 2nd October 2023) ECO1 Rev. 0 Proposed External Lighting Canvassing Report (Dated August 2023) C21035/TN05 Issue 1 Transport Note: Revised Scheme and Further Information
	for TfL

ML/VL/P21-2485/01 Rev B Wind Assessment (Submitted October 2023) P0010 Rev. A P0011 Rev. A P0012 Rev. A 2246-21-01 Rev. B **BD1497 Utility Statement** P21-1767 PL Planning Statement (Dated May 2022) Statement of Community Involvement 21.2188/CB/LC Phase 1 Geo-Environmental Risk Assessment (Dated 9th December 2021) C21096/TA01 Transport Assessment (Dated 9th May 2022) 21048 P0010 Rev. C M1 Heat Network Planning Drawing Cover Letter (Dated 24th November 2022) C21035/TN01 Transport Note: Response to TfL (Dated 22nd November 2022) C21035/TN02 Transport Note: Further Information for Highway Authority (Dated 22nd November 2022) TN01 Issue 1 Transport Note: Response to TfL (Dated 7th March 2023) TN03 Issue 1 Transport Note: Further Information for Highway Authority (Dated 7th March 2023) 21093-BGL-XX-XX-DR-C-00200 Rev. P03 21093-BGL-XX-XX-DR-C-00201 Rev. P03 21093-BGL-XX-XX-DR-C-0250 Rev. P04 Drainage Strategy Plan C21096/TA02 Transport Assessment Addendum (Dated 19th May 2023) C21096/TP01 Framework Travel Plan (Dated 19th May 2023) Cover Letter (Dated 25th May 2023) ECO02269 Preliminary Ecological Appraisal (Dated May 2023) A23-0013 Fire Safety Statement (Dated 30th May 2023) Whole Life Cycle Carbon Emissions Assessment v.3 (Dated 19th May 2023) Circular Economy Statement v.3 (Dated May 2023) Whole Life Cycle Carbon Emissions Assessment (Dated May 2023) P21 1767 R001v3 MAN EC NR RC Rev. 3 Economic Benefits Statement (Dated 18th May 2023) AQ051908NOI V2 Noise Assessment (Dated 17th May 2023) 21048 Rev. A Design & Access Statement Addendum (Dated 14th April 2023) 665-22 Rev. 0 Pre-Development Tree Survey (Dated 22nd February 2023) **BREEAM Wat 01 Credits Calculator** Date Plans received: Date(s) of Amendments(s): 08-06-2022 08-06-2022 24-11-2022 30-08-2022 Date Application valid

09-03-2023

03-07-2023 05-07-2023 02-08-2023

1. SUMMARY

This application seeks permission for the demolition of the existing buildings and erection of a single commercial building for employment purposes Class E(g)iii, B2 and B8, with 16,513m2 Gross External Area (GEA) / 16,087m2 Gross Internal Area (GIA), alongside associated infrastructure.

The proposed flexible industrial and/or warehousing uses are an appropriate use within a Strategic Industrial Location. The significant uplift in floorspace would ensure the intensification of industrial capacity, which is supported by strategic policies. The proposed office floorspace would be ancillary to the primary industrial use and is therefore considered acceptable in principle.

The economic benefit of commercial development is acknowledged and supported by national, regional and local planning policies. As noted under Paragraph 81 of the National Planning Policy Framework (NPPF) (2023), significant weight should be placed on the need to support economic growth and productivity. The Economic Benefits Assessment submitted demonstrates that there would be economic and employment benefits arising from the proposed development. For balance, it should be noted that the site as it exists could generate a significant number of full time jobs, albeit the existing scenario includes five out of seven vacant units on this site and would indicate that this is not a likelihood.

The proposed building would be of considerable size and scale and as noted in the main body of the report, the siting would not fully respond to the established building lines along Uxbridge Road. Nevertheless, the design would provide visual interest with the sawtooth roof form, the activation of the front elevation and the landscaped buffer which sits on the frontage. Taking into account that alternative options which would bring the building forward in line with established buildings lines (with car parking located to the rear) are not feasible from a highway safety perspective, the siting is justified in this case and it is considered that the proposal would make a positive contribution to the streetscene in the context. Furthermore, the set back of the building line would assist in ensuring an appropriate relationship with residential properties to the north east, enabling a generous separation gap. Based on these considerations, the development is considered to be of appropriate quality and would have an acceptable impact on the character and appearance of the area. This is subject to the recommended conditions which would secure final details of hard and soft landscaping and external finishes.

Subject to the planning conditions and obligations recommended, the proposed development is also considered acceptable with respect to neighbour amenity, the local highway network, accessibility, security, ecology, waste, energy, flood and water management, noise, contaminated land and fire safety.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. For the reasons outlined above and within the main body of the report, this application is considered to comply with the Development Plan and is recommended for approval, subject to securing the necessary planning conditions and a Section 106 legal agreement.

2. RECOMMENDATION

That delegated powers be given to the Director of Planning, Regeneration and Environment to grant planning permission subject to the following:

A) That the application be referred to the Mayor under Article 5 of the Town and Country Planning (Mayor of London) Order 2008.

B) 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:

i) Air Quality Contribution: A financial contribution amounting to £731,228 shall be paid to address the air quality impacts of the proposed development.

ii) Carbon Offset Contribution: Any additional shortfall identified through the ongoing reporting required by Condition 17 shall form a cash in lieu contribution in accordance with Policy SI2 of the London Plan at a rate of £95/tCO2 annualised for not more than 30 years beginning on the commencement of development. (i.e if a shortfall is first identified after 5 years the cash in lieu contribution is based on a 25 year duration).

iii) Travel Plan: A full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives.

iv) Active Travel Zone Improvements: A financial contribution amounting to £21,718.75 shall be paid to the Council to fund the delivery of works to encourage and enable trip making by walking, cycling and public transport in lieu of car parking being provided on-plot.

v) Section 278: Obligation for the developer to enter a 1980 Highways Act s.278 agreement with the Council to make permanent alterations or improvements to the adopted highway. This will include but is not limited to changes to the access into the development site, creation of a straight across toucan crossing (as opposed to a staggered toucan crossing), new/alteration of the signal controls, removal of guardrail between footway and cycleway, removal of centre kerb upstand for a distance of 9m and re-surfacing of the footway and cycleway.

vi) Employment Strategy and Construction Training: Details shall be in accordance with the Council's Planning Obligations SPD with the preference being for an in-kind scheme to be delivered. Securing an Employment/Training Strategy Agreement is the Council's priority. A financial contribution will only be accepted in exceptional circumstances.

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

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreement 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 and agree any changes requested by the GLA.

D) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Director of Planning, Regeneration and Environment), delegated authority be given to the Director of Planning, Regeneration and Environment to refuse planning permission for the following reason:

'The applicant has failed to mitigate the impacts posed by the proposed development (in respect of Air Quality, Carbon Offsetting, Travel Planning, Active Travel, Highways Works, Employment, and Project Management and Monitoring). The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 55-57 of the National Planning Policy Framework (2023).'

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

1. COM3 Time Limit

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

REASON

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

2. COM4 Accordance with Approved Plans

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

Location Plan: 21048 P0010 Rev. C;

Proposed Site Plan: P0001 Rev. K;

Proposed Floor Plans: P0002 Rev. F; P0003 Rev. D; P0015 Rev. A;

Proposed Roof Plan: P0004 Rev. F;

Proposed Elevations: P0005 Rev. F;

Proposed Section: P0013 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 of the Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

3. COM5 General compliance with supporting documentation

The development hereby permitted shall be carried out in accordance with the specified supporting plans and/or documents:

21093-BGL-XX-XX-RP-D-0001 V5 Flood Risk & Drainage Strategy Report (Dated 28th September 2023);

BD1497 Rev. E Energy Statement;

665-22 Rev. 0 Pre-Development Tree Survey (Dated 22nd February 2023);

AQ051908NOI V2 Noise Assessment (Dated 17th May 2023);

C21035/TN05 Issue 1 Transport Note: Revised Scheme and Further Information for TfL;

Whole Life Cycle Carbon Emissions Assessment (Dated May 2023);

2246-21-RP02E Landscape Design Statement (Dated 28th September 2023);

2246-21-RP03E Soft Landscape Works Maintenance & Management Proposals (Dated 27th September 2023);

ECO02269 BREEAM Landscape and Ecology Management Plan (Dated 2nd October 2023); ECO02269 Biodiversity Net Gain Assessment (Dated 2nd October 2023); and

ECO02269 Ecology BREEAM Assessment (Dated 2nd October 2023).

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 Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

4. NONSC Restriction of Use

Notwithstanding the Town and Country Planning (Use Classes) Order (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the buildings hereby approved shall not be used for any purpose other than as:

- Class E(g)iii, B2 and B8: 14,075 m2 floorspace for industrial processes and/or warehouse storage and distribution use; and

- Ancillary: 2,012 m2 floorspace for ancillary office use.

REASON

To ensure that the provisions of the proposed development are secured to the use proposed to prevent detrimental impacts arising from an alternative use which is not permitted, including impacts on town centres, the local highway network and air quality, in accordance with Policies DME 3, DMTC 1, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies SD7, T4 and SI 1 of the London Plan (2021) and paragraphs 87, 111 and 174 of the National Planning Policy Framework (2023).

5. NONSC Restrict Enlargement of B8 Use Buildings

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Notwithstanding the provisions of Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the buildings shall not be extended.

REASON

To ensure that the Local Planning Authority has assessed all the implications of the development, including impacts on design, the local highway network and air quality, in accordance with Policies DMHB 11, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies D4, T4 and SI 1 of the London Plan (2021) and paragraphs 111, 130 and 174 of the National Planning Policy Framework (2023).

6. NONSC Restrict Addition of Internal Floorspace

Notwithstanding the provisions of Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional structural internal mezzanine floorspace that can be used for storage shall be created in excess of that area expressly authorised by this permission.

REASON

To ensure that the Local Planning Authority has assessed all the implications of the development, including impacts on design, the local highway network and air quality, in accordance with Policies DMHB 11, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies D4, T4 and SI 1 of the London Plan (2021) and paragraphs 111, 130 and 174 of the National Planning Policy Framework (2023).

7. NONSC Use Class Restriction - Data Centre Prohibited

Notwithstanding the Town and Country Planning (Use Classes) Order (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the development hereby approved shall not be used as a data centre.

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure compliance with the Development Plan, including any impact on carbon emissions and air quality, to accord with Policies DMEI 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies SI 1 and SI 2 of the London Plan (2021), and paragraphs 154 and 174 of the National Planning Policy Framework (2023).

8. NONSC Ancillary Office Floorspace

The office floorspace hereby approved shall only be used as ancillary floorspace to the primary operation of the development (Use Class E(g)iii, B2 and B8).

REASON

To ensure that the provisions of the proposed development are secured to the warehouse use to prevent detrimental impacts arising from an alternative use which is not permitted, including impacts on town centres, the local highway network and air quality, in accordance with Policies DME 3, DMTC 1, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies SD7, T4 and SI 1 of the London Plan (2021) and paragraphs 87, 111 and 174 of the National Planning Policy Framework (2023).

9. NONSC Noise Levels

For the lifetime of the development hereby permitted the rating level of noise caused by the operation of development shall be at least 5 dB below the minimum background noise level, or 35 dB(A), whichever is higher, measured 1 metre outside of any window of any existing dwelling, or similarly noise sensitive premises, determined in accordance with the procedures set out in BS4142:2014 Methods for Rating and Assessing Industrial and Commercial Sound.

REASON

To safeguard the amenity of the occupants of the surrounding properties in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

10. NONSC Non-Road Mobile Machinery

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at https://nrmm.london/."

REASON

To comply with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy, in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 1 of the London Plan (2021) and Paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2023).

11. NONSC Connection to Future District Heating Network

The development hereby approved shall connect to a district heating network should one become available in future and should it be viable to do so.

REASON

To ensure compliance with Policy SI 3 of the London Plan (2021).

12. NONSC Digital Connectivity Infrastructure

The development hereby approved shall ensure that sufficient ducting space for full fibre connectivity infrastructure is provided.

REASON

To ensure compliance with Policy SI 6 of the London Plan (2021).

13. NONSC Fire Evacuation Lift

The development hereby approved shall accord with London Plan policy D5(B5) and D12(A) to include a minimum of one fire evacuation lift designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999, with all such provisions remaining in place for the life of the development.

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REASON

To ensure the development can accommodate robust emergency evacuation procedures, including measures for those who require step-free egress, in accordance with Policies D5 and D12 of the London Plan (2021).

14. NONSC Construction Management and Logistics Plan

Prior to the commencement of works on site, a Construction Management and Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with relevant stakeholders). This plan shall detail:

i.The phasing of the works;

ii.The hours of work;

iii.On-site plant and equipment;

iv.Measures to mitigate noise and vibration;

v.Measures to mitigate impact on air quality;

vi.Waste management;

vii.Site transportation and traffic management, including:

(a) HGV Routing enforcement;

(b) Signage;

(c) Vehicle types and sizes;

(d) Hours of arrivals and departures of staff and deliveries (avoiding peaks);

(e) Frequency of visits;

(f) Parking of site operative vehicles;

(g) On-site loading/unloading arrangements;

(h) Use of an onsite banksman (if applicable);

(i) Use of consolidation centres to reduce HGV movements;

(j) Achieve FORS Gold standard and 5* Direct Vision Standard;

(k) Encourage use of active travel;

viii. The arrangement for monitoring and responding to complaints relating to demolition and construction;

ix. Details of cranes and other tall construction equipment (including the details of obstacle lighting); and

x. Measures to avoid and mitigate impacts to the Yeading Brook, Minet County Park and Hitherbroom Park Site of Importance for Nature Conservation.

This plan should accord with Transport for London's Construction Logistic Planning Guidance and the GLA's 'The Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (July 2014) (or any successor document). It shall cover the entirety of the application site and any adjoining land which will be used during the construction period. It shall include the details of cranes and any other tall construction equipment (including the details of obstacle lighting).

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

REASON

To safeguard the amenity of surrounding areas and to ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the local highway network and local air quality, in accordance with Policies DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) and Policies D14, SI 1, T4 and T7 of the

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London Plan (2021). Also, to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

15. NONSC Contaminated Land

(i) The development hereby permitted (excluding demolition, site clearance and supplementary ground investigation works e.g. beneath demolished buildings) shall not commence until a scheme to address unacceptable contamination, in accordance with the Environment Agency's guidance "Land contamination risk management" (LCRM), has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of an approved 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 the following measures unless the LPA dispenses with any such requirement specifically and in writing:

a) A detailed remediation strategy, to also include how completion of the remedial works will be verified, along with the details of a watching brief to address undiscovered contamination, shall be agreed in writing with the LPA. 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 strategy 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 verification report shall include the details of the final remediation works and demonstrate that they have been conducted 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 and/or engineering 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 factual results and interpretive reports of this laboratory testing including details of placement of the suitable materials shall be submitted to and approved in writing by the Local Planning Authority.

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 Road Safety Audit

Prior to any above ground works, details of a full and updated Road Safety Audit of the junction access point shall be submitted to and approved in writing by the Local Planning Authority.

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

REASON

To ensure appropriate servicing of the site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policies T3 and T7 of the London Plan (2021).

17. NONSC Energy Monitoring, Recording and Reporting

Prior to commencement of development (excluding demolition), an updated Energy Statement, including detailed energy monitoring, recording and reporting plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall accord with the requirements of the London Plan (policy SI2) and the GLA Energy Assessment Guidance (2022 or as amended).

The development must proceed in accordance with the approved reporting structure and where there is a failure to achieve the required carbon savings, the quantum (tCO2) shall be treated as part of the shortfall and shall result in a cash in lieu contribution in accordance with the formula set out in the S106 agreement.

REASON

To ensure the development's onsite carbon savings from regulated energy demand is achieved in perpetuity (i.e. annually over 30years) in accordance with the Policy SI2 of the London Plan (2021).

18. NONSC Overheating

Prior to commencement of development (excluding demolition), the final Overheating Strategy shall be submitted to and approved in writing by the Local Planning Authority. The submission shall demonstrate how the development will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:

1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;

2) minimise internal heat generation through energy efficient design;

3) manage the heat within the building through exposed internal thermal mass and high ceilings;

- 4) provide passive ventilation;
- 5) provide mechanical ventilation; and

6) provide active cooling systems.

The approved details shall thereafter be implemented and retained for the lifetime of the development.

REASON

To demonstrate that the final strategy will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy and Policy SI 4 if the London Plan (2021).

19. NONSC Materials

Prior to the commencement of above ground construction works for the development, details and samples of materials and external surfaces for the development (including the main building and ancillary buildings) shall be submitted to and approved in writing by the Local Planning Authority.

This shall include:

(i) Mock up sample panels of the north facade (front elevation) provided at a scale and location to be agreed with the Local Planning Authority. This shall be accompanied by a schedule of all materials to be used in the external elevations of the buildings.

(ii) Materials for other facades shall be submitted as a sample board with an accompanied schedule of materials.

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

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

20. NONSC Details of Access

Development shall not commence until details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings) 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 an accessible and inclusive development for everyone in accordance with Policy D5 of the London Plan (2021).

21. NONSC Cycle Parking Details

Notwithstanding the approved plans and prior to commencement of development above ground level, final details of the cycle parking provision (both short stay and long stay) shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The details shall show cycle parking provision for 38 no. long-stay secure and covered spaces and 16 no. short-stay spaces (54 no. total). The cycle parking provision shall accord with the London Cycling Design Standards.

The approved facilities shall be provided prior to the occupation of the development and shall be permanently retained and maintained thereafter.

REASON

To provide sufficient facilities for cycle parking in accordance with Policy T5 of the London Plan (2021).

22. NONSC Toucan Crossing Details

Notwithstanding the approved plans and prior to commencement of development above ground level, final details of the access to the site from Uxbridge Road, including the details of the Toucan crossing shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The details shall include, but not be limited to a Toucan crossing which is straight across (not staggered), reduction of carriageway width to one lane and an internal shared use footway/cycleway. The approved facilities shall be provided prior to the occupation of the development and shall be permanently retained thereafter.

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REASON

To provide sufficient facilities to encourage and facilitate safe active travel to and from the site, in accordance with Policy T4 of the London Plan (2021).

23. COM9 Landscape Scheme

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

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100) to demonstrate no net loss of trees, and including (but not limited to) dense planting on the southern boundary in order to achieve effective screening of the site from views taken from the south

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

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

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Means of enclosure/boundary treatments

2.c Car Parking Layouts:

- 91 no. car parking spaces total, including:

- 21 no. car parking spaces are served by active charging infrastructure;

- All operation parking spaces, including spaces for freight vehicles, shall be served by rapid electric vehicle charging points; and

- 5 no. car parking spaces will be designated disabled persons parking bays and 5 no. spaces enlarged parking bays.

2.d Hard Surfacing Materials

2.e External Lighting

2.f Other structures

3. Living Roofs

3.a Details for the provision and maximisation of living / green / blue / brown / bio-solar roofs, including:

- Its location, extent, specification (plant species and growing medium type), landscape integration, integration with other roof plant or renewable energy infrastructure, structural integrity, construction, operation and access; the location and vegetation type to be discussed in advance with the Planning Authority so that benefits to reduction in exposure to air pollution can be obtained;

- Section/profile drawings showing the growing medium depth, different layers and membranes;

- Plans to show clearly its location, extent, drainage catchment areas (if relevant), inlets and outflows; and

- Maintenance plan to show how it will be maintained regularly, maintenance considerations due to other roof infrastructure and any changes in maintenance throughout the seasons.

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 turfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased

5. Schedule for Implementation

6. Other

- 6.a Existing and proposed functional services above and below ground
- 6.b Proposed finishing levels or contours
- 7. Confirmation of the final Urban Greening Factor score

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, DMT 2, DMT 6 and DMEI 1 of the Hillingdon Local Plan: Part 2 (2020) and Policies G1, G5, T6, T6.2 and T7 of the London Plan (2021).

24. NONSC Ecological Enhancement Plan

Prior to commencement of development above ground level (excluding demolition), a scheme for the enhancement of ecology shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall set out how the development will contribute positively to ecological value through the use of features and measures within the landscaping (i.e. nectar rich and diverse planting including living roofs) and the fabric of the new built form (i.e. bat and bird boxes). The scheme shall include a plan with the features annotated and the development must be built and operated in accordance with the approved scheme.

REASON

To ensure the development contributes positively to the ecological value of the area in accordance with Policy EM7 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 7 of the Hillingdon Local Plan: Parts 2 (2020) and Policies G6 and G7 of the London Plan (2021).

25. NONSC Sustainable Drainage Scheme Details

Prior to commencement of groundworks (excluding site investigations and demolition), a final detailed drainage design shall be submitted to and approved in writing by the Local Planning Authority. This shall include drawings and supporting calculations, in accordance with document reference "21093-BGL-XX-XX-RP-D-0001 V5 Flood Risk & Drainage Strategy Report (Dated 28th September 2023)" and associated drawings. A detailed management plan confirming routine maintenance tasks for all drainage components must also be submitted to demonstrate how the drainage system is to be maintained for the lifetime of the development.

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

REASON

To ensure that surface water run off is controlled and to ensure the development does not increase flood risk, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 12 and SI 13 of the London Plan (2021), the National Planning Policy Framework (2023), and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

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26. NONSC Water Infrastructure Details

Prior to the commencement of the development (not including demolition and site clearance), water infrastructure details shall be submitted to and approved in writing by the Local Planning Authority. This detail shall:-

i) achieve at least the BREEAM excellent standard for the 'Wat 01' water category160 or equivalent;
ii) incorporate measures such as smart metering, water saving and recycling measures, including retrofitting, to help to achieve lower water consumption rates and to maximise future-proofing;
iii) seek to improve the water environment and ensure that adequate wastewater infrastructure capacity is provided; and

iv) take action to minimise the potential for misconnections between foul and surface water networks.

The development must proceed and be occupied in accordance with the approved scheme.

REASON

To ensure compliance with Policy SI 5 of the London Plan (2021).

27. NONSC Sustainable Drainage Scheme Verification

Prior to the first operation of the development, evidence (photographs and installation contracts) shall be submitted to demonstrate that the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.

REASON

To ensure that surface water run off is controlled and to ensure the development does not increase flood risk, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 12 and SI 13 of the London Plan (2021), the National Planning Policy Framework (2023), and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

28. NONSC Parking Design and Management Plan

Prior to the first operation of the development, a Parking Design and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall detail car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design. This should ensure that there is a robust management scheme for the change in shifts and mitigation against the highways safety risks that could arise from the overlap of trips made to and from the site during such shift changes.

The Parking Management Plan shall be implemented as approved and shall remain in force for the life of the development.

REASON

To allow sufficient space for all vehicles to access the application site and neighbouring sites, and to safeguard the safety of highway users, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T6 of the London Plan (2021).

29. NONSC Delivery, Servicing and Waste Management Plan

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Prior to the first operation of the development, details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). This should accord with Transport for London's Delivery and Servicing Plan Guidance and shall include:

(i) The expected number and time of delivery and servicing trips to the site, including how deliveries will be scheduled to avoid several delivery vehicles arriving at the site simultaneously;

(ii) The types of vehicles that will be servicing the site, including all relevant swept path analysis for these vehicles;

(iii) Loading bay locations and layouts and vehicle turning areas;

(iv) Routing of delivery and servicing vehicles to and from this site, and how this routing will be enforced;

(v) Measures that will be implemented to reduce the impact of servicing movements;

(vi) The requirement for all vehicles to achieve FORS Gold and 5* Direct Vision standard, and detail on how this will be enforced;

(vii) Detail on re-timing of deliveries to minimise impact on congestion and noise pollution; and (viii) Mechanisms for monitoring and review.

Thereafter the development shall be operated in full accordance with the approved details.

REASON

To ensure appropriate servicing of the site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy T7 of the London Plan (2021).

30. NONSC Operations Management Plan

Prior to occupation, a full and detailed Operational Management Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The plan shall demonstrate (but is not limited to):

(i) Deliveries and collections including how deliveries will be scheduled to avoid several vehicles arriving at the site simultaneously;

(ii) The types of vehicles that will be servicing the site, including all relevant swept path analysis for these vehicles;

(iii) Loading bay locations and layout and vehicle turning areas;

(iv) HGV routing to and from this site, and how this routing will be enforced;

(v) Measures that will be implemented to reduce the impact of servicing movements, including sustainable last mile movements and a cargo bike strategy;

(vi) The requirement for all vehicles to achieve FORS Gold and 5* Direct Vision standard, and detail on how this will be enforced;

(vii) Detail on re-timing of deliveries to minimise impact on congestion and noise pollution;

(viii) Targets and measures that will be implemented to increase the level of electric vehicles attending this site;

(ix) Measures that will be implemented to ensure pedestrian and cyclist safety;

(x) Measures that will be implemented to reduce movement through consolidation; and

(xi) Mechanisms for monitoring and review.

Thereafter the development shall be operated in full accordance with the approved details.

REASON

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To ensure appropriate operation of the site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy T7 of the London Plan (2021).

31. NONSC Fire Statement

Prior to the first operation of the development, the final comprehensive Fire Statement shall be submitted to and approved in writing by the Local Planning Authority. This should be accompanied by the Building Control Decision Notice or equivalent.

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

REASON

To ensure the safety of all building users in accordance with Policy D12 of the London Plan (2021).

32. NONSC Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000 to ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

33. NONSC Low Emission Strategy

Prior to the first operation of the development, a Low Emission Strategy (LES) shall be submitted to and approved in writing by the Local Planning Authority. The LES shall address but be not restricted to:

1) Compliance with the current London Plan (March 2021) and associated Planning Guidance requirements.

2) Implementation of electric vehicle charging bay for cars, and rapid charging provisions for freight vehicles.

3) Update the proposed Travel Plan to make it more ambitious with a clear and effective strategy to encourage staff / users of the site to

- a) use public transport;
- b) cycle / walk to work where practicable;
- c) enter car share schemes;
- d) purchase and drive to work zero emission vehicles.

4) Avoid, whenever possible, urban areas including Air Quality Focus Areas.

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

REASON

As the application site is within an Air Quality Management Area, and to reduce the impact on air quality in accordance with Policy EM8 of the Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies SI 1 and T4 of the London Plan (2021) and Paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2023).

34. NONSC Circular Economy Monitoring Report

Prior to first operation of the development, a post-construction monitoring report should be completed in line with the Greater London Authority's (GLA) Circular Economy Statement Guidance.

The post-construction monitoring report shall be submitted to the GLA, currently via email at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to operation of the development.

REASON

In the interests of sustainable waste management and in order to maximise the re-use of materials, in accordance with Policy SI 7 of the London Plan (2021).

35. NONSC Whole Life-Cycle Carbon Assessment

Prior to the first operation of the development the post-construction tab of the Greater London Authority's (GLA) Whole Life-Cycle Carbon Assessment template should be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance.

The post-construction assessment should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to operation of the development.

REASON

In the interests of sustainable development and to maximise on-site carbon dioxide savings, in accordance with Policy SI 2 of the London Plan (2021).

36. COM10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plans 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 Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

37. NONSC Tree Protection

The tree protection measures (including tree protection fencing) detailed on the Tree Protection and Removal Plan (ref. 2246-21-02 Rev. E) shall be installed prior to commencement of development and thereafter retained throughout the demolition and construction period.

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.

38. NONSC Odour Management Plan

Should the development hereby approved be used for the purposes of Use Class E(g)iii or B2, and prior to operation of the development, an Odour Management Plan which details appropriate and effective mitigation measures shall be submitted to and approved in writing by the Local Planning Authority.

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

NOTE: Should the development be operated for B8 storage and distribution purposes, the submission and approval of an Odour Management Plan will not need to be submitted to and approved in writing by the Local Planning Authority.

REASON

To safeguard the amenity of the occupants of the surrounding properties in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012).

39. NONSC Bullsbrook Road Access for Emergency Use Only

The vehicular access onto Bullsbrook Road shall only be used by vehicles in the event of an emergency (i.e. for access by emergency services, or in the event that the Uxbridge Road access is blocked as a result of an accident).

REASON

For the avoidance of doubt and in the interests of Highway Safety, to accord with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020).

40. NONSC Bird Hazard Management Plan

Prior to the commencement of above ground works, a Bird Hazard Management Plan (BHMP) shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Ministry of Defence and Heathrow Airport Limited). The BHMP should contain but not be limited to: - Procedures and a schedule intended to ensure that breeding gulls are not supported by or attracted to the site and that any successful breeding is prevented.

- An assessment of bird strike risk at the site, to include species data and numbers.
- A monitoring schedule which includes details of means of access to all roofs.
- A checklist of measures that would be taken to address problems that may arise.

The site shall be managed strictly in accordance with the details set out in the Bird Hazard Management Plan for the life of the development.

REASON

To safeguard aircraft safety in compliance with Policy DMAV 1 of the London Borough of 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. 170 LBH worked applicant in a positive & proactive (Granting)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from 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. 172 Section 106 Agreement

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

4. 173 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the

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construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

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

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

5.

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

6. 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

7.

Flood Risk Activity Permit

The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)

- on or within 8 metres of a flood defence structure or culvert (16 metres if tidal)

- on or within 16 metres of a sea defence

- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert

- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

For further guidance please visit https://www.gov.uk/guidance/flood-risk-activities-environmentalpermits or contact our National Customer Contact Centre on 03702 422 549 or by emailing enquiries@environment-agency.gov.uk. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

8.

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/ and CAA CAP1096 Guidance to crane users on aviation lighting and notification (caa.co.uk).

9.

Advice to Applicant from Thames Water:

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 they 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 trade.effluent@thameswater.co.uk .

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimise the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

153 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 (2021) and national guidance.

DMAV 1	Safe Operation of Airports
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- DMCI 7 Planning Obligations and Community Infrastructure Levy
- DME 1 Employment Uses in Designated Sites

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- DMEI 1 Living Walls and Roofs and Onsite Vegetation
- DMEI 10 Water Management, Efficiency and Quality
- DMEI 12 Development of Land Affected by Contamination
- DMEI 14 Air Quality
- DMEI 2 Reducing Carbon Emissions
- DMEI 6 Development in Green Edge Locations
- DMEI 7 Biodiversity Protection and Enhancement
- DMEI 8 Waterside Development
- DMEI 9 Management of Flood Risk
- DMHB 1 Heritage Assets
- DMHB 10 High Buildings and Structures
- 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
- DMHB 7 Archaeological Priority Areas and archaeological Priority Zones
- DMT 1 Managing Transport Impacts
- DMT 2 Highways Impacts
- DMT 6 Vehicle Parking
- LPP D11 (2021) Safety, security and resilience to emergency
- LPP D12 (2021) Fire safety
- LPP D13 (2021) Agent of change
- LPP D14 (2021) Noise
- LPP D3 (2021) Optimising site capacity through the design-led approach
- LPP D4 (2021) Delivering good design
- LPP D5 (2021) Inclusive design
- LPP D8 (2021) Public realm
- LPP D9 (2021) Tall buildings
- LPP E4 (2021) Land for industry, logistics and services to support London's economic function
- LPP E5 (2021) Strategic Industrial Locations (SIL)
- LPP E7 (2021) Industrial intensification, co-location and substitution
- LPP G1 (2021) Green infrastructure
- LPP G2 (2021) London's Green Belt
- LPP G5 (2021) Urban greening
- LPP G6 (2021) Biodiversity and access to nature
- LPP G7 (2021) Trees and woodlands
- LPP HC1 (2021) Heritage conservation and growth
- LPP SI1 (2021) Improving air quality

LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI6	(2021) Digital connectivity infrastructure
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.2	(2021) Office parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T8	(2021) Aviation
LPP T9	(2021) Funding transport infrastructure through planning
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF13	NPPF 2021 - Protecting Green Belt Land
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF6	NPPF 2021 - Building a strong, competitive economy
NPPF9	NPPF 2021 - Promoting sustainable transport

3. CONSIDERATIONS

3.1 Site and Locality

The Hayes Bridge Retail Park site measures approximately 2.88 hectares in area and is located on the eastern edge of Hillingdon borough, to the south of Uxbridge Road, East of Springfield Road. The site comprises seven units, only two of which are operational (these being Dreams and Halfords), leaving five vacant units.

The site has been designated as part of the Springfield Road Strategic Industrial Location as part of the Local Plan. The site forms part of Flood Zone 2, the Ossie Garvin Air Quality Focus Area and the Hillingdon Air Quality Management Area. The land is also subject to potential contamination.

The Yeading Brook adjoins the site to the East, beyond which is the Grand Union Canal, both of which form part of London's Blue Ribbon Network. More specifically, the adjoining Grand Union Canal is designated as a Nature Conservation Site of Metropolitan or Borough Grade I Importance and

forms part of the Canalside Conservation Area designated within Ealing. Transport for London's webCAT planning tool confirms that the Public Transport Accessibility Level is 2.

3.2 Proposed Scheme

This application seeks permission for the demolition of the existing buildings and erection of a single commercial building for employment purposes Class E(g)iii, B2 and B8, along with ancillary offices, associated infrastructure including; service yard, car parking, drainage and hard and soft landscaping. The total floorspace would be equal to 16,513m2 GEA / 16,087m2 GIA, including 14,075m2 GIA of warehouse floorspace and 2,012m2 GIA of ancillary office space.

More specifically, the large commercial building would be sited on the western boundary, with 91 no. car parking spaces to the front on the northern section of the site and service yard area with 18 no. loading docks and 16 no. HGV parking spaces on the eastern side of the plot. This design includes an attached three storey office block on the front (northern) elevation and an area of landscaping adjoining Uxbridge Road.

The combined industrial/warehouse building and ancillary offices would measure 20.32m in height at its highest point and would cover a large footprint measuring circa 187m in length and 80m in width.

3.3 Relevant Planning History

1911/APP/2018/1273 Hayes Bridge Retail Park Uxbridge Road Hayes

Erection of a new building measuring 214 sq. m (GIA) for use within Use Classes A1 and/or A3 and associated physical works to site layout

Decision: 13-06-2018 Approved

1911/APP/2020/2720 Hayes Bridge Retail Park Uxbridge Road Hayes

Erection of a new building measuring 114 sq. m (GIA) for use as retail, restaurant and/or takeaway with associated physical works to site layout

Decision: 27-11-2020 Approved

1911/APP/2022/927 Hayes Bridge Retail Park Uxbridge Road Hayes

Request for a Screening Opinion under Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017

Decision: 08-09-2023 No Further Action(P)

1911/BJ/95/0895 Emi (1-3) Uxbridge Road Hayes

Redevelopment of site to provide 9,290 sq. metres of Class A1 (non-food retail) floorspace and 278 sq. metres of Class A3 (Food and Drink) floorspace plus associated parking and landscaping (involving demolition of existing record factory building) (outline application)

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Decision: 26-01-1996 Approved

1911/BL/96/0289 Emi (1-3) Uxbridge Road Hayes

Variation of condition 14 (to allow the Class A3 unit to open between 08.00 hours and Midnight on every day of the week) of outline planning permission ref. 1911BJ/95/895 dated 26/01/96; Redevelopment of site to provide 9,290m2 of Class A1 (non-food retail) and 278m2 of Class A3 (Food and Drink) floorspace

Decision: 03-05-1996 Approved

1911/BM/96/0326 01-Mar Uxbridge Road Hayes

Reserved matters (details of design, siting, landscaping, traffic arrangements, refuse storage, finished levels, facilities for people with disabilities, site survey of contamination and levels) in compliance with conditions 1,3,4,5,6,7, 9 and 17 of outline planning permission ref. 1911BJ/95/895 dated 26/01/96; Redevelopment of site to provide 9,290m2 of Class A1 (non-food retail) floorspace and 278m2 of Class A3 (Food and Drink) floorspace plus associated parking and landscaping

Decision: 15-05-1996 Approved

1911/BW/96/1285 Slough Van And Truck Centre Uxbridge Road Hayes

Redevelopment of the site to provide a landscaped area in association with approved adjoining development

Decision: 15-11-1996 Approved

Comment on Relevant Planning History

No comment.

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 - Development Management Policies (2020) The Local Plan: Part 2 - Site Allocations and Designations (2020) The West London Waste Plan (2015) The London Plan (2021)

Material Considerations

The National Planning Policy Framework (NPPF) (2023) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Local Plan Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.E1 (2012) Managing the Supply of Employment Land
- 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.HE1 (2012) Heritage

Part 2 Policies:

- DMAV 1 Safe Operation of Airports
- DMCI 7 Planning Obligations and Community Infrastructure Levy
- DME 1 Employment Uses in Designated Sites
- DMEI 1 Living Walls and Roofs and Onsite Vegetation
- DMEI 10 Water Management, Efficiency and Quality
- DMEI 12 Development of Land Affected by Contamination
- DMEI 14 Air Quality
- DMEI 2 Reducing Carbon Emissions
- DMEI 6 Development in Green Edge Locations
- DMEI 7 Biodiversity Protection and Enhancement

- DMEI 8 Waterside Development
- DMEI 9 Management of Flood Risk
- DMHB 1 Heritage Assets
- DMHB 10 High Buildings and Structures
- DMHB 11 Design of New Development
- DMHB 12 Streets and Public Realm
- DMHB 14 Trees and Landscaping
- DMHB 15 Planning for Safer Places
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- LPP D9 (2021) Tall buildings
- LPP E4 (2021) Land for industry, logistics and services to support London's economic function
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- LPP G1 (2021) Green infrastructure
- LPP G2 (2021) London's Green Belt

- LPP G5 (2021) Urban greening
- LPP G6 (2021) Biodiversity and access to nature
- LPP G7 (2021) Trees and woodlands
- LPP HC1 (2021) Heritage conservation and growth
- LPP SI1 (2021) Improving air quality
- LPP SI12 (2021) Flood risk management
- LPP SI13 (2021) Sustainable drainage
- LPP SI2 (2021) Minimising greenhouse gas emissions
- LPP SI3 (2021) Energy infrastructure
- LPP SI4 (2021) Managing heat risk
- LPP SI5 (2021) Water infrastructure
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- LPP T6.2 (2021) Office parking
- LPP T6.5 (2021) Non-residential disabled persons parking
- LPP T7 (2021) Deliveries, servicing and construction
- LPP T8 (2021) Aviation
- LPP T9 (2021) Funding transport infrastructure through planning
- NPPF12 NPPF 2021 Achieving well-designed places
- NPPF13 NPPF 2021 Protecting Green Belt Land
- NPPF14 NPPF 2021 Meeting the challenge of climate change flooding
- NPPF15 NPPF 2021 Conserving and enhancing the natural environment

- NPPF16 NPPF 2021 Conserving & enhancing the historic environment
- NPPF2 NPPF 2021 Achieving sustainable development
- NPPF4 NPPF 2021 Decision-Making
- NPPF6 NPPF 2021 Building a strong, competitive economy
- NPPF9 NPPF 2021 Promoting sustainable transport

5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date: 28th September 2022
- 5.2 Site Notice Expiry Date: Not applicable

6. Consultations

External Consultees

A total of 251 no. letters were sent to neighbouring properties, a site notice was displayed to the front of the site and an advert was posted in the local paper. All forms of consultation expired on 3rd October 2022.

A total of 6 comments have been received from three residential properties. This includes two objections and 4 comments. All comments are summarised below:

Comments:

- It is not understood what Class E(g)III, B2, B2 means.

- If it is going to be waste management, then what type of waste will be processed? Will it be domestic waste, Industrial Waste, Toxic waste, Chemical waste etc?

- Why has the application been extended on a monthly basis? What is happening with the application?

Objections:

- The application is not clear about what is proposed.
- The traffic along Uxbridge Road between the Ossie Garvin roundabout and South is already significant.
- Adding extra HGV's queueing at the right turn into the site would worsen traffic.
- Residents do not want waste management to take place on site.
- The existing shops are convenient and helpful to residents.
- Quality of life will be affected.
- The prices of houses will be affected.
- The closure or non-closure of the retail park will affect employees.

PLANNING OFFICER COMMENT:

During the application, Officers explained to residents what the proposals were, confirming that the development sought permission for a flexible use comprising the following use classes:

- Class E (Commercial, Business and Service): part (g)iii for carrying out of industrial processes.
- Use Class B2 (General Industrial): the carrying out of industrial processes.

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- Use Class B8 (Storage or Distribution): use for storage or as a distribution centre.

It was also explained that there is no end user for the proposed development and as such, the specific operation is not confirmed but could include waste management processes.

It is also noted that paragraph 188 of NPPF (2023) states that the focus of planning decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively.

It is noted that questions were received regarding progress on the application. Throughout the application process, Officers engaged with the Applicant Team on amendments to the scheme. Specifically, the design of the proposal was discussed and amended plans were submitted. These are considered within the main body of the report.

All material planning considerations are addressed within the main body of the report, including the economic and employment impact (Section 07.01), the impact posed to the amenity and health of residents (Sections 07.08, 07.18 and 7.22), and the impact on the local highway network (Section 07.10). It is, however, noted that the impact on the value of properties is not a material planning consideration.

MINISTRY OF DEFENCE:

The application site occupies the statutory safeguarding zone(s) surrounding RAF Northolt. In particular, the aerodrome height, technical and birdstrike safeguarding zones surrounding the aerodrome and is approx. 4.87 km from the centre of the airfield.

After reviewing the application documents, I can confirm the MOD has no safeguarding objections to this proposal.

NATIONAL AIR TRAFFIC SERVICES:

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.

HEATHROW AIRPORT:

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

However, if a crane is needed for installation purposes? We would like to draw your attention to the following:

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/ and CAA CAP1096 Guidance to crane users on aviation lighting and notification (caa.co.uk).

PLANNING OFFICER COMMENT:

The informative note recommended by Heathrow Airport has been included in the recommendation at section 2 of this report.

THAMES WATER:

Waste Comments

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. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

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 trade.effluent@thameswater.co.uk.

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

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.

PLANNING OFFICER COMMENT:

The informative note recommended by Thames Water has been included in the recommendation at section 2 of this report.

ENVIRONMENT AGENCY (INITIAL COMMENTS):

Having reviewed the information, we object to this application as submitted as it involves works within 8 metres of the Yeading Brook main river. We recommend that planning permission is refused as it is unlikely that we would grant a flood risk activity permit for this application as submitted.

This objection is in-line with Policy DMEI 8: Waterside Development of the London Borough of Hillingdon Local Plan Part 2 (Development Management Policies) 2020. Reason Whilst the main industrial unit proposed is more than 8m away from the top of the bank, the distance between the HGV parking spaces and the Yeading Brook is unclear. The applicant has also failed to:

- Acknowledge and include the assessment of an 8-metre buffer zone, which starts from the top of the riverbank, within any documents submitted (I.e., the inclusion of an 8m buffer zone in the existing layout). This application proposes the installation of 17 HGV parking spaces near the watercourse, but without the inclusion of an 8-metre buffer zone it is unclear how much distance there is between the top of the bank and the closest parking space.

- The applicant has failed to assess the current stability of the bank and provide evidence that the installation of 17 HGV parking spaces will not further compromise it (due to the potential weight of the HGVs) and increase the risk of flooding to Bullsbrook Road and the surrounding properties to the Yeading Brook.

- Assess whether access to the riverbank is still possible. The proposed development would restrict essential maintenance and emergency access to the Watercourse. The permanent retention of a continuous unobstructed area is an essential requirement for future maintenance and/or improvement works. This includes the consideration for any space required for future defence maintenance, or replacement, including the use of vehicles and heavy-duty machinery.

Overcoming our objection: In order to overcome our objection the applicant must provide the following:

1. Provide a map showing the exact location and distance from the top of the riverbank in relation to the development. It must be demonstrated that the development is more than 8m from the top of bank. This includes the distance of the HGV parking spaces from the top of bank.

2. Provide evidence that the 8 metre buffer zone has been assessed. If an 8m buffer zone is not considered reasonable, the applicant must provide environmental justification to ensure that the proposed development will not interfere with natural geomorphological process and will not be placed at risk of damage arising from channel migration/erosion.

3. Must assess that the installation of 17 HGV parking spaces will not compromise the stability of the bank. Clarification should be given as to how long and often the HGV parking spaces will be used. This could be achieved by submitting evidence including, but not limited to, foundation designs with distances from the top of the bank and loading calculations.

4. Bank stability investigation works must be carried out in order to establish a baseline, or if there may be any potential problems with the bank. We would require seeing the findings. If the applicant cannot conduct these investigations, they must adequately justify why.

5. We require access to the river to conduct essential maintenance and emergency access. The applicant must consider the space required (8m) for future river maintenance and emergency works, including the use of vehicles and heavy-duty machinery.

Informative

Flood Risk Activity Permit

The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)

- on or within 8 metres of a flood defence structure or culvert (16 metres if tidal)

- on or within 16 metres of a sea defence

- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert

- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

For further guidance please visit https://www.gov.uk/guidance/flood-risk-activities-environmental-permits or contact our National Customer Contact Centre on 03702 422 549 or by emailing enquiries@environment-agency.gov.uk. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

Advice to LPA

Flood risk standing advice

The proposed development falls within Flood Zone 2, which is land defined in the planning practice guidance as being at risk of flooding.

We have produced a series of standard comments for local planning authorities and planning applicants to refer to on 'lower risk' development proposals. These comments replace direct case-by-case consultation with us. This proposal falls within this category.

These standard comments are known as Flood Risk Standing Advice (FRSA). They can be viewed at https://www.gov.uk/guidance/flood-risk-assessment-for-planning-applications#when-to-follow-standing-advice

We recommend that you view our standing advice in full before making a decision on this application. We do not need to be consulted.

Flood mitigation

The development lies within Flood Zone 2 and falls under our FRSA (as above). The developer may wish to include additional measures to mitigate the impact of more extreme future flood events. Measures could include raising ground or finished floor levels and/or incorporating flood proofing measures. Further guidance on preparing properties for flooding can be found at

https://www.gov.uk/government/publications/prepare-your-property-for-flooding.

Water Resources

Increased water efficiency for all new developments potentially enables more growth with the same water resources. Developers can highlight positive corporate social responsibility messages and the use of technology to help sell their homes. For the homeowner lower water usage also reduces water and energy bills.

We endorse the use of water efficiency measures especially in new developments. Use of technology that

ensures efficient use of natural resources could support the environmental benefits of future proposals and could help attract investment to the area. Therefore, water efficient technology, fixtures and fittings should be considered as part of new developments.

We recommend that all new non-residential development of 1000sqm gross floor area or more should meet the BREEAM 'excellent' standards for water consumption.

We also recommend you contact your local planning authority for more information.

Final comments

Thank you for contacting us regarding the above application. Our comments are based on our available records and the information submitted to us. Please quote our reference number in any future correspondence and provide us with a copy of the decision notice for our records. This would be greatly appreciated.

If you are minded to approve the application contrary to our objection, I would be grateful if you could renotify us to explain why, and to give us the opportunity to make further representations.

ENVIRONMENT AGENCY FOLLOW-UP:

Based on a review of the newly submitted information, we confirm that the drawings sufficiently demonstrate in detail that the proposed 17 HGV parking spaces will not impact the structural stability of the riverbank. Therefore, we are now in a position to remove our objection to the proposed development.

PLANNING OFFICER COMMENT:

It should be clarified that since the receipt of the above comments from the Environment Agency, the proposed plans have been amended and now indicate that the number of HGV parking spaces has been reduced to 16. This does not raise any new issues having regard to the nature of the amendment.

GREATER LONDON AUTHORITY:

Strategic issues summary

Land use principles: The proposed development is acceptable in principle as it would optimise the potential of the site appropriate to this Strategic Industrial Location (SIL). Given the site's out-of-centre location within an area characterised by industrial uses, the loss of the retail uses on this site to accommodate industrial use is acceptable. Nevertheless, concern is raised with the extent of heavy goods vehicles (HGVs) associated with the proposal, and further discussions are required on safe and sustainable freight operations.

Urban design: No strategic design issues are raised to the development of an industrial warehouse on SIL.

Transport: Further information is required on HGV operations, Healthy Streets, Travel Plans, network impact, access, road safety, parking, and freight.

Sustainable development and environment: Further information is required on energy, circular economy, whole-life cycle carbon, biodiversity, drainage, air quality, water efficiency, and noise.

Recommendation:

That Hillingdon Council be advised that the application does not yet comply with the London Plan for the reasons set out in paragraph 79. Possible remedies set out in this report could address these deficiencies.

GREATER LONDON AUTHORITY (ECOLOGY AND URBAN GREENING):

The GLA Stage 1 response (dated 30/09/2022) states that the applicant should provide further information regarding urban greening, specifically regarding enhancing the site's eastern buffer to enhance the corridor to the Yeading Brook Site of Importance for Nature Conservation (SINC). This does not appear to have been provided and should be done so as soon as possible.

The GLA response sets out that despite being a B2 / B8 scheme, the Urban Greening Factor (UGF) score of 0.087 is very low and requests a review of proposed urban greening. This does not appear to have been provided and should be done so as soon as possible.

The GLA response requests that the applicant provides quantitative evidence that the proposed development secures biodiversity net gain. The applicant has provided a Biodiversity Net Gain Assessment, which states that there would be a 20.02% net gain for habitat units and 23.41% net gain for hedgerow units. It confirms that trading rules have been satisfied. No further information on this matter is requested. Recommendations in the report should be implemented or robust justification should be given as to why they cannot be. The applicant should prepare an Ecological Management Plan (EMP) to support long-term maintenance and habitat creation. The EMP should be secured by planning condition and approved, if the proposed development is granted planning consent.

The GLA response requests further information to demonstrate that the value of trees retained and proposed outweighs the value of the current tree stock. This does not appear to have been provided and should be done so as soon as possible.

At present, the proposed development cannot be considered to be compliant with green infrastructure policy.

PLANNING OFFICER COMMENT:

This is discussed in more detail within the main body of the Committee Report.

TRANSPORT FOR LONDON (Comments Dated June 2023):

Principle of Development

TfL have raised concerns about the principle of this development, in particular how it satisfies Policy T7 which is clear that development proposals for new consolidation and distribution facilities should be supported, provided that they do not cause unacceptable impacts on London's strategic road network and:

- Reduce road danger, noise and emissions from freight trips;

- Enable sustainable last-mile movements, including by cycle and electric vehicle;
- Deliver mode shift from road to water or rail where possible.

Within previous responses to this application, TfL have highlighted that this proposal represents an increase in the level of HGV movement to and from the site by 365%. HGVs carry greater road safety risk. Whilst it is noted that the existing site generates HGV movement, this proposals represents a significant increase. Noting the proposed routing, a greater level of HGV movement will arise on the A312, which is accessed via Ossie Garvin roundabout.

The applicant has indicated that the following matters can be dealt with through a Delivery and Servicing Plan and Operational Management Plan, secured through condition:

- HGV routing to and from the site and how this routing will be enforced;

- Measures that will be implemented to reduce the impact of servicing movements, including sustainable last mile movements and cargo bike;

- The requirement for all vehicle to achieve FORS Gold and 5* Direct Vision standard.

This document should also contain details on how the proposed development will seek to:

- Re-time deliveries to minimise the impact on congestion and noise pollution;
- Targets to increase the level of electric vehicles attending this site;
- Measures that will be implemented to reduce movements through consolidation.

The applicant should ensure that they are providing the infrastructure necessary to support sustainable and active freight to and from this site i.e. cargo bikes, cycle repair and maintenance facilities, electric vehicle charging points. It is noted that the applicant has identified that all HGV bays will have electric vehicle charging provision and one rapid charging bay will be provided.

Suggested wording for the Delivery and Servicing Plan and operational Management Plan can be found below:

Delivery and Servicing Plan Condition

Prior to occupation, a full and detailed Delivery, Servicing and Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The plan shall demonstrate (but is not limited to)

1. The expected number and time of delivery and servicing trips to the site, including how deliveries will be scheduled to avoid several delivery vehicles arriving at the site simultaneously;

2. The types of vehicles that will be servicing the site, including all relevant swept path analysis for these vehicles;

3.Loading bay locations and layouts and vehicle turning areas;

4. Routing of delivery and servicing vehicles to and from this site, and how this routing will be enforced;

5.Measures that will be implemented to reduce the impact of servicing movements, including sustainable last mile movements, consolidation and cargo bikes;

6.The requirement for all vehicles to achieve FORS Gold and 5* Direct Vision standard, and detail on how this will be enforced;

7.Detail on re-timing of deliveries to minimise impact on congestion and noise pollution;

8.Targets and measures that will be implemented to increase the level of electric vehicles attending this site;

9.Mechanisms for monitoring and review.

The approved Delivery and Servicing Plan shall be implemented in full accordance with the approved details from the first occupation of the development and shall be adhered to for the lifetime of the development.

Operational Management Plan condition

Prior to occupation, a full and detailed Operational Management Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The plan shall

demonstrate (but is not limited to):

1.Deliveries and collections including how deliveries will be scheduled to avoid several vehicles arriving at the site simultaneously;

2. The types of vehicles that will be servicing the site, including all relevant swept path analysis for these vehicles;

3.Loading bay locations and layout and vehicle turning areas;

4.HGV routing to and from this site, and how this routing will be enforced;

5.Measures that will be implemented to reduce the impact of servicing movements, including sustainable last mile movements and a cargo bike strategy;

6.The requirement for all vehicles to achieve FORS Gold and 5* Direct Vision standard, and detail on how this will be enforced;

7.Detail on re-timing of deliveries to minimise impact on congestion and noise pollution;

8.Targets and measures that will be implemented to increase the level of electric vehicles attending this site;

9.Measures that will be implemented to ensure pedestrian and cyclist safety;

10.Measures that will be implemented to reduce movement through consolidation;

11.Mechanisms for monitoring and review.

The approved Operational Management Plan shall be implemented in full accordance with the approved details from the first occupation of the development and shall be adhered to for the lifetime of the development.

A contribution towards the monitoring of the Operational Management Plan and Delivery and Servicing Plan, as well as the identification of a Monitoring Framework, should be secured within the S106 agreement for this site.

Healthy Streets

It is noted that the applicant has undertaken an Active Travel Zone (ATZ) assessment, the scope of which was agreed with the Council and TfL prior to it being undertaken. The assessment concluded that improvements are not considered to be requirement as part of the development to accommodate movements associated with employees and visitors. It is understood that the applicant has offered a contribution of £21,718.75 towards delivering improvements identified within the ATZ assessment. This is welcomed. TfL will support Hillingdon in securing further contributions towards the delivery of ATZ works.

The applicant has proposed to create a shared footway/cycleway connecting to the existing route along Uxbridge Road along the northern boundary of the site. It has also been indicated that the proposed development would also deliver minor amendments to the kerbline at the access, reduce the width of the exit lane to a single lane, minor road marking amendments and the removal of the guiderail and central kerbing for 9m within the vicinity of the site. Whilst these improvements are welcomed, they do appear to be modest when considering the scope and nature of the proposed development and TfL is of the view that the proposed development should be doing more to enhance the walking and cycling environment. Uxbridge Road has been identified as a priority in the Strategic Cycling Analysis and is seen as a connection with the highest potential to increase levels of cycling. The development, and that of others along the Uxbridge Road, should be seeking to create seamless connections and enhancements to this cycling corridor. Taking this into consideration and noting the proposed amendments to the site access and the applicant's own mode share targets they should be going further, for example through upgrading the existing crossing to a toucan, and this crossing going straight across this junction. As such, we would expect the applicant to redesign and test in modelling software the junction improvements to this junction. It is

understood that this has been passed on to the applicant. Further improvements, as referred to within TfL's e-mail, to this access would support in enhancing cycling and walking connections to and from the site and add to pre-existing cycling infrastructure along Uxbridge Road. This would be in line with the Mayor's Healthy Streets approach, which is central to the Mayor's Transport Strategy and referred to in Policy T2 of the London Plan. It would also be in line with Policy T5, which states that development should seek to overcome barriers to cycling (particularly important in this location noting SCA has identified that there is a great potential for cycling trips along Uxbridge Road), also improvements to the walking and cycling environment could support facilitating a strategic modal shift in line with Policy T1. Improvements to the active travel environment, and connections from this site to the cycle networks in proximity, can also support in enabling sustainable last mile movement, including cycle, in line with Policy T7. As such, there is a strong policy basis for the applicant undertaking this further work.

As part of their design, the applicant will also need to consider the safety of cyclists with respect to the expected HGV movements, which currently do not use this access point. As noted above, the proposed development will represent an increase of 365% of HGV movement to and from it, and these vehicles carry greater road safety risk. This request is made in line with the Mayor's Vision Zero approach, and Policy T4 of the London Plan. The design proposals should thus consider swept paths of vehicles they intend to use as well as detrunking (reducing size) of the junction to fit into new expected use of the development site.

The applicant should note that the design should be supported by a modelling exercise, which has been developed in accordance with TfL Modelling Guidelines and MAP standards.

The agreed design for this junction should then be delivered through a S278 agreement, secured within the S106 agreement for this site.

Trip Generation and Network Impact

TRICS has also used for the existing retail use, despite the applicant undertaking a survey of vehicle movement at this site. It is understood that at the time of this survey only one retail unit was unoccupied (Argos). TfL does not consider the closure of one unit as being robust justification for not utilising the survey data, particularly noting trips to this unit may have been linked with others at this site.

The proposals are for a speculative B2/B8 development and that the end users and specific operation of the proposed development is now known at this site. The applicant has undertaken a TRICS assessment for the proposed use of the site and are of the view that the B8 trip rates identified will provide a robust worst-case analysis.

The submitted information does not address TfL's concerns about shift working - as highlighted in previous response there is a concern that there could be an intensity of vehicle movement during a short period of time and the end/start period. There is a concern that this is still not being presented within the submitted trip generation assessment. As previously requested, the applicant should be providing a trip generation analysis for the shift working scenario to enable a robust assessment of the impact that the proposed development will have on the surrounding transport network. Paragraph 4.4.2 of the TA states that the 12 hour obtained trip rates for the proposals have been 'factored to each hour accordingly' to identify the 24-hour movement of the proposed development. No information has been given on how they have factored each hour - a query that was also made in TfL's previous response.

It is noted that the applicant has not submitted any modelling as part of the revised information. The applicant maintains that the number of vehicle movements at the site will be reduced but does not appear to have given any consideration to the change in nature of development, the different travel patterns that it will create and vehicle types that will going to and from the site. For example, HGVs take up a greater

amount of road space than cars and this development represents a 365 per cent increase from existing HGV use at this, the majority of which will be using a different junction to access and egress the site than previous proposals. As mentioned previously, any modelling or analysis undertaken to support the applicant's conclusion that the proposed development would result in a lesser impact than the existing use should be provided.

The applicant has stated that the proposed development would not result in an unacceptable impact on road safety, particularly in the context of the Ossie roundabout. The applicant has provided no analysis to support this assumption.

As mentioned in the Healthy Streets section above, the applicant should look into repurposing junction space with a view of creating a safer environment for pedestrians and cyclists, whilst also considering the impact of the number of larger vehicles that will be using the Uxbridge Road junction to enter the site.

Car Parking

It is noted that there has been a further reduction in the quantum of car parking to 91 spaces. Whilst this reduction is welcomed, this quantum is still not in line with London Plan policies. As acknowledged by the applicant and noted in TfL's previous comments, this site is located within an outer London Opportunity Area. As such the maximum level of parking for this site would be 28 (1 space per 600 sqm GIA), rather than the 165 cited by the applicant within their response. As such, to comply with London Plan policy T5 a reduction in the quantum of car parking is required.

As highlighted in TfL's previous comments on this application, the proposed development should be seeking to instil sustainable and active travel patterns to this site in line with the Mayor's strategic mode shift target. Based on the modal split presented within the Transport Addendum, it is estimated 40.6 per cent of journeys will be made by modes of private vehicle. This is not in line with the mayor's strategic mode shift target, as detailed in Policy T1. As highlighted previous, a reduction in the quantum of general parking provision, coupled with implementing measures identified within the Travel Plan and enhancing the sustainable and active travel environment, could assist in facilitating a strategic modal shift.

It is noted that there has also been a reduction in the quantum of HGV parking. An assessment of TRICS sites, and the quantum of HGV parking that they have, has been undertaken. This assessment demonstrates that on average, the TRICS site provide one HGV loading bay per 1005.7 sqm, and one HGV parking bay per 1431.7 sqm. Applying this ratio to this proposal would equate to a total of 17 loading bays and 12 HGV parking bays. This proposal is proposing 16 loading bays and 16 HGV parking bays. Based on the ratio presented, the applicant is providing 33.3% more loading bays than other sites.

Construction Logistics

No further comments on this matter. A CLP should be secured through the appropriate mechanism.

TRANSPORT FOR LONDON (Final Comments Dated November 2023):

Principle of Development

Throughout the consultation process of this applicant, TfL have raised concerns about the principle of this development, in particular how it satisfies Policy T7 which is clear that development proposals for new consolidation and distribution facilities should be supported, provided that they do not cause unacceptable impacts on London's strategic road network and:

- Reduce road danger, noise and emissions from freight trips;
- Enable sustainable last-mile movements, including by cycle and electric vehicle;
- Deliver mode shift from road to water or rail where possible.

As acknowledged by the applicant, the proposed development will result in a significant increase in the level of HGV movement to and from this site - from 38 to 296. This is a significant increase in comparison to existing levels, and noting the proposed routing, a greater level of HGV movement will arise on the A312, which is accessed via Ossie Garvin roundabout. The applicant previously indicated that they were happy for the following matters to be dealt with through a Delivery and Servicing Plan and Operational Management Plan, secured through condition:

- HGV routing to and from the site and how this routing will be enforced;

- Measures that will be implemented to reduce the impact of servicing movements, including sustainable last mile movements and cargo bike;

- The requirement for all vehicle to achieve FORS Gold and 5* Direct Vision standard.

As noted in TfL's response on the 23rd June, the above documents should also contain details on the following:

- Re-time deliveries to minimise the impact on congestion and noise pollution;
- Targets to increase the level of electric vehicles attending this site;
- Measures that will be implemented to reduce movements through consolidation.

Suggested wording for these conditions was sent across - have these been agreed? As noted in our previous response, a contribution towards the monitoring of the Operational Management Plan and Delivery and Servicing Plan, as well as the identification of a Monitoring Framework, should be secured

Site Layout

Following a meeting with the applicant, it is understood that the principle of a straight across toucan at this site access has been agreed. A straight across toucan would support the Strategic Cycling Analysis corridor running east to Southhall from the Ossie Garvin Rbt. It is understood that this is to be delivered via a S278, with a condition securing the detailed design of this crossing prior to commencement at this site. Noting this, it should be ensured that the S278 has flexibility to ensure that any amendments required, as highlighted through the detailed design process, can be implemented. The detailed design should include the lane reduction, straight crossing and dimensions on the eastern arm and the location of any CCTV cameras. As part of the detailed design, an updated Road Safety Audit will also need to be undertaken. TfL, would however, like to re-iterate our expectations for highway modelling that is submitted to support planning applications for the applicants future reference.

- As highlighted in previous correspondence TfL have concerns in regards to the robustness of the models submitted. Such concerns largely arise due to the models not following TfL's traffic modelling guidelines and Model Auditing Process (MAP). Lack of model audit and noncompliance with the guidance could result in outputs being flawed and could in the worst case lead to misinterpretation of results. Also as part of MAP TfL require signals critical timings and method of control to be checked by Engineering department - all to ensure proposed timings are safe and feasible to implemented as modelled. The applicant should ensure that such guidelines and processes are being followed, and the sufficient time in the timeline for the planning application is being allocated to this.

- It is also noted that in the modelling of the junction the applicant has used TEMPro. As noted on TfL's website, we do not support the use of TEMPro (NTEM) derived growth factors to inform projects in London and recommend that London specific forecasts are used instead. The London specific forecasts are

aligned with the London Plan, for example, in terms of growth (population and employment) and policy relating to the provision of car parking.

TfL would also like to note that this scheme has not been through TfL PEAR (Planning Engineering Advice Request) process either which was developed to ensure design proposals meet highway standards.

Cycle Parking

A total of 54 cycle parking spaces are proposed, taking that form of 38 long-stay and 16 short-stay.

The applicant has stated that the cycle parking will be provided in accordance with London Cycle Design Standards, Based on the Plans provided, TfL disagrees with this statement

It does not appear that the proposed development is providing cycle parking suitable to accommodate larger and adapted cycles. LCDS requires at least 5 per cent of cycle parking provision to be suitable to accommodate larger and adapted cycles, but based on the updated plans, it appears that no such provision is being provided at this site. To accommodate larger and adapted cycles, at least 1.8m between Sheffield stands should be provided. These spaces should also not form part of the lower-tier of a two-tier rack.

It appears that the applicant is providing cycle parking provision, in which the lower tier of a two-tier stand is a Sheffield stand. TfL's preference is that two-tier and Sheffield stands are separate provision.

An aisle width of at least 2.5m beyond the lowered tier should be provided. Based on the plans provided, it appears that only an aisle width of 2m is being provided. It should be ensured that you are achieving the aisle widths identified within Figure 8.1 of LCDS.

Further thought is also needed on the positioning of the short-stay cycle parking spaces, as there is a concern that when some of these stands are occupied others will not be able to be accessed.

Design amendments to the cycle parking provision is required to address the concerns raised above.

Car Parking

It is noted that 91 general and 16 HGV parking spaces are to be provided. As such, our comments on this matter remain as those issued on the 27th June 2023, which have been copied below for ease of reference. It is noted that there has been a further reduction in the quantum of car parking to 91 spaces. Whilst this reduction is welcomed, this quantum is still not in line with London Plan policies. As acknowledged by the applicant and noted in TfL's previous comments, this site is located within an outer London Opportunity Area. As such the maximum level of parking for this site would be 28 (1 space per 600 sqm GIA), rather than the 165 cited by the applicant within their response. As such, to comply with London Plan policy T5 a reduction in the quantum of car parking is required. As highlighted in TfL's previous comments on this application, the proposed development should be seeking to instil sustainable and active travel patterns to this site in line with the Mayor's strategic mode shift target. Based on the modal split presented within the Transport Addendum, it is estimated 40.6 per cent of journeys will be made by modes of private vehicle. This is not in line with the mayor's strategic mode shift target, as detailed in Policy T1. As highlighted previous, a reduction in the quantum of general parking provision, coupled with implementing measures identified within the Travel Plan and enhancing the sustainable and active travel environment, could assist in facilitating a strategic modal shift. It is noted that there has also been a reduction in the quantum of HGV parking. An assessment of TRICS sites, and the quantum of HGV parking that they have, has been undertaken. This assessment demonstrates that on average, the TRICS site provide one HGV

loading bay per 1005.7 sqm, and one HGV parking bay per 1431.7 sqm. Applying this ratio to this proposal would equate to a total of 17 loading bays and 12 HGV parking bays. This proposal is proposing 16 loading bays and 16 HGV parking bays. Based on the ratio presented, the applicant is providing 33.3% more loading bays than other sites.

Trip Generation

The submitted information indicates that there will be three shifts for warehouse workers. It still does not appear that any consideration has been given to the increase in intensity of vehicle movement during shift change. You have indicated that 134 employees will be travelling by car - is this across the three shifts, or per shift? How was the 24-hour profile derived? This was a query in previous TfL comments and does not appear to be addressed in the submitted material.

Noting the above outstanding queries, TfL still have concerns in regard to the trip generation assessment for this site. As mentioned in previous responses contributions towards Ossie Garvin Roundabout and/or the A312 Healthy Streets scheme may be required from this scheme. The site is resulting in a significant increase in HGV movement to and from the site. HGVs carry greater road safety risk. It is also noted that the proposed vehicle routing to the site will be concentrated to and from the A312 and Ossie Garvin Roundabout. Collision Statistics also indicate that there have been a number of accidents on this roundabout in recent years. It is recommended that a contribution towards a study which seeks to identify safety improvements (and designs) that could be made at this roundabout and its four arms is secured. It is suggested that a contribution of £50,000 is secured towards this study, however we note that the borough is the highway authority for this roundabout (with TfL being traffic authority as it forms part of the SRN) and cost of such a study should also be confirmed with the appropriate internal stakeholder.

Active Travel

It is welcomed that the applicant is contributing towards the delivery of the improvements identified within their Active Travel Zone assessment.

PLANNING OFFICER COMMENT:

Matters raised in TFL's comments are discussed within the main body of the Committee Report and relevant planning conditions have been included in Section 2.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE:

The proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

The application site is not in an Archaeological Priority Area, has been extensively developed over the last century and previous archaeological investigations in the vicinity have proved negative. I therefore conclude that it has low archaeological potential.

No further assessment or conditions are therefore necessary.

LONDON FIRE BRIGADE:

The London Fire Brigade (LFB) has been consulted with regard to the above-mentioned premises and have no observations to make. It should be ensured that if any material amendments to this consultation is proposed, a further consultation will be required.

The Applicant is advised to ensure the plans conform to Part B of Approved Document of the Building Regulations and that the application is submitted to Building Control/Approved Inspector who in some circumstances may be obliged to consult the Fire Authority.

I also enclose Guidance note 29 on Fire Brigade Access similar to that in B5 of the Building Regulations, Particular attention should be made to paragraph 16, Water Mains and Hydrants, by the applicant.

If there are any deviations from the guidance in ADB) vol 1 and 2: B5 Access and facilities for the fire service in relation to water provisions, then this information needs to be provided to the Water Office (water@london-fire.gov.uk) to discuss the proposed provision.

If there are any deviations to Brigade access and facilities then this information needs to be provided to Fire Safety Regulation (FSR-AdminSupport@london-fire.gov.uk) to review the proposed provision. Once we have received this information then the LFB can provide a response on the consultation and advice in regards to hydrants upon receipt of an appropriate site plan showing premises layout, access to it, and water supply infrastructure if available.

EALING COUNCIL:

No comments received.

Internal Consultees

PLANNING POLICY OFFICER:

Principle of Development

The site is currently an out of town centre retail park known as the Hayes Bridge Retail Park. The site is therefore not a sequentially preferable location for main town centres uses and there are no policies in the Development Plan which requires the site to be retained as an out of town centre retail park. The site is designated as a Strategic Industrial Location (SIL) in the Development Plan. Policy E5 of the London Plan (2021) outlines that proposals in SILs should be supported where the uses proposed fall within the industrial-type activities set out in Part A of Policy E4. This includes use classes B8, B2 and E(g)(iii). Please note that any planning application would need to be conditioned to restrict the uses to those above. Use class E(g) contains offices, which are a main town centre use and therefore would not be supported in this location. The restriction to E(g)iii only should be included via condition. Please also review whether the Council is including restrictions on data centres via condition at the point of determination. This would prevent the need for the applicant to submit information regarding energy connectivity.

Urban Greening

The proposal is within an Air Quality Management Area (AQMA) and therefore must provide onsite provision of living roofs and/or walls, in line with Policy DMEI 1 of the Local Plan: Part 2 (2020).

PLANNING OFFICER COMMENT:

It should be noted that green roofs have been incorporated into the scheme on the roofs of the ancillary office accommodation.

ACCESS OFFICER:

This proposal is for a new commercial/industrial unit located in the Springfield Road Retail Park to the west of Hayes has been reviewed with reference to policy D5 and D12 as set out in the 2021 London Plan. No accessibility concerns are raised subject to the following Conditions attached to any planning approval:

Development shall not commence until details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings) 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 an Accessible and Inclusive development for everyone in accordance with London Plan policy D5.

The development hereby approved shall accord with London Plan policy D5(B5) and D12(A) to include a minimum of one fire evacuation lift designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999, with all such provisions remaining in place for the life of the development.

Reason: To ensure the development can accommodate robust emergency evacuation procedures, including measure for those who require step-free egress, in accordance with London Plan policy D5 and D12.

PLANNING OFFICER COMMENT:

The conditions recommended by the Access officer have been included in the recommendation at section 2 of this report.

NOISE SPECIALIST:

Sufficient information has been provided by the Applicant to make a recommendation with respect to noise by way of an assessment report. It is recommended that no objection is made on noise grounds subject to the inclusion of a suitable condition which should be met considering uncertainty: 'For the lifetime of the development hereby permitted the rating level of noise caused by the operation of development, including both static plant and equipment, and vehicles, shall be at least 5 dB below the minimum background noise level, or 35 dB(A), whichever is higher, measured 1 metre outside of any window of any dwelling, or similarly noise sensitive premises, determined in accordance with the procedures set out in BS4142:2014 Methods for Rating and Assessing Industrial and Commercial Sound'.

PLANNING OFFICER COMMENT:

The condition recommended by the Noise officer has been included in the recommendation at section 2 of this report.

FLOOD AND WATER MANAGEMENT CONSULTANT (Final Comments):

a) Review Summary

This application has changed from the previous application submitted in the following way(s):

- Type of development: N/A

- Types of conveyance / attenuation features: N/A
- Runoff rate restriction (I/s): N/A

- Runoff rate restriction per hectare (I/s/ha): N/A

- Runoff attenuation volume (m3): An additional 100m3 of storage from the permeable paving has been included in the drainage calculations.

- Maintenance plan: N/A

- Any other previously identified outstanding matters: Exceedance flow volumes have been reduced.

b) Recommendation and Requests

We recommend approval of the application. The applicant has provided updated drainage calculations that include the permeable paving attenuation volume, and this attenuation volume has sufficiently reduced the exceedance flow volumes.

c) Conditions Proposed

- Prior to commencement of groundworks (excluding site investigations and demolition), the applicant must submit a final detailed drainage design including drawings and supporting calculations to the Lead Local Flood Authority for review and approval, aligned with the "22/11/2022 21903-BGL-XX-XX-RP-D-0001 V3 Bridgewater Retail Park, Hayes - Flood Risk Assessment & Drainage Strategy" and associated drawings. The applicant is required to undertake soakage testing to confirm that the on-site rates are unsuitable for infiltration. A detailed management plan confirming routine maintenance tasks for all drainage components must also be submitted to demonstrate how the drainage system is to be maintained for the lifetime of the development.

- No building hereby permitted shall be occupied until evidence (photographs and installation contracts) is submitted to demonstrate that the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.

PLANNING OFFICER COMMENT:

The above comments are noted and suitably worded conditions have been included within the recommendation at section 2 of this report.

AIR QUALITY OFFICER:

Summary of Comments

The proposed development is located within the LBH Air Quality Management Area and within Ossie Garvin Focus Area bringing additional traffic emissions which will add to current likely exceedances. As per the London Plan, developments need to be neutral as minimum and positive in Focus Areas, contributing to the reduction of emissions in these sensitive areas.

LBH requires new developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Furthermore, policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality, especially within the Air Quality Management Area. Finally, the London Plan (March 2021) requires development to be air quality positive specially within focus areas, actively contributing to reduce pollutant emissions to the atmosphere.

According to LBH Local Action Plan, proposed development within Focus Areas (or with impacts on FAs) needs to be Air Quality positive and further action is required to reduce total emissions produced by its operation. Therefore, the total emissions associated with these activities need to be mitigated.

The proposed development is not air quality neutral and not air quality positive.

Damage Cost and Mitigation Measures

Mitigation measures to reduce emissions can be applied on-site or off-site. Where this is not practical or desirable, pollutant off-setting will be applied. The level of mitigation required associated with the operation phase of the proposed development is calculated using Defra's Damage Cost Approach.

Any mitigation measures proposed were evaluated in terms of likely emission reductions onto local air quality. Wherever quantifiable, these are calculated and subtracted from the overall value due. When no quantification is possible, a flat rate discount is applied.

The undiscounted level of mitigation required to the proposed development for traffic emissions is \pounds 772,630. Once all deductions were applied, the remaining value of mitigation due for traffic emissions is \pounds 695,367. Flat rate deductions applied are as follow: Travel Plan (10%), Green Sustainable Measures (0%), contribution to long term LBH strategic long-term strategies (e.g. multimodal shift) (0%), totalling a reduction of \pounds 77,263.

The level of mitigation required to the proposed development for building emissions is £35,862.

Therefore, if no further mitigation is offered by the applicant, a section 106 agreement with the LAP of £731,228 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.

Observations

In addition, Air Quality conditions are required to reduce operational emissions AND manage construction emissions as required by the Mayor of London. See text below.

Condition Air Quality - Low Emission Strategy

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall address but be not restricted to:

1) Secure compliance with the current London Plan (March 2021) and associated Planning Guidance requirements.

2) The implementation of a FAST electric vehicle charging bay for cars, LGVs and HGVs. This is to be implemented above the minimum number of charging points required in the London Plan.

3) Update the proposed Travel Plan to make it more ambitious with a clear and effective strategy to encourage staff / users of the site to

a) use public transport;

- b) cycle / walk to work where practicable;
- c) enter car share schemes;
- d) purchase and drive to work zero emission vehicles.
- 4) Avoid, whenever possible, urban areas including LBH Focus Areas.

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

Reason - As the application site is within an Air Quality Management Area, and to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, London Plan (2021) policy SI1 and T4, and paragraphs 174(e), 186 and 188 of the NPPF (2023).

Conditions - Reducing Emissions from Demolition and Construction

A. No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

Reason: Compliance with London Plan Policy SI 1 and in accordance with Mayor of London "The Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019).

B. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at https://nrmm.london/.

Reason: Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy.

PLANNING OFFICER COMMENT:

Suitably worded conditions and the recommended planning contribution have been included in the recommendation at section 2 of this report.

HIGHWAYS OFFICER:

Planning permission is sought to demolish several large out-of-town retail units and the construction of 16,087sq.m GIA of B8 (storage or distribution), supported by 2,014sq.m ancillary E(g) offices in its place, at this stage the end user is not known. The development would provide 16no. dock loading doors and 2no. level access doors. There would be 16no. HGV parking spaces and 91no. car parking spaces of which 5no. would be blue badge/accessible. Twenty parking spaces would have electric vehicle charge points. The development would provide 54no. cycle parking spaces, 36no. long-stay and 16no short-stay. The site has a PTAL ranking of 2 indicating that access to public transport is limited compared to London as a whole. This suggests that there would be a strong reliance on the private car for trip making to and from the site.

The application site fronts onto the A4020 Uxbridge Road, this is a dual carriageway with a 40mph speed restriction, it has footways/cycleways on either side of the carriageway. The main site entrance would be from the A4020 Uxbridge Road via a three-arm signal-controlled junction, there would also be an emergency access to the rear of the site leading onto Bullsbrook Road. Bullsbrook Road is a c.7.3m wide

single carriageway road which provides access to the service yards and premises of 4no. sites - including the application site.

As the site is within the Heathrow Opportunity Area, the published London Plan 2021 would allow just 27no. car parking spaces. The Highway Authority does not consider this to be a suitable standard considering the site's location, PTAL ranking and proposed use. The London Plan also advises that car parking provision for B2 and B8 uses should be based on the standards for office provision under Policy T6.2 Office parking considering the "significantly lower employment density in B2 and B8 developments". This would allow a maximum of 161no. car parking spaces, this is almost identical to the Hillingdon Local Plan: Part 2 Development Management Policies lower standard - 163no. spaces. The 91no. spaces proposed is therefore in accordance with both Plans though a much lower standard. To demonstrate that 91no. spaces are adequate the applicant highlights that whilst the workforce maximum capacity of the building would be 461no., taking into account annual leave and sick leave it is anticipated that the building would usually be 85% occupied which would total 392no. workers, the car parking spaces ratio per worker would be 0.23. Considering the site would provide a low amount of car parking, the Highway Authority require that a Parking Design and Management Plan is submitted to the Council for approval, this has been agreed by the applicant.

The published London Plan 2021 Policy T6.5 Non-residential disabled persons parking requires in workplaces that 5% of total parking provision are designated parking bays and a further 5% enlarged. To be in accordance with this Policy the Highway Authority require that in addition to the 5no. designated bays proposed that a further 5no. enlarged bays are provided. This should be secured by a planning condition.

The proposal would provide 20no. electric vehicle charge points, this is also in accordance with the Local Plan which requires 5% of spaces have active and a further 5% passive provision. For this proposal 22% of spaces would have active provision which is accepted. Furthermore, the applicant reports that electric vehicle charge points would be provided for each of the HGV bays, a rapid electric vehicle charging point would also be provided within the service yard. If the application is recommended for approval, the Highway Authority would require a planning condition obliging the applicant to submit full details of the electric vehicle charge points proposed, including rapids, this has been agreed by the applicant.

The London Plan Policy T5 Cycling would require that the development provides no.32no. long-stay (16,087sq.m GEA/500sq.m) and 16no. short-stay cycle parking spaces (16,087sq.m GEA/500sq.m), 48no. spaces in total, the 54no. cycle parking spaces proposed is therefore in accordance with Policy T5 and accepted.

To determine the net change in trip generation between the existing use and application site in use as B8 storage and distribution use the applicant has interrogated the TRICS database. In its current use, the PM peak is busiest when there would be 283no. total vehicle two-way movements including 3no. total HGV two-way movements. However, it would be during the PM Peak 17:00 to 18:00h that the proposal would generate the greatest number of trips. There would be 64no. total vehicle two-way movements and 10no. total HGV two-way movements. Over a 12h period, the total vehicle two-way movements would fall from 3,348no. to 708no. a reduction of 2,640no. However, the number of 12h total HGV two-way movements would increase with the proposal, from 37no to 172no. This raises road safety concerns as HGVs present the greater road safety risk to other road users, the greatest risk of all being to cyclists and pedestrians. In its existing use HGVs enter and leave the site from Bullsbrook Road to the south. As part of this proposal HGVs would take access directly from the A4020 Uxbridge Road.

Road traffic comprises of a whole range of vehicle types and sizes, ranging from 16.5 meter articulated lorries to private cars and bicycles, because these vehicles have different characteristics in terms of length, turning radii, acceleration, speed etc they all have a different impact on the operation of the road network.

For example, a private car can pull away at traffic signals without difficulty whereas a large lorry accelerates much more slowly reducing the number of vehicles that can pass during a green signal. For the purposes of traffic modelling all vehicle types are given a Passenger Car Unit rating which takes into account their impact on the flow of all traffic.

The document Traffic Modelling Guidelines Version 4, Transport for London (September 2021) recommends following the Passenger Car Unit values.

- Pedal cycle 0.2
- Motorcycle 0.4
- Car or light goods vehicle 1.0
- Medium goods vehicle 1.5
- Bus or coach 2.0
- Heavy goods vehicle (HGV) 2.3

A private car is given a score of 1, because large lorries occupy more road space and travel more slowly, they have a passenger car unit score of 2.3, in simple terms one large lorry is the equivalent of just over two cars.

As shown in the table below, in its existing use as retail park over the period 07:00 to 19:00h it is calculated there are 3,348no.total vehicle two-way movements. All these vehicles use the A4020 Uxbridge Road access. In its proposed use as B8 warehousing with HGVs and private cars both taking access to/from the Uxbridge Road, over the 12 hour period 07:00 to 19:00 the HGV traffic would be equivalent to 396no. pcu two-way movements. In addition to this would be 536no. two-way light movements giving 932no. total vehicle movements. The proposed use would reduce the number of pcu's leaving the site via the A4020 Uxbridge Road access by 2,416no.

As mentioned above it is proposed that the Bullsbrook Road access would be used for emergency access only, it is currently used by HGVs servicing the retail units and there are 37no. two-way movements a day. With the proposal these movements would cease, this has the benefit of reducing the amount of traffic using the busy Springfield Road j/w Uxbridge Road junction, there would be 85no. fewer pcu movements between 07:00 and 19:00h which is welcomed as it would help alleviate congestion and delay in this location.

The Highway Authority notes that the site would be operational 24-hours per day. This raises concerns regarding parking accumulation as the demand for parking may exceed supply when the shifts change, colleagues will arrive and need somewhere to park before workers parking on-site have left. How this will be managed must be clearly set out in the Parking Design Management Plan.

As with any development, the Highway Authority requires that the proposal is self-sufficient in transport terms. This proposal would have a minimal amount of car parking spaces, 91no. would be provided though the London Plan would allow up to 161no. The Highway Authority is mindful that if car parking is not available on-plot people may resort to parking injudiciously on the surrounding streets presenting a risk to road safety and hindering the free flow of traffic. This would be counter to the London Plan policy T4 Assessing and mitigating transportation impacts which requires that "development proposals should not increase road danger". To help mitigate against this happening, the Highway Authority expects the applicant to contribute towards active travel and public transport measures that offer a genuine alternative to trip making by the private car. At the request of the Highway Authority the applicant has agreed to remodel the access onto the A4020 Uxbridge Road, designs have already been received that show the provision of a toucan crossing, reducing the exit to one lane and continuing the shared use footway/cycleway into the site. The Highway Authority welcomes the changes proposed but any planning

approval shall be subject to the receipt of detailed plans to be thoroughly tested through technical assessment and potential road safety audit. All cost arising from this work shall be borne by the applicant.

The Highway Authority requires that through a 1990 Town and Country Planning Act s.106 legal agreement that the applicant funds the delivery of further works that will facilitate safe and convenient active travel to the site. This will broaden the travel choice offered to workers and visitors thereby reducing the number of private car trips generated. This would allow the site to be self-sufficient in transport terms given that on-plot parking would be limited. The applicant has confirmed they are willing to contribute £21,718 to the works listed below.

1990 Town and Country Planning Act Healthy Street Heads of Terms

Supply & install 2no. new street benches - £6,250.00 Supply & install 6no. new Sheffield cycle stands - £2,250.00 Supply & install new replacement guard rail - £7,656.25 Supply & plant 5no. new tree pit & tree - £11,562.50 Total - £21,718.75

Subject to the above there are no highway objections to this proposal. If the Local Planning Authority is minded to recommend planning approval, then the Highway Authority would require the following conditions and Heads of Terms.

Planning conditions

1. The applicant submits detailed plans to the Council for approval showing the remodelling of the Hayes Bridge access j/w Uxbridge Road to include a toucan crossing, reduction of carriageway width to one lane and an internal shared use footway/cycleway. The Highway fees incurred assessing these drawings shall be borne by the applicant. The agreed design for this junction should then be delivered through a 1980 Highways Act s.278 agreement to be secured within a 1990 Town and Country Planning Act s.106 agreement for this site.

2. The applicant funds a package of Healthy Streets works at a cost of £21,718.75 to be secured within a 1990 Town and Country Planning Act s.106 agreement for this site. REASON to comply with the published London Plan 2021 policy T2 Healthy Streets.

3. The applicant enters a 1980 Highways Act 2.278 legal agreement allowing them to carry out agreed works on the Council's highway to be secured within a 1990 Town and Country Planning Act s.106 agreement for this site. REASON to comply with the published London Plan 2021 policy T2 Healthy Streets, policy T4 Assessing and mitigating transport impacts and policy T5 Cycling.

4. An Operations Management Plan is submitted to the Council for approval that sets out how the transport needs of the proposal will be managed.

5. Prior to the first operation of the development, details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This should accord with Transport for London's Delivery and Servicing Plan Guidance and include.

i.The expected number and time of delivery and servicing trips to the site, including how deliveries will be scheduled to avoid several delivery vehicles arriving at the site simultaneously;

ii. The types of vehicles that will be servicing the site, including all relevant swept path analysis for these vehicles;

iii.Loading bay locations and layouts and vehicle turning areas;

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iv.Routing of delivery and servicing vehicles to and from this site, and how this routing will be enforced; v.Measures that will be implemented to reduce the impact of servicing movements;

vi. The requirement for all vehicles to achieve FORS Gold and 5* Direct Vision standard, and detail on how this will be enforced;

vii.Detail on re-timing of deliveries to minimise impact on congestion and noise pollution; viii.Mechanisms for monitoring and review.

Thereafter the development shall be operated in full accordance with the approved details.

REASON To ensure appropriate servicing of the site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy T7 of the London Plan (2021).

6. A Construction Logistics Plan is submitted to the Council for approval. This should include

i.The phasing of the works;

ii.The hours of work;

iii.On-site plant and equipment;

iv.Measures to mitigate noise and vibration;

v.Measures to mitigate impact on air quality;

vi.Waste management;

vii.Site transportation and traffic management, including:

(a) HGV Routing enforcement;

(b) Signage;

(c) Vehicle types and sizes;

(d) Hours of arrivals and departures of staff and deliveries (avoiding peaks);

(e) Frequency of visits;

(f) Parking of site operative vehicles;

(g) On-site loading/unloading arrangements;

(h) Use of an onsite banksman (if applicable);

(i) Use of consolidation centres to reduce HGV movements;

(k) Achieve FORS Gold standard and 5* Direct Vision Standard;

(I) Encourage use of active travel.

viii. The arrangement for monitoring and responding to complaints relating to demolition and construction; and

ix. Details of cranes and other tall construction equipment (including the details of obstacle lighting).

REASON to comply with London Plan 2021 policy T7 Deliveries, servicing, and construction.

7. A Car Parking Management Plan is submitted to the Council for approval. REASON to comply with the published London Plan 2021 policy T6 Car parking.

8. Plans shall be submitted to the Council for approval confirming that 5no. car parking spaces will be designated disabled persons parking bays and 5no. spaces enlarged parking bays. REASON to be in accordance with the published London Plan policy T6.5 Non-residential disabled persons parking.

9. All operational parking must provide infrastructure for electric or other Ultra-Low emission vehicles. REASON to comply with the published London Plan policy T6.2 Office Parking.

Heads of Terms

1. The applicant makes a Healthy Streets contribution of £21,718.75 to fund the delivery of works to encourage and enable trip making by walking, cycling and public transport in lieu of car parking being provided on-plot.

2. The applicant enters a 1980 Highways Act s.278 agreement with the Council that will allow the applicant to enter into a legal agreement with the Council (in our capacity as the Highway Authority) to make permanent alterations or improvements to the highway as part of a planning approval. Work affecting the highway can only begin once the s.278 agreement is signed by the developer and the Council, and all precommencement requirements listed in the s.278 agreement have been met and approved by the Council.

PLANNING OFFICER COMMENT:

Suitably worded conditions and heads of terms have been incorporated into the Officer's recommendation at section 2 of this report to capture the recommendations of the Highway Authority.

PLANNING SPECIALIST TEAM MANAGER (Energy Comments dated November 2022):

I have no objections to the proposed development with regards to energy.

The energy assessment provides limited detail on the solutions to achieve zero carbon requirements of London Plan Policy SI2. The assessment concludes both a slight shortfall and extensive net improvement although the latter appears to be based on a reporting error.

The assessment relies on PV panels and air source heat pumps to achieve the be green requirement of the London Plan. Air source heat pumps are no be green measures as they require grid electricity to run them.

The report is sufficient for this stage of consideration but a far more detailed and reporting compliant assessment needs to be secured ahead of development commencing. As there is likely to be a shortfall in emissions, a heads of term for a S106 should capture the cash in lieu contribution allowed for by the London Plan Policy SI2.

Condition

Prior to commencement of development (excluding demolition), a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall accord with the requirements of the London Plan (policy SI2) and the GLA Energy Assessment Guidance (April 2020 or as amended). The assessment shall clearly identify the baseline energy demand and associated carbon emissions in accordance with the prevailing building regulation requirements. The assessment shall then clearly define the 'be lean', 'be clean' and 'be green' measures to demonstrate that the development will meet as far as practicable the zero carbon standards of the London Plan and the minimum standards for onsite energy efficiency. Where the measures do not collectively contribute to a zero carbon saving (noting a minimum requirement of 35% saving onsite) to the agreement of the Local Planning Authority, the report shall set out (a) the 'onsite saving' and (b) the 'shortfall'; to be presented in tCO2/annum.

The 'shortfall' shall then be subject to an offsite contribution in accordance with the London Plan Policy SI2.

The Energy Assessment shall also provide details of the 'be seen' recording and reporting measures to be agreed in writing by the Local Planning Authority. The 'be seen' measures must comply with the requirements of London Plan Policy SI2 and demonstrate that the 'onsite saving' is being achieved in perpetuity.

The development must proceed and be operated in accordance with the approved details.

Reason

To ensure the development's regulated energy demand doesn't contribute to CO2 emissions in accordance with Policy SI2 of the London Plan.

Section 106 Requirement

On commencement of development (excluding demolition), the shortfall (where applicable) identified in the Energy Assessment required by Condition shall form an in lieu contribution to the Council's carbon offset fund at \pm 95/tCO2 annualised over 30 years (i.e. shortfall x 30 x 95 = £contribution).

PLANNING OFFICER COMMENT:

Following amendments to the scheme, the Energy Statement was updated and the Planning Specialist Team Manager was re-consulted. Their comments are copied below.

PLANNING SPECIALIST TEAM MANAGER (Final Energy Comments Dated November 2023):

The application was lodged in 2022 and therefore the GLA energy assessment guidance of 2020 was applicable. However, the application now spans into 2023 and the updated 2022 GLA Energy Assessment Guidance would be applicable.

The submission meets the requirements of the former but not the latter, notably in relation to the assessment of the scheme against the prevailing Building Regulations; i.e. the report uses 2013 in accordance with 2020 guidance and not 2021 in accordance with the 2023 guidance.

There is also a limited amount of detail on the PV type and installation mechanism particularly in combination with the roof plans and how they will sit alongside rooflights.

Consequently, I agree with the approach outlined below seeking:

- 1 an updated energy strategy in accordance with current guidance (2023)
- 2 a S106 generic clause capturing any shortfall
- 3 a 'be seen' monitoring and reporting condition.

The general approach taken is supported and it the amount of PVs could offset the energy loads of the building. However more detailed information set against the current guidance would be required to establish the specifics.

PLANNING OFFICER COMMENT:

A suitably worded planning condition and heads of term has been included in the Officer's recommendation at section 2 of this report.

CONTAMINATED LAND OFFICER:

I have reviewed a copy of the geo-environmental information within the following report submitted in support of the application:

- Title: Phase 1 Geo-Environmental Risk Assessment; Ref: 21.2188/CB/LC; Date:09 December 2021; Prepared by: Paragon Building Consultancy Limited

The report provides details of a phase 1 study which includes the required initial conceptual site model and preliminary risk assessment which identify and assess potential contaminant linkages at the site.

The maximum risks associated with land contamination are identified as medium, and the report provides suitable recommendations which outline a structured site investigation to be implemented in accordance with the listed parameters within the report document.

I therefore recommend the following conditions to be imposed if planning permission is awarded:

Proposed conditions for land affected by contamination.

(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). All works which form part of any required 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 the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A site investigation including, where relevant, sampling of soils, ground gases and vapours, surface water and groundwater, together with the results of analyses and risk assessment, shall be carried out by a suitably qualified person. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, 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 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 and/or engineering 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 factual results and interpretive reports of this testing shall be submitted to and approved in writing by the Local Planning Authority.

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.

PLANNING OFFICER COMMENT:

A suitably worded condition has been included within the Officer recommendation at Section 2 of this Committee Report.

BUILDING CONTROL:

No comment received.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

OUT OF TOWN CENTRE RETAIL PARK

The site is currently an out of town centre retail park known as the Hayes Bridge Retail Park. The site is therefore not a sequentially preferable location for main town centres uses and there are no policies in the Development Plan which requires the site to be retained as an out of town centre retail park.

STRATEGIC INDUSTRIAL LOCATION

The site is located within the designated Strategic Industrial Location (SIL) located off Springfield Road. SIL is the capital's main reservoir of land for industrial, logistics and related uses. SILs are given strategic protection because they are critical to the effective functioning of London's economy. The proposed E(g)(iii), B2 and B8 facility falls within the industrial-type activities set out in Policy E4, Part A, of the London Plan (2021).

Policy E7, Part D (1), of the London Plan (2021) requires that industrial uses within SILs are intensified to deliver an increase in capacity in terms of floorspace. Accordingly, the proposed development would include a significant uplift in floorspace. The proposed intensification in industrial capacity would be supported from a strategic perspective. This is considered to be a positive benefit of the scheme given the ongoing demand for industrial floorspace within the borough and the need to optimise the capacity of existing brownfield sites.

Policy E7, Part D (2), of the London Plan (2021) also requires that the industrial and related activities on-site and in surrounding parts of the SIL are not compromised in terms of their continued efficient function, access, service arrangements and days/hours of operation noting that many businesses have 7-day/24-hour access and operational requirements. Policy E5 also states that development proposals within or adjacent to SILs should not compromise the integrity or effectiveness of these locations in accommodating industrial-type activities and their ability to operate on a 24-hour basis. This is considered in more detail within relevant sections of the report.

OFFICE FLOORSPACE

A total of 2,012 m2 of office floorspace is proposed as part of the development. The principle of office floorspace within a SIL is generally not supported by the London Plan (2021). The only new office floorspace that would typically be permitted within a SIL is that deemed to be ancillary to the land

uses established within Policy E4 Part A. Based on the application submission, it is agreed that the office floorspace proposed is wholly ancillary to the main E(g)(iii), B2 or B8 use. A planning condition has been recommended to ensure that if planning permission is granted, the office accommodation would remain ancillary to the development. Subject to the aforementioned condition, this element of the proposal is considered acceptable in principle.

ECONOMY

Paragraph 81 of the NPPF (2023) states that significant weight should be placed on the need to support economic growth and productivity.

It is agreed that there would be economic benefits arising from the proposed scheme, but LBH is unable to verify the Appellants stated figures with respect to the scale of the economic benefits. Significant weight is afforded to such benefits in line with Paragraph 81 of the NPPF (2023).

EMPLOYMENT

The site is host to a range of large buildings occupied by various retail uses. These did include: -

- Currys PC World
- Halfords
- -Harveys and Bensons for Beds
- Dreams
- Office Outlet
- Argos
- AHF
- Tapi Carpets

As a consequence of the pandemic and the changing nature of retail, resulting in a significant shift to online sales, the Planning Statement (which is dated May 2022) states that four of the referenced units have expressed an interest in terminating their leases and vacating with immediate effect, two of the companies have recently gone into administration and one company will be consolidating its existing interests in a nearby store. At present day, it is understood that five of the seven units are now vacant, leaving only 2 operational units which are occupied by Dreams and Halfords.

Based on the Economic Benefits Statement (dated February 2022) submitted, the proposed development would generate approximately 444 jobs as a B2 unit and 234 jobs as a B8 unit. The Applicant submits that the existing premises generates between 75 and 85 full-time employees if all 8 units are fully let, equal to 12,867m2.

Based on the Employment Density Guide (3rd Edition dated November 2015), what was formerly known as Use Class A1 retail generates 1 job per 15-20m2 for a foodstore and 1 job per 90m2 for a retail warehouse. Based on this, 12,867m2 of a foodstore would generate 644 full time jobs and 12,867m2 of retail warehouse would generate 143 full time jobs.

For balance, it should be noted that the site as it exists could generate a significant number of full time jobs, albeit the existing scenario appears to indicate that this is not a likelihood.

Policy E11 of the London Plan (2021) states that development proposals should support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases, including through Section 106 obligations where appropriate. In

accordance with this, the Council's Planning Obligations Supplementary Planning Document (2014) requires that developments with estimated construction costs of over £2 million and a construction period of three months or more deliver an in-kind employment and training scheme or financial contributions towards training and employment in the borough. If planning permission is granted, an employment strategy and construction training scheme would be secured by Section 106 legal agreement.

7.02 Density of the proposed development

Not applicable to the consideration of this application.

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

ARCHAEOLOGY

Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020) states that the Council, as advised by the Greater London Archaeological Advisory Service (GLAAS), will ensure that sites of archaeological interest within or, where appropriate, outside, designated areas are not disturbed. If that cannot be avoided, satisfactory measures must be taken to mitigate the impacts of the proposals through archaeological fieldwork to investigate and record remains in advance of development works. This should include proposals for the recording, archiving and reporting of any archaeological finds.

GLAAS have been consulted as part of the application process and have confirmed that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. All necessary processes have been followed and the proposal would not be considered contrary to Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020).

CONSERVATION AND HERITAGE

Policy DMHB 4 of the Hillingdon Local Plan: Part 2 (2020) states that new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness. In order to achieve this, the Council will:

A) Require proposals for new development to be of a high quality contextual design.

B) Resist the loss of buildings, historic street patterns, important views, landscape and open spaces or other features that make a positive contribution to the character or appearance of the Conservation Area; any such loss will need to be supported with a robust justification.

The above is supported by Policy HC1 of the London Plan (2021).

The application site does not contain any designated heritage assets and it does not form part of a Conservation Area. In Hillingdon, the nearest listed building is Bulls Bridge and the nearest locally listed building is the Toll House near Bulls Bridge. Both are located in the Bulls Bridge Conservation Area which is sited circa 1600m to the South-West. In Ealing the closest listed buildings to the site are Church of St George (Grade II) approximately 650m East of the site at Tudor Road and the Grade II listed water tower at the Southall Gas Works site approximately 1200m to the South-East. The closest Locally listed buildings are Nos. 49-53 Northcote Avenue (the Northcote Arms).

The setting of the heritage assets identified above would not be affected by the development due to the distance and the intervening buildings and vegetation between the buildings and Bulls Bridge Conservation Area.

The heritage asset that would be most affected by the development would be the Ealing Canalside Conservation Area (in particular the southwestern part) and its setting. The Canalside Conservation Area is not in the London Borough Hillingdon but in the neighbouring London Borough of Ealing. The Canalside Conservation Area Southwest Part covers the stretch of the canal comprising the towpath on the western side and extends to the centre of the canal.

It is understood that there would only be one view of the proposed development from the canal, between the DB Schenker Hayes building and Monier Redland Ltd building. This view would be partially screened by planting and the development would be set circa 250m from the canal view. Taking into account the limited extent of views which would be affected, it is concluded that the development would not be harmful to the setting of the Canalside Conservation Area. As such, the proposed development would not be considered contrary to Policy DMHB 4 of the Hillingdon Local Plan: Part 2 (2020) and Policy HC1 of the London Plan (2021).

7.04 Airport safeguarding

Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020) states:

A) The Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.

B) In consultation with the Airport Operator, the Council will ensure that:

i) areas included in Airport Public Safety zones are protected from development which may lead to an increase in people residing, working or congregating in these zones; and

ii) sensitive uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.

National Air Traffic Services (NATS), the Ministry of Defence and Heathrow Airport Safeguarding have been consulted and have confirmed either no comment or no safeguarding objection to the proposed development. Following amendments to the scheme, a green roof has been added to the roof of the ancillary office block. As such, it is considered necessary that a bird hazard management plan is secured by planning condition. Subject to securing such a condition, the proposed development would accord with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

7.05 Impact on the green belt

Not applicable to the consideration of this application.

7.07 Impact on the character & appearance of the area

POLICY CONTEXT

Paragraph 126 of the NPPF (2023) states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Policy D3 of the London Plan states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. 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, including existing and planned supporting infrastructure capacity.

Policy D9 of the London Plan sets out considerations relating to tall buildings. These are defined in the policy as buildings not less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey. It is understood that where buildings do not contain multiple storeys (such as the industrial/warehouse building proposed), the GLA interprets the policy as effectively providing a minimum tall building height of 21m, (noting that the 18 metres referenced is to the 'floor level' of the uppermost floor and having regard to typical storey heights).

Policy BE1 of the Hillingdon Local Plan: Strategic Policies (Built Environment) sets out to create successful and sustainable neighbourhoods, new development (including new buildings, alterations and extensions) should be of a high-quality design that enhances the local distinctiveness of the area and contributes to a sense of place. As such, proposals should be designed to be appropriate to the context of Hillingdon's buildings, townscapes, landscapes and views and make a positive contribution to the local area in terms of layout, form, scale and materials.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:

A) All 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.

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

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

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

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

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

C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential.

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.

ASSESSMENT

Location:

The site lies within the Springfield Road Strategic Industrial Location and is currently occupied with a large sprawling collection of commercial units comprising wholesale retail. The existing retail buildings are laid out in an approximate L-shape, with a largely blank building facade fronting onto Uxbridge Road, in addition to an expansive car park. It is considered that the existing buildings are of a design

and appearance which is typical of an out of centre retail park. Their design and form is not considered to be of high quality and makes a poor contribution to the street scene of Uxbridge Road in design terms. The site is currently accessed from the North off Uxbridge Road. A secondary access (for servicing and delivery vehicles) is located to the South off Bullsbrook Road. The site is bounded to the North by Uxbridge Road, to the East by Yeading Brook, to the South by Bullsbrook Road and to the West by industrial units.

Context heights:

The existing Hayes Bridge Retail Park development comprises a large footprint of buildings, measuring 7.5m at the eaves and 10m at the top of the pitched roof.

The warehouse buildings immediately adjoining the site are large in footprint and measure circa 13m in height (equivalent to 4 stories). Further afield, the Hyatt Place Hotel covers a small footprint but measures 12 stories in height. There is also a consent (ref. 69827/APP/2021/1565) for a hotel on nos. 15-17 Uxbridge Road which again covers a small footprint but measures 14 stories in height.

In stark contrast to the industrial location, the area to the North of Uxbridge Road comprises 2 storey houses of fine urban grain.

The proposed development would measure 20.32m in height at its highest point and would cover a large footprint measuring circa 187m in length and 80m in width. This would equate to a form of development which covers circa 14,960m2 in area and massing which creates circa 300,000m3 in built volume. The proposal would effectively double the height of buildings which currently exist on site and combined with the significant footprint proposed, the development would be considered significantly taller than the majority of its surroundings. The proposal would not meet the definition of a tall building as defined in Policy D9 of the London Plan, nevertheless, this would be a substantial building and accordingly, the impact of the development on the character and appearance of the area warrants careful consideration.

Long Range View:

The building's tall height and long elevations would result in a prominent appearance from the far distance. The building would be clearly visible from the motorway and recognisable above the tree line. The long sidelines would make the building prominent from the long distance and impact moderately on the skyline. The building would alter the skyline in views perceived from the Great Union Canal and Minet Country Park. The impact on long range views is considered to be moderate.

Mid Range View:

The proposed building volume would contrast with the 2 storey residential neighbourhood to the North of Uxbridge Road and alter the skyline. From the western approach the proposal would be concealed by two tall hotels and only visible from the nearer distance. However, from the eastern approach along Uxbridge Road, the building would cover a significant amount of skyline. Within the Springfield Industrial Estate, the building would be seen and would be perceived as occupying the skyline. The impact on mid range views is considered to be moderate.

Impact of the Character and Appearance of the Area:

Uxbridge Road, together with Bath Road, form the two most important historic movement corridors in

Hillingdon Borough. The published 2013 Hillingdon Townscape Characterisation study analysed Uxbridge Road and states: 'It continues to be a focus for thousands of residents living to the north and south of it - primarily as a transport connection, but also as a location for shops and services.'

Given it's significance for both residents and visitors travelling through Uxbridge Road, Officers expect development to make a positive design contribution in order to strengthen the corridor. Whilst there are existing instances along this corridor which are poorly designed, development must aspire improvement and existing poor urban design examples aren't a precedent to follow for safety, environmental, urban design and transport reasons.

Officers have worked proactively with the Applicant Team in order to achieve a form of design which establishes a better street presence and relationship with the public realm. Officers did explore whether the proposed building could be re-sited closer to Uxbridge Road (with parking to the rear) to accord with established building lines. However, this option was discounted due to the highway safety implications of concentrating private vehicle movements down Springfield Road and Bullsbrook Road. The applicant has therefore sought to improve the scheme through concentrating on improving design features such as material variations, and landscaping in order to provide a more active frontage.

Following the submission of amended plans, the development has been confirmed as comprising a large commercial building (for employment purposes Class E(g)iii, B2 and B8) to be sited on the western boundary, with car parking to the front on the northern section of the site and service yard area to the eastern side of the plot. This design includes an attached, ancillary three storey office element to the front of the building, as well as an area of landscaping to the front of the site.

Building Lines:

Paragraph 52, part vii, of the National Model Design Code (2021) states that new development should follow the established building line where it exists or where there is no building line, developments within an urban neighbourhood should be set back 1m to 3m from the pavement and that the percentage of street facing building line that is occupied by development should be 75%.

The southern side of Uxbridge Road has a building line established by the Hyatt Hotel, the hotel development permitted on 15-17 Uxbridge Road, the Metro Bank, the Galaxy Real Estate HQ building and Quality Foods, as well as the existing development on the Hayes Bridge Retail Park site. The established building line varies between a set back of circa 10m and 22m. More specifically, the existing Hayes Bridge Retail Park building sits between 13m and 22m back from the Uxbridge Road pavement.

It is agreed that a landscape buffer should be incorporated into the design which would necessitate that the 3m set back of development from the pavement is exceeded. Due to the location of the proposed car park to the front, the main warehouse building would sit between 48m and 66m back from the Uxbridge Road. Whilst the positioning of the building would not accord with the established building line, as has been noted, it would not be feasible to re-position the building closer to the site frontage because of the need to site the car park and take vehicular access from Uxbridge Road. In any event, it is considered that the existing building line is varied in the vicinity and notably, the existing development on site consists of a blank, unattractive building facade (set 13m - 22m back from Uxbridge Road) and an expansive carpark (stretching some 200 metres from Uxbridge Road, back into the site). In the context, the proposal would make a positive impact on the streetscene and it is considered that a refusal of planning permission in relation to the building line could not be

substantiated in the event of a planning appeal. Furthermore, the set back of the building line would ensure that the large building does not feel overbearing from the street and it would allow for an appropriate relationship with residential properties to the north east, by enabling a generous separation distance. Taking all of these factors into account, the positioning of the building on site is considered appropriate and acceptable.

Massing:

Having regard to the significant mass of the development, officers sought amendments to the scheme to improve its design. Following negotiations, the applicant has amended the proposal to include a parapet sawtooth roof form. It is considered that this would provide visual interest to the development. The inclusion of the attached office accommodation at the front of the building would also help to provide visual interest and break up the mass as viewed from Uxbridge Road.

Public Realm:

Paragraph 53, part i of the National Model Design Code (2021) states that the ground floor of new development may be treated differently to the upper floors to create a relationship with the street. It may use different materials and include active uses. Paragraph 53, part iii, states that the treatment of boundaries has a significant role in creating character. Paragraph 59, part iii, also states that the arrangements for car parking can have a major impact on the quality of place. They should aim to minimise the impact of the car and solutions will vary depending on context.

The proposed main industrial/warehouse building exhibits horizontally laid grey cladding at ground level and a vertically laid oyster cladding system at upper levels with a parapet sawtooth roof shape to sit in front of the functional pitched roof. It is considered that whilst this remains a large mass of building, the material treatments and roof design would add visual interest to the development. Vertically laid copper cladding would be used on the office element to improve legibility and this, along with the heavily glazed facade would aid in activating the frontage of the site. Green walls (proposed in an earlier iteration of the scheme) have been removed from the design due to concerns expressed by the GLA with regard to the fire safety risks associated with such provisions on places which would be frequented by people.

The main entrance is logically located on the north-east corner of the building, this being the closest point to the Uxbridge Road public realm. As has been noted previously, a substantial area of landscaping would be located adjacent to Uxbridge Road at the front of the site. This would be mounded and would help to screen and limit views of the car park from Uxbridge Road. This is considered to be a positive aspect of the scheme. A condition has been recommended in section 2 of this report to secure the final details and implementation of the hard and soft landscaping to ensure that this is of high quality.

Further into the site, the yard space and loading bays would be visible from the Uxbridge Road street scene. Therefore details of internal fencing would be secured by condition with the intention of providing a suitable form of screening.

Summary:

As discussed above, the proposed development would not fully respond to the established building lines along Uxbridge Road, but it would not be feasible to re-site the building closer to the road due to Highway safety reasons. The development would provide visual interest with the proposed sawtooth

roof form, the activation of the front elevation and the landscaped buffer which sits on the frontage. Accordingly, the development would make a positive contribution to the streetscene in the context. Furthermore, the set back of the building line would ensure that the large building does not feel overbearing from the street and it would allow for an appropriate relationship with residential properties to the north east, by enabling a generous separation distance. Overall, the development is considered acceptable in design and appearance terms and would have an acceptable impact on the character and appearance of the area, consistent with the aims of relevant planning polices detailed above.

7.08 Impact on neighbours

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that: B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 (2020) states: "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."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 (2020) states: "For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 (2020) states: "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".

Neighbouring properties are located on the opposite site of Uxbridge Road, circa 40m from the northern site boundary. Based on the size and siting of the proposed development, it is not considered likely that such a proposal would have a detrimental impact on the amenity, daylight and sunlight of adjacent properties. As such, the development is not considered contrary to Policy DMHB 11, Part B, of the Hillingdon Local Plan: Part 2 (2020).

7.09 Living conditions for future occupiers

Not applicable to the consideration of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The site is located on Uxbridge Road. Based on TfL's WebCAT planning tool, the site has a PTAL rating between 1a and 2 (poor).

The following planning policies are considered:

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Policy DMT 1 of the Hillingdon Local Plan: Part 2 (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.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 (2020) states that proposals must ensure that safe and efficient vehicular access to the highway network is provided, schemes do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents. Also that impacts on local amenity and congestion are minimised and there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 (2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity. This should be viewed in conjunction with Policies T6 and T6.1 of the London Plan (2021).

Paragraph 111 of the NPPF (2023) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. This is supported by Policy T4 of the London Plan (2021).

Staff Car Parking:

Policy T6.2 of the London Plan (2021) states that car parking provision at Use Classes Order B2 (general industrial) and B8 (storage or distribution) employment uses should have regard to these office parking standards and take account of the significantly lower employment density in such developments.

Policy T6.2, Table 10.4, of the London Plan (2021) outlines that car parking requirements for Class E(g)iii, B2 and B8 as follows:

- Outer London Opportunity Areas Up to 1 space per 600 sq.m. gross internal area (GIA)
- Outer London Up to 1 space per 100 sq.m. (GIA)

Based on the provision of 16,087m2 floorspace, between 28 no. and 165 no. car parking spaces should be provided. The proposed development would include 91 no. car parking spaces to be located to the front of the site. For the site to be self-sufficient in transport terms, the Highway Authority require that the proposal should make a contribution towards active travel and public transport measures that broaden travel choice. Without such measures, employees would be more likely to travel by private car and deem the on-plot provisions to be insufficient. Subject to securing such a contribution by legal agreement, the proposed car parking provision is considered to be acceptable.

Disabled Person Car Parking:

Policy T6.5, Table 10.6, of the London Plan (2021) states that 5% of all car parking spaces should be provided as designated disabled persons parking bays and 5% should be provided as enlarged parking bays which are capable of being converted to disabled persons parking.

The above requirements would equate to 5 no. designated disabled persons parking bays and 5 no. enlarged parking bays. The plans indicate that 5 no. designated disabled persons parking would be

provided but enlarged bays are not indicated. This matter can be readily resolved by way of a planning condition and recommended condition number 23 (landscaping) addresses this.

Electric Vehicle Charging Points:

Policy T6 of the London Plan (2021) states that new developments with car parking should make provision for electric vehicles or other Ultra-Low Emission vehicles.

The information submitted indicates that 21 electric vehicle charging points are proposed as part of the application. The implementation of the charging points would be secured by recommended condition number 23 (landscaping).

Cycle Parking:

Policy T5 of the London Plan (2021) outlines the following cycle parking requirements:

- Long-stay: 1 no. space per 500m2
- Short-stay: 1 no. space per 1000m2

Based on a proposal for 16,087m2 of floorspace, at least 33 no. long stay and 17 no. short stay cycle parking spaces are required. The proposed development would provide 38 no. secure and covered cycle parking spaces, including four adaptive cycle parking spaces, internally within the main building. A total of 8 no. Sheffield Stands are also proposed to provide short stay parking for 16 bicycles. A total of 54 cycle spaces are proposed and this is considered to be acceptable by the Highway Officer. It is noted that TfL has raised some detailed design points in respect of the proposed cycle parking and in order to address this and to secure the final details and implementation of cycle parking, a condition has been included which requires the submission of details which comply with the London Cycling Design Standards (condition no. 21).

Parking Management Plan:

The Highway Authority notes that the site would be operational 24-hours per day. In order to ensure effective parking management in respect of shift changes, a parking management plan condition has been included as recommended by the Highway Officer.

HGV Loading Bays and Parking:

The proposed plans indicate that the proposed warehouse would provide 18 no. loading bays and 16 no. HGV parking spaces. The Council's Highway Officer is satisfied with this arrangement.

Electric Vehicle Charging Points for Freight Vehicles

Policy T7 of the London Plan (2021) states under point (B)(3) that development should provide rapid charging points for freight vehicles. In support of this, Policy T6.2 of the London Plan (2021) states under point (F) that all operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles. The London Plan defines Operational parking as parking for vehicles which are required for the function of a building or the activities within it. This can include spaces for fleet vehicles, taxis or loading bays, but does not include parking for personal travel such as commuting.

The provision of rapid charging for freight vehicles would be secured by planning condition number 23.

Trip Generation:

To determine the net change in trip generation between the existing use and application site in use as B8 storage and distribution use the applicant has interrogated the TRICS database. It should be noted that B8 is assessed as it is considered the worst case scenario of the proposed uses in trip generation terms. In its current use, the PM peak is busiest when there would be 283no. total vehicle two-way movements including 3no. total HGV two-way movements. It would be during the PM Peak 17:00 to 18:00h that the proposal would generate the greatest number of trips. There would be 64no. total vehicle two-way movements and 10no. total HGV two-way movements. Over a 12h period, the total vehicle two-way movements would fall from 3,348no. to 708no. a reduction of 2,640no.

The number of 12h total HGV two-way movements would increase with the proposal, from 37no to 172no. This raises potential road safety concerns as HGVs present the greater road safety risk to other road users, the greatest risk of all being to cyclists and pedestrians. In its existing use, HGVs enter and leave the site from Bullsbrook Road to the south. As part of this proposal HGVs would take access directly from the A4020 Uxbridge Road.

Road traffic comprises of a whole range of vehicle types and sizes, ranging from 16.5 meter articulated lorries to private cars and bicycles. Different vehicle types have different characteristics in terms of length, turning radii, acceleration, speed etc., therefore have different impacts on the operation of the road network. For the purposes of traffic modelling, all vehicle types are given a Passenger Car Unit (PCU) rating which takes into account their impact on the flow of all traffic. A private car is given a score of 1, whereas lorries - as they take up more road space and travel more slowly - are given a passenger car unit score of 2.3.

In its proposed use as B8 warehousing with HGVs and private cars both taking access to/from the Uxbridge Road, over the 12 hour period 07:00 to 19:00, the HGV traffic would be equivalent to 396no. PCU two-way movements. In addition to this would be 536no. two-way light movements giving 932no. total vehicle movements. The proposed use would reduce the number of PCU's leaving the site via the A4020 Uxbridge Road access by 2,416no.

It is proposed that the Bullsbrook Road access would be used for emergency access only. It is currently used by HGVs servicing the retail units and there are 37no. two-way movements a day. With the proposal these movements would cease and would have the benefit of reducing the amount of traffic using the busy Springfield Road j/w Uxbridge Road junction. There would be 85no. fewer PCU movements between 07:00 and 19:00h which is welcomed as it would alleviate congestion and delay in this location.

In summary, the proposal would significantly decrease overall movements to and from the site but would increase HGV movements. HGV movements would be redirected to the junction with Uxbridge Road which would have more capacity for such movements. The proposal would be beneficial for road conditions on Springfield road and Bullsbrook Road. On this basis and subject to the recommended conditions and planning obligations, the trip generation associated with the proposal is considered to be acceptable.

Access:

The information submitted, including swept path analysis, confirms that access to and from the site by HGVs could be accommodated by the junction with Uxbridge Road. The exit arm from the site access

would also be reduced to a single lane. This prevents vehicles from queuing side by side and would minimise the potential of collisions for vehicles exiting the site. This accords with the recommendations of the Road Safety Audit. However an updated Road Safety Audit would be secured by planning condition for the final detailed design of the access.

Highways Improvements:

Policy T4, part C, of the London Plan (2021) states that where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

An Active Travel Zone Assessment has been conducted, concluding that a £21,718.75 contribution is necessary to deliver off-site highway improvement works, including the provision of new street benches, sheffield cycle stands, new guard rail and tree planting.

In consultation with Transport for London, it has also been requested that obligations be secured requiring the developer to make permanent alterations or improvements to the adopted highway. This would include but is not not limited to changes to the access into the development site, creation of a straight across toucan crossing (as opposed to staggered toucan crossing), alteration of the signal controls (if necessary), removal of guardrail between footway and cycleway, removal of centre kerb upstand for a distance of 9m and re-surfacing of the footway and cycleway. The works outlined above would encourage more sustainable forms of travel and reduce the highway safety risk associated with an increase in HGV movements. The measures have been agreed in principle by the applicant and would be secured through the recommended conditions and S106 obligations.

Transport for London has also requested a £50,000 contribution towards the commissioning of a feasibility study which identifies highway safety improvements and designs that could be made to the Ossie Garvin Roundabout and its four arms. This is not considered to be necessary or reasonable and as such does not meet the tests for securing planning obligations set out under paragraph 57 of the NPPF (2023). Specifically, significant financial contributions are already being secured under the Section 106 legal agreement in respect of air quality mitigation which could be used for highways related improvement works to the Ossie Garvin roundabout. It is not necessary or reasonable to seek further contributions in this instance.

Travel Plan:

A Travel Plan would be secured through the S106 legal agreement.

Construction Logistics Plan, Service Delivery Plan and Operations Management Plan:

Having regard to comments received from TfL and the Highway Authority, a Construction Logistics Plan, Delivery and Servicing Plan and Operations Management Plan would be secured by planning conditions. It is noted that Transport for London has also requested that a financial contribution is secured for the monitoring of the Delivery and Servicing Plan/Operational Management Plan, however this is not considered to be necessary or reasonable and as such does not meet the tests for securing planning obligations set out under paragraph 57 of the NPPF (2023). The Council does not, at present, actively monitor such plans and as such, any contribution to be secured would not and could not be used for the means it would be secured for.

Summary:

Subject to the necessary planning conditions and obligations, the proposed development would not be considered to prejudice conditions on the local highways network, in accordance with Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T7 of the London Plan (2021).

7.11 Urban design, access and security

URBAN DESIGN

Please see Section 07.07 of the report.

DISABLED ACCESS

Please see Section 07.12 of the report.

SECURITY

Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Where relevant, these should be included in the Design and Access Statement. Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:

i) providing entrances in visible, safe and accessible locations;

ii) maximising natural surveillance;

iii) ensuring adequate defensible space is provided;

iv) providing clear delineations between public and private spaces; and

v) providing appropriate lighting and CCTV.

This is supported by Policy D11 of the London Plan (2021).

A secured by design condition has been recommended in order to achieve appropriate accreditation. Subject to such a condition, the proposal would accord with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

7.12 Disabled access

Policy D5 of the London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design. They should:

1) be designed taking into account London's diverse population;

2) provide high quality people focused spaces that are designed to facilitate social interaction and inclusion;

3) be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment;

4) be able to be entered, used and exited safely, easily and with dignity for all; and

5) be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

The proposed development would include disabled persons parking bays and lift access to all floors. The information submitted indicates that the lift would not be arranged as an evacuation lift.

The Council's Access Officer has considered the detail of the proposal and has raised no objection subject to conditions. These conditions would require that details of the building entrances are accessible and that one fire evacuation lift is in fact provided. Subject to the necessary conditions, the proposal is considered to accord with Policy D5 of the London Plan (2021).

7.13 Provision of affordable & special needs housing

Not applicable to the consideration of this application.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

Policy G1 of the London Plan (2021) states that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network.

Policy DMEI 1 of the Hillingdon Local Plan: Part 2 (2020) states that all development proposals are required to comply with the following:

i) All major development should incorporate living roofs and/or walls into the development. Suitable justification should be provided where living walls and roofs cannot be provided; and
ii) Major development in Air Quality Management Areas must provide onsite provision of living roofs and/or walls. A suitable offsite contribution may be required where onsite provision is not appropriate.

Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) require that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should enhance amenity, biodiversity and green infrastructure. Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

The proposed development would result in the removal of 8 individual trees and one group, including: T5 - category B

T6 - category D T6 - category U T7 - category C T8 - category C T9 - category C T10 - category B T27 - category C T28 - category C G32 - category C

Category B trees have moderate quality or value capable of making a significant contribution to the area for 20 or more years.

Category C trees are of low quality, adequate for retention for a minimum of 10 years expecting new planting to take place; or young trees that are less than 15 cms in diameter which should be considered for re-planting where they impinge significantly on the proposed development.

Category U trees should be removed as they have irremediable defects, structural weakness, or are trees with infectious pathogens.

The loss of the category C and U trees is accepted and although the loss of two category B trees is regrettable, it is acknowledged that 30 no. replacement trees are proposed to be planted. A landscape buffer is proposed to the front of the site which includes tree planting, hedgerow planting and a curved pathway which leads to the front of the office block. Pockets of planting are also proposed within the car park and to the side of the yard space adjoining the Yeading Brook. These planted areas are proposed to retain existing trees and groups of trees where appropriate and these would be protected during construction by tree protection measures as indicated on the submitted drawings. Green roofs are proposed on top of the ancillary office areas of the development. The landscaping proposed has been amended and improved during the course of the planning application process and is considered to represent an improvement to the existing landscaping on the site. The final details of hard and soft landscaping would be secured by condition no. 23 to ensure they are of high quality and are implemented. Subject to this condition, the proposal would accord with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

URBAN GREENING FACTOR

Policy G5 of the London Plan (2021) states:

A) Major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.

B) The Mayor recommends an Urban Greening Factor target score of 0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development (excluding B2 and B8 uses).

An Urban Greening Factor score of 0.3 is the target for commercial development, although it is acknowledged that the proposed industrial use does not strictly have to accord with such standards (as B2 and B8 uses are excluded). The original scheme submitted achieved an Urban Greening Factor score of 0.085 and has since been amended to include a larger landscape buffer to the north of the site, some pockets of landscaping in parts of the site, and green roofs on the ancillary parts of the development serving the offices. The amended Urban Greening Factor Score has been confirmed at 0.149, which is considered to be acceptable and confirmation of the final score would be secured by planning condition.

ECOLOGY

Paragraph 174 of the NPPF (2023) 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. This is supported by Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

The site is not subject to any statutory or non-statutory nature conservation designations. There are, however, two Nature Conservation Sites of Borough Grade II or Local Importance within a short distance of the site, including the Yeading Brook which immediately adjoins the site and the Grand Union Canal which is sited circa 170m to the East.

The Preliminary Ecological Appraisal submitted confirms that the site and its immediate surroundings are a suitable habitat for breeding birds and low value habitat for foraging and commuting bats. No trees or buildings were identified within or immediately adjacent to the site boundary as having bat roosting potential. The report recommends that vegetation clearance is carried out outside of the bird breeding season and that measures are implemented to avoid night-time lighting of areas that could provide flight lines and foraging habitats.

In addition to the mitigation measures outlined above, opportunities for enhancements include the provision of green roofs on the new buildings proposed and landscape planting of native shrubs and trees to improve the connectivity to nearby habitats and biodiversity of the area.

The Biodiversity Net Gain Assessment submitted states that the development would deliver a net gain of 55.84% (a net change of 0.89 units) and 263.84% for hedgerows (a net change of 3.34 units). These would exceed the biodiversity net gain target of 10%.

The final details of an Ecological Enhancement Scheme which maximises net gains in biodiversity value for the development would be secured by planning condition number 24. A Construction Environmental Management Plan would also be secured (as part of condition no. 14) to ensure appropriate practices are employed so as not to significantly impact upon local ecology. Subject to such conditions, the proposal is considered to accord with the NPPF (2023), Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

7.15 Sustainable waste management

Policy SI 7 and Policy D6 of the London Plan (2021) require developments to be designed with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum, the separate collection of dry recyclables (at least card, paper, mixed plastics, metals, glass) and food.

In addition, Policy EM11 of the Hillingdon Local Plan: Part 1 (2012) states that the council will aim to reduce the amount of waste produced in the borough. To achieve this, the council will require all new developments to address waste management at all stages of a development's life from design and construction through to the end use and activity on site.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) also states that:

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

A bin storage area is proposed adjacent to the north-eastern corner of the proposed warehouse building. As per the above policy, this storage area should be internalised and there is no reason why this cannot be incorporated into the design of the scheme. In this case, external storage is proposed and would be partially screened by tree and hedge planting. The storage area would be accessible for servicing and delivery purposes. The proposed arrangements are considered acceptable in principle and the final details would be secured through the recommended landscaping condition.

CIRCULAR ECONOMY

Policy EM11 of the Local Plan: Part 1 (2012) requires all new development to address waste management at all stages of a development's life from design and construction through to the end

use and activity on site, ensuring that all waste is managed towards the upper end of the waste hierarchy.

Policy SI 7, Part B, of the London Plan (2021) states that referable applications should promote circular economy outcomes and aim to be net zero-waste. A Circular Economy Statement should be submitted, to demonstrate:

1) how all materials arising from demolition and remediation works will be re-used and/or recycled 2) how the proposal's design and construction will reduce material demands and enable building materials, components and products to be disassembled and re-used at the end of their useful life 3) opportunities for managing as much waste as possible on site

4) adequate and easily accessible storage space and collection systems to support recycling and reuse

5) how much waste the proposal is expected to generate, and how and where the waste will be managed in accordance with the waste hierarchy

6) how performance will be monitored and reported.

An amended Circular Economy Statement has been submitted in response to the Greater London Authority's Stage 1 response and is considered by LBH Planning Officers to be acceptable. A postconstruction circular economy monitoring report would be secured by planning condition. Subject to such a condition, the proposed development would accord with Policy SI 7 of the London Plan (2021).

7.16 Renewable energy / Sustainability

WHOLE LIFE-CYCLE CARBON

Policy SI 2, Part F, of the London Plan (2021) states that development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.

The applicant has submitted a Whole Life-Cycle Carbon (WLC) assessment as required. A condition would secure the submission of a post-construction assessment to report on the development's actual WLC emissions. Subject to such a condition, the proposal would accord with Policy SI 2, Part F, of the London Plan (2021).

CO2 EMISSIONS

Policy SI 2 of the London Plan (2021) states that:

A. Major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:

1) be lean: use less energy and manage demand during operation

2) be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly

3) be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site

4) be seen: monitor, verify and report on energy performance.

B. Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.

C. A minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for

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major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:

1) through a cash in lieu contribution to the borough's carbon offset fund, or

2) off-site provided that an alternative proposal is identified and delivery is certain.

E. Major development proposals should calculate and minimise carbon emissions from any other part of the development, including plant or equipment, that are not covered by Building Regulations, i.e. unregulated emissions.

The Energy Statement states that the development would achieve 111% savings on-site, exceeding the minimum planning policy requirement of 35%. This is achieved through the use of high efficiency systems and photovoltaic panel solution. Hence, there is no requirement to secure a financial contribution in order to achieve net zero-carbon. The Council's Energy Officer, having reviewed the applicant's Energy Statement, considers the information submitted to meet the requirements of the 2020 GLA energy assessment guidance but not the 2022 GLA energy assessment guidance. There is also a limited amount of detail on the PV type and installation mechanism particularly in combination with the roof plans and how they will sit alongside rooflights. In order to address this, as recommended by the Energy Officer, a condition has been included to secure a more detailed report and monitoring to ensure compliance with the requirements. In addition, an obligation has been included in the S106 heads of terms to allow for a financial contributions to be secured, in the event that the development does not achieve net zero-carbon.

Subject to the aforementioned condition and requisite clause within the Section 106 legal agreement, the proposal would accord with Policy SI 2 of the London Plan (2021).

ENERGY INFRASTRUCTURE

Policy SI 3 of the London Plan (2021) states that major development proposals within Heat Network Priority Areas should have a communal low-temperature heating system:

1) the heat source for the communal heating system should be selected in accordance with the following heating hierarchy:

a) connect to local existing or planned heat networks

b) use zero-emission or local secondary heat sources (in conjunction with heat pump, if required) c) use low-emission combined heat and power (CHP) (only where there is a case for CHP to enable the delivery of an area-wide heat network, meet the development's electricity demand and provide demand response to the local electricity network)

d) use ultra-low NOx gas boilers

2) CHP and ultra-low NOx gas boiler communal or district heating systems should be designed to ensure that they meet the requirements in Part B of Policy SI 1 Improving air quality

3) where a heat network is planned but not yet in existence the development should be designed to allow for the cost-effective connection at a later date.

The proposed development will incorporate space for future plate heat exchangers to allow for future connection to a district heating scheme for export of low grade heat should one become available. A planning condition has been recommended to secure this, ensuring compliance with Policy SI 3 of the London Plan (2021).

OVERHEATING

Policy SI 4 of the London Plan (2021) states:

A) Development proposals should minimise adverse impacts on the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure.

B) Major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:

1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;

2) minimise internal heat generation through energy efficient design;

3) manage the heat within the building through exposed internal thermal mass and high ceilings;

4) provide passive ventilation;

5) provide mechanical ventilation; and

6) provide active cooling systems.

The details submitted confirm the following with respect to each point above:

1) The building is proposed to incorporate:

- low G-value glass and blinds to limit the solar gain through the windows'

- spandrel panels below desk level and above ceiling level to eliminate solar gain where glazing would have no daylighting benefit;

- The building fabric is of a medium weight construction, utilising a highly insulated facade at ground floor to absorb direct solar gain, rather than allow it to permeate directly through a lightweight structure. The cladding in the upper floors consists of metal panels with highly insulated wool core with low U-value to minimise heat gains and losses (to exceed Part L targets); and

- Extensive external shading is to be provided around the glazed office areas to significantly reduce the solar gain in summer.

2) The internal heat gains will consist of occupants, office equipment and lighting. While the design team cannot influence the future tenant's occupancy and equipment loads, highly efficient LED lighting will be specified which will reduce the associated heat gains. Furthermore, this will be coupled with occupancy and daylight controls to ensure the lighting does not operate when it is not required. Utilising a VRV Heat pump system rather than a low temperature hot water system minimises the heat gains from associated pipework.

3) The exposed internal thermal mass of concrete slabs and exposed high ceilings in the warehouse will assist to manage the internal heat within the building.

4) Due to the potential high occupancy levels at future fit out stage passive ventilation is not appropriate.

5) Mechanical ventilation is to be provided in all occupied areas to provide an element of free cooling.

6) Active cooling systems are provided via VRV heat pump systems in occupied spaces but due to the steps taken earlier in the cooling hierarchy, their demand will be reduced.

The details submitted indicates that the cooling hierarchy has been incorporated into the principle of the proposed design. The information submitted is considered satisfactory at this stage and the final details of the Overheating Strategy are proposed to be secured by condition. Subject to the aforementioned condition, the proposal would accord with Policy SI 4 of the London Plan (2021).

7.17 Flooding or Drainage Issues

FLOOD RISK

Policy SI 12 of the London Plan (2021) requires that development proposals ensure that flood risk is minimised and mitigated. This is supported by Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 9 of the Hillingdon Local Plan: Part 2 (2020). Notably, proposals that fail to make appropriate provision of flood risk and surface water flooding mitigation will be refused.

The site is located in Flood Zone 2. A Flood Risk Assessment (FRA) has been submitted and concludes that the risk of flooding from pluvial, sewer and groundwater flooding is low.

Regarding the fluvial flood risk from the Yeading Brook, the FRA proposes to set the finished floor levels of the new building at 29.975, which is a minimum of 0.865m higher than the 1 in 1000-year event level (29.11m AOD). The fluvial flood maps provided by the EA demonstrate that the site is located outside of the 100 years plus climate change floodplain, thereby demonstrating that the proposed development would not displace floodwater offsite.

Condition 3 requires compliance with the submitted Flood Risk Assessment (and proposed finished floor level), therefore subject to this condition, the proposed development is considered to accord with Policy SI 12 of the London Plan (2021), Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 9 of the Hillingdon Local Plan: Part 2 (2020).

SUSTAINABLE DRAINAGE

Policy SI 13 of the London Plan (2021) also requires that development proposals utilise sustainable urban drainage systems (SuDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. This is supported by Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 10 of the Hillingdon Local Plan: Part 2 (2020).

The drainage strategy proposes to restrict runoff to the equivalent greenfield runoff rate for all events up to the 100-year event plus 40% climate change using a variable discharge. This is supported.

Permeable paving is proposed and welcomed. Green roofs have been incorporated into the revised design proposal and provide multiple benefits, including biodiversity and amenity benefits. Both Thames Water and the Council's Flood and Water Management Specialist have confirmed no objection to the proposed drainage strategy.

Conditions have been recommended to secure the final details and implementation of the drainage scheme. Subject to these conditions, the scheme would accord with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 10 of the Hillingdon Local Plan: Part 2 (2020) and Policy SI 13 of the London Plan (2021).

WATER INFRASTRUCTURE

Policy SI 5 of the London Plan (2021) states: C) Development proposals should: 2) achieve at least the BREEAM excellent standard for the 'Wat 01' water category160 or equivalent (commercial development)

3) incorporate measures such as smart metering, water saving and recycling measures, including

retrofitting, to help to achieve lower water consumption rates and to maximise future-proofing.

E) Development proposals should:

1) seek to improve the water environment and ensure that adequate wastewater infrastructure capacity is provided

2) take action to minimise the potential for misconnections between foul and surface water networks.

During the consultation process, Thames Water has confirmed no objection to the proposed development in respect of waste water network and sewage treatment works. However, insufficient information has been submitted in respect of the BREEAM standards for Wat 01 credits and water metering and saving measures.

However, the test is to determine whether this lack of information needs to be resolved prior to determination or post approval via way of condition. The information requested is not of a unique nature and the information provided shows compliance with policy to the extent necessary at this stage of the process. Whilst it is accepted further information is necessary there is nothing to suggest that this would not be forthcoming. Securing the information by way of condition would satisfy the requirements of the planning policy.

Subject to the necessary planning condition, the proposed development would accord with Policy SI 5 of the London Plan (2021).

7.18 Noise or Air Quality Issues

NOISE

Policy D13 of the London Plan (2021) places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them.

Policy D14 of the London Plan (2021) states that in order to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise by:

1) avoiding significant adverse noise impacts on health and quality of life

2) reflecting the Agent of Change principle as set out in Policy D13 Agent of Change

3) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses

4) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity)

5) separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use) through the use of distance, screening, layout, orientation, uses and materials - in preference to sole reliance on sound insulation

6) where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles

7) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

This is supported by Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

The Noise Impact Assessment (Dated 27th January 2022) submitted confirms that the proposed development can operate during the daytime and night-time periods without giving rise to adverse noise effects. This has been reviewed in detail by the Council's Noise Specialist who concludes that sufficient information has been provided and that no objection is raised subject to a condition to control the noise level conditions in perpetuity. Subject to the aforementioned condition (which has been included within the recommendation at Section 2 of this report), the development is considered to accord with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policies D13 and D14 of the London Plan (2021).

AIR QUALITY

Paragraph 186 of the NPPF (2023) states that planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

Policy SI 1 of the London Plan (2021) supports the above.

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

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) states:

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

B) Development proposals should, as a minimum:

i) be at least "air quality neutral";

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

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

The development is located within the Hillingdon Air Quality Management Area and the Ossie Garvin Air Quality Focus Area. Focus Areas are defined as places where the pollution levels are already elevated and therefore improvements are required. The nature of the development will attract more vulnerable receptors into the AQMA and the Hayes Air Quality Focus Area and therefore the air quality impacts of the development, their mitigation and the protection of the users from exposure to pollution sources is a material consideration.

The proposed development is not Air Quality Neutral and needs to be Air Quality positive, requiring that the additional traffic generated by the operation of the proposed development needs to be mitigated. The Council's Air Quality Officer has calculated the level of mitigation required as equal to £772,630. Flat rate deductions have been applied for the Travel Plan (10%). The remaining value of

mitigation is £695,367. The Air Quality Officer has also calculated the cost of mitigating the building emissions is £35,862. The total sum required for mitigation is therefore equal to £731,228 and this would be secured through the S106 Legal Agreement. In accordance with the advice of the Air Quality Officer, planning conditions have also been recommended to secure a Low Emission Strategy and compliance with the GLA Control of Dust and Emissions from Construction and Demolition SPG.

Subject to the aforementioned planning conditions and obligation, the proposal would accord with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 1 of the London Plan (2021) and the NPPF (2023).

7.19 Comments on Public Consultations

Please refer to Section 06.1 of the report.

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020) states:

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

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

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

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

The 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.

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request contributions towards the following:

i) Air Quality Contribution: A financial contribution amounting to £731,228 shall be paid to address the air quality impacts of the proposed development.

ii) Carbon Offset Contribution: Any additional shortfall identified through the ongoing reporting required by Condition 17 shall form a cash in lieu contribution in accordance with Policy SI2 of the

London Plan at a rate of £95/tCO2 annualised for not more than 30 years beginning on the commencement of development. (i.e if a shortfall is first identified after 5 years the cash in lieu contribution is based on a 25year duration).

iii) Travel Plan: A full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives.

iv) Active Travel Zone Improvements: A financial contribution amounting to £21,718.75 shall be paid to the Council to fund the delivery of works to encourage and enable trip making by walking, cycling and public transport in lieu of car parking being provided on-plot.

v) Section 278: Obligation for the developer to enter a 1980 Highways Act s.278 agreement with the Council to make permanent alterations or improvements to the adopted highway. This will include but is not not limited to changes to the access into the development site, creation of a straight across toucan crossing (as opposed to a staggered toucan crossing), new/alteration of the signal controls, removal of guardrail between footway and cycleway, removal of centre kerb upstand for a distance of 9m and re-surfacing of the footway and cycleway.

vi) Employment Strategy and Construction Training: Details shall be in accordance with the Council Planning Obligations SPD with the preference being for an in-kind scheme to be delivered. Securing an Employment/Training Strategy Agreement is the Council's priority. A financial contribution will only be accepted in exceptional circumstances.

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

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m2 or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £60 per square metre (from April 2019). The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014.

The liability payable is as follows:

Mayoral CIL: £196,483.64 Hillingdon CIL: £22,798.73 Total: £219,282.37

7.21 Expediency of enforcement action

Not applicable to the consideration of this application.

7.22 Other Issues

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December

DIGITAL CONNECTIVITY

Policy SI 6 of the London Plan (2021) states:

A) To ensure London's global competitiveness now and in the future, development proposals should: 1) ensure that sufficient ducting space for full fibre connectivity infrastructure is provided to all end users within new developments, unless an affordable alternative 1GB/s-capable connection is made available to all end users

2) meet expected demand for mobile connectivity generated by the development

3) take appropriate measures to avoid reducing mobile connectivity in surrounding areas; where that is not possible, any potential reduction would require mitigation

4) support the effective use of rooftops and the public realm (such as street furniture and bins) to accommodate well-designed and suitably located mobile digital infrastructure.

A planning condition would ensure that sufficient ducting space for full fibre connectivity infrastructure is provided within the development. Subject to the recommended condition, the proposed development would accord with Policy SI 6 of the London Plan (2021).

CONTAMINATED LAND

Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020) states:

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

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

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

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

The Council's Contamination Officer considers that the proposal is acceptable subject to a planning condition requiring details of a remediation strategy. Subject to such a condition, the proposal is not considered contrary to Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

FIRE SAFETY

Policy D12 of the London Plan (2021) states that all major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor. The statement should detail how the development proposal will function in terms of:

the building's construction: methods, products and materials used, including manufacturers' details
 the means of escape for all building users: suitably designed stair cores, escape for building users
 who are disabled or require level access, and associated evacuation strategy approach

3) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans

4) access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these

5) how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building

6) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

An amended Fire Safety Statement has been submitted during the course of the application and demonstrates consideration of fire safety principles early in the development process.

A final fire statement will be secured by planning condition and it is noted that the development will also require separate Building Control approval, where fire safety matters will be fully assessed and regulated. Subject to the recommended fire statement planning condition, the proposal would accord with Policy D12 of the London Plan (2021).

ODOUR

Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will seek to safeguard and improve all land, water, air and noise quality.

Comments were received from residents regarding the use of the development and whether any permitted use could give rise to waste management activities. It was also explained that there is no end user for the proposed development and as such, the specific operation is not confirmed but could include waste management processes.

It is noted that paragraph 188 of NPPF (2023) states that the focus of planning decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively. Notwithstanding, Officers have recommended that an Odour Management Plan condition be secured in the event that the development is used for the purposes of industrial processing (Use Class E(g)iii or B2). Subject to such a condition, the development would not have an adverse impact on the amenity and health of neighbouring residents, in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012).

MICROCLIMATE

In terms of the impact of the proposed development on the microclimate, or more specifically, wind conditions, a Wind Microclimate Desktop Study has been submitted. It is stated that the proposed development is likely to provide a comfortable environment for pedestrians and occupants, therefore the impact of the proposed development on the microclimate is 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 proposed demolition of existing buildings and erection of a single commercial building for employment purposes Class E(g)iii, B2 and B8, is considered to be an appropriate use within a

Strategic Industrial Location. The significant uplift in floorspace will ensure the intensification of industrial capacity, which is supported by strategic policies.

The economic benefit of commercial development is acknowledged and supported by national, regional and local planning policies. As noted under Paragraph 81 of the NPPF (2023), significant weight should be placed on the need to support economic growth and productivity. The Economic Benefits Assessment submitted demonstrates that there will be economic and employment benefits arising from the proposed development. For balance, it should be noted that the site as it exists could generate a significant number of full time jobs, albeit the existing scenario includes five out of seven vacant units on this site and would indicate that this is not a likelihood.

The proposed building would be of considerable size and scale and as noted in the main body of the report, the siting would not fully respond to the established building lines along Uxbridge Road. Nevertheless, the design would provide visual interest with the sawtooth roof form, the activation of the front elevation and the landscaped buffer which sits on the frontage. Taking into account that alternative options which would bring the building forward in line with established buildings lines (with car parking located to the rear) are not feasible from a highway safety perspective, the siting is justified in this case and it is considered that the proposal would make a positive contribution to the streetscene in the context. Furthermore, the set back of the building line would assist in ensuring an appropriate relationship with residential properties to the north east, enabling a generous separation gap. Based on these considerations, the development is considered to be of appropriate quality and would have an acceptable impact on the character and appearance of the area. This is subject to the recommended conditions which would secure final details of hard and soft landscaping and external finishes.

Subject to the planning conditions and obligations recommended, the proposed development is also considered acceptable with respect to neighbour amenity, the local highway network, accessibility, security, ecology, waste, energy, flood and water management, noise, contaminated land and fire safety.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. For the reasons outlined above and within the main body of the report, this application is considered to comply with the Development Plan and is recommended for approval, subject to securing the necessary planning conditions and a Section 106 legal agreement.

11. Reference Documents

National Planning Policy Framework (September 2023) National Design Guide (2021) National Model Design Code (2021) The London Plan (March 2021) 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) Hillingdon Townscape Characterisation Study (November 2013)

Contact Officer:Michael BriginshawTelephone No:01895 250230

		Cycle Way 29 film		
			23m	Hares Bridge Bridge Buggers Yad UXBR/IDGE R Tag
		raday		SUBRIDGE ROAD
			s Bridge Retail Park	
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Notes: Site boundary		Site Address: Hayes Bridge Retail Park		LONDON BOROUGH OF HILLINGDON
	For identification purposes only. Uxbridge Road This copy has been made by or with Uxbridge Road			Residents Services Planning Section Civic Centre, Uxbridge, Middx. UB8 1UW
	the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).	Planning Application Ref: 1911/APP/2022/1853	Scale: 1:2,000	Telephone No.: Uxbridge 01895 250111
	Unless the Act provides a relevant exception to copyright.	Planning Committee:	Date:	
	© Crown copyright and database rights 2020 Ordnance Survey 100019283	Major Page 363	December 2023	

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Agenda Item 14

- Address: LAND AT AINSCOUGH CRANES, UNIT 84, HAYES INDUSTRIAL PARK SWALLOWFIELD WAY HAYES
- **Development:** The demolition of existing structures and redevelopment for Use Classes E(g)(iii), B2 and B8 (applied flexibly) including hard and soft landscaping, servicing and associated works.
- LBH Ref Nos: 63099/APP/2023/1608

Drawing Nos: 34460 RG-LD-02 RevC Hard and Soft GA-A0 TRC 507947 Swallowfield Way Hayes Phase I Report v 528457.0002.0001 issue 1.pdAir quality assessment H067-CMP-SI-ZZ-DR-A-00801_PL1_Typ Fence Boundary H067-CMP-SI-ZZ-DR-A-00802 PL1 Typ Acoustic Fence Hayes Industrial Market Overview - May 2023 R01-DC-Transport Assessment-230523 R02-AD-Travel Plan-230523 R03-DC-Delivery and Servicing Plan-230523. R05-DC-Car Parking Management Plan-23052 R1 Issue 3 Planning Fire Statement TRC Swallowfield Way Hayes Tier II Report v2 **Planning Statement** Methodology Document - Aug 2023 507947 TRC Remediation Strategy Designers response to LLFA objections Highways Response 230815 Planning Addendum R02-AD-Travel Plan-230731 R04-DC-Construction Logistics Plan-230525 10111-AIA - 84 tree report 34460 E1 EH 230505 Hayes HS F2 65208809-SWE-ZZ-XX-T-C-0002-P02-FRA H067-CMP-SI-ZZ-DR-A-00001 PL1 Location Plan.pdf H067-CMP-SI-ZZ-DR-A-00002_PL1_ Existing Site Plan. H067-CMP-SI-ZZ-DR-A-00030 PL1 Proposed Demolition H067-CMP-SI-ZZ-DR-A-00200 PL1 Proposed Elevations. H067-CMP-SI-ZZ-DR-A-00250_PL1_Proposed Site Sectio H067-CMP-U1-00-DR-A-00100 PL1 Unit 1 GFL GA Plan. H067-CMP-U1-00-DR-A-00120 PL1 Unit 1 GFL Core Pla H067-CMP-U1-01-DR-A-00101 PL1 Unit 1 FFL GA Plan. H067-CMP-U1-01-DR-A-00121 PL1 Unit 1 FFL Core Pla H067-CMP-U1-02-DR-A-00102 PL1 Unit 1 Plant Level H067-CMP-U1-02-DR-A-00122 PL1 Unit 1 Plant Level H067-CMP-U1-RF-DR-A-00103 PL1 Unit 1 Roof Level G H067-CMP-U2-00-DR-A-00100_PL1_ Units 2 and 3 GFL G H067-CMP-U2-00-DR-A-00120 PL1 Unit 2 GFL Core Pla H067-CMP-U2-01-DR-A-00101 PL1 Units 2 and 3 FFL G H067-CMP-U2-01-DR-A-00121 PL1 Unit 2 FFL Core Pla H067-CMP-U2-02-DR-A-00103 PL1 Units 2 and 3 Plant H067-CMP-U2-02-DR-A-00122 PL1 Unit 2 Plant Level H067-CMP-U2-RF-DR-A-00102 PL1 Units 2 and 3 Roof H067-CMP-U2-ZZ-DR-A-00250 PL1 Unit 2 Typ Cross Se H067-CMP-U3-00-DR-A-00120 PL1 Unit 3 GFL Core Pla H067-CMP-U3-01-DR-A-00121 PL1 Unit 3 FFL Core Pla H067-CMP-U3-02-DR-A-00122 PL1 Unit 3 Plant Level H067-CMP-U3-ZZ-DR-A-00250 PL1 Unit 3 Typ Cross Se H067-CMP-U4-00-DR-A-00100 PL1 Unit 4 GFL GA Plan. H067-CMP-U4-00-DR-A-00120 PL1 Unit 4 GFL Core Pla H067-CMP-U4-01-DR-A-00101 PL1 Unit 4 FFL GA Plan. H067-CMP-U4-01-DR-A-00121 PL1 Unit 4 FFL Core Pla H067-CMP-U4-02-DR-A-00102 PL1 Unit 4 Plant Level H067-CMP-U4-02-DR-A-00122 PL1 Unit 4 Plant Core P H067-CMP-U4-RF-DR-A-00103 PL1 Unit 4 Roof Level G H067-CMP-U4-ZZ-DR-A-00250 PL1 Unit 4 Typ Cross Se 10111-D-AIA - 84 Swallowfield Way Hayes.pdf H067 HAYES DAS MAY 2023-compressed-part 1.pdf H067 HAYES DAS MAY 2023-compressed-part 2.pdf H067-CMP-SI-ZZ-DR-A-00100 REV PL15 Site plan Noise impact assessment report 23.5.23 10225-Hayes Swallowfield-BREEAM V6 NC Prelim report 10225-Swallowfield Way Hayes-GLA CES Report-2205-2 10225-Swallowfield Way Hayes-PDA-2304-25. 10225-Swallowfield Way Hayes-PRDA-2305-25. 10225-Swallowfield Way Hayes-PRDA-2305-25. 22-280 84 Swallowfield Way Hayes External Lighting 22-280 Swallowfield Way Hayes - Energy Strategy 22-280 Swallowfield Way Hayes - Utilities Strategy

22280-MBA-EX-SP-DR-E-0001. Lighting Assessment

Date Plans received:	31-05-2023	Date(s) of Amendments(s):	31-05-2023
Data Angliastics colid	05-06-2023		02-06-2023
Date Application valid			30-08-2023

1. SUMMARY

Planning permission is sought for the erection of one building which is split into four units of varying sizes ranging from 1,379 sqm to 2,272 sqm. The proposal seeks permission for E(g)(iii) Light Industrial, B2 Manufacturing and B8 Storage and Distribution uses across all of the units. A total of 7,439 sqm (GIA) is proposed with 5,720 sqm at ground floor level and ancillary office provision totalling 861 sqm at first floor level. A further 858 sqm is provided across the units through first floor mezzanines.

No representations have been received to the public consultation.

The site is previously developed brownfield land in a designated Strategic Industrial Location (SIL), in both adopted regional and local planning policy. This proposal provides an opportunity to intensify the site for employment uses, in accordance policy.

The building will be high-quality, designed and constructed to a modern standard with glazing to the office space along the active frontage with Swallowfield Way and the yards to the west. A mixture of cladding treatments break up the massing of the buildings and add visual interest. Overall, the siting, layout, scale and bulk of the proposal are considered acceptable for the context of the application site.

This proposal has been informed by a wide range of technical assessments including; transport, flood risk and drainage, landscaping, noise, air quality and ecology.

The development constitutes sustainable development and a BREEAM score of 'Outstanding' and Energy Performance Certificate EPC A+ is proposed to be achieved.

A comprehensive, high quality landscaping scheme is proposed. This includes the strengthening of existing soft landscaping, introducing new amenity planting and enhanced woodland planting.

The proposed development can be supported in terms of its impact on highway and pedestrian safety and the free flow of traffic, subject to the mitigation measures that have been identified by the Council's Highways Engineer and also by Transport for London.

Overall, the siting, layout, scale and bulk of the proposal are considered acceptable for the context of the application site.

It is considered that the proposal is acceptable, and is recommended for approval, subject to the conditions and obligations listed in this report.

2. RECOMMENDATION

That delegated powers be given to the Director of Planning, Regeneration and Environment 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:

i. S278/S38 agreement to secure highway works (double yellow lines at site entrance);

ii. Travel Plan: A full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plans will include such as matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives;

iii. Air Quality Contribution: A financial contribution amounting to £598,531 shall be paid to address the air quality impacts of the proposed development;

iv. Carbon Offset Contribution: A financial contribution which shall be agreed subject to the approval of Condition 26 and paid prior to the commencement of the development;

v. Local Highways Improvements/ATZ works: A financial contribution amounting to £70,800;

vi. 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. Securing an Employment/Training Strategy Agreement is the Council's priority. A financial contribution will only be accepted in exceptional circumstances;

vii. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreement 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) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Director of Planning, Regeneration and Environment), delegated authority be given to the Director of Planning, Regeneration and Environment to refuse planning permission for the following reason:

'The applicant has failed to secure the necessary legal obligations associated with the proposed development and 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, Air Quality, Carbon Offset, Active Travel, and Construction Training). The scheme therefore conflicts with Policy DF1 of the London Plan (2021), Policy DMCI 7 of the Hillingdon Local Plan Part 2 (2020) and the Planning Obligations Supplementary Planning Document (2014).'

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

1. COM3 Time Limit

The development hereby approved 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 Approved Plans

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

H067-CMP-SI-ZZ-DR-A-00001 Rev PL1 H067-CMP-SI-ZZ-DR-A-00030 Rev PL1 H067-CMP-SI-ZZ-DR-A-00100 Rev PL15 H067-CMP-SI-ZZ-DR-A-00200 Rev PL1 H067-CMP-SI-ZZ-DR-A-00250 Rev PL1 H067-CMP-U1-00-DR-A-00100 Rev PL1 H067-CMP-U1-00-DR-A-00120 Rev PL1 H067-CMP-U1-01-DR-A-00101 Rev PL1 H067-CMP-U1-01-DR-A-00121 Rev PL1 H067-CMP-U1-02-DR-A-00102 Rev PL1 H067-CMP-U1-02-DR-A-00122 Rev PL1 H067-CMP-U1-RF-DR-A-00103 Rev PL1 H067-CMP-U1-ZZ-DR-A-00250 Rev PL1 H067-CMP-U2-00-DR-A-00100 Rev PL1 H067-CMP-U2-00-DR-A-00120 Rev PL1 H067-CMP-U2-01-DR-A-00101 Rev PL1 H067-CMP-U2-01-DR-A-00121 Rev PL1 H067-CMP-U2-02-DR-A-00103 Rev PL1 H067-CMP-U2-02-DR-A-00122 Rev PL1 H067-CMP-U2-RF-DR-A-00102 Rev PL1 H067-CMP-U2-ZZ-DR-A-00250 Rev PL1 H067-CMP-U3-00-DR-A-00120 Rev PL1 H067-CMP-U3-01-DR-A-00121 Rev PL1 H067-CMP-U3-02-DR-A-00122 Rev PL1 H067-CMP-U3-ZZ-DR-A-00250 Rev PL1 H067-CMP-U4-00-DR-A-00100 Rev PL1 H067-CMP-U4-00-DR-A-00120 Rev PL1 H067-CMP-U4-01-DR-A-00101 Rev PL1 H067-CMP-U4-01-DR-A-00121 Rev PL1 H067-CMP-U4-02-DR-A-00102 Rev PL1 H067-CMP-U4-02-DR-A-00122 Rev PL1 H067-CMP-U4-RF-DR-A-00103 Rev PL1 H067-CMP-U4-ZZ-DR-A-00250 Rev PL1 10111-D-AIA

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 Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

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: H067 HAYES DAS MAY 2023- parts 1 and 2 .22-280 84 Swallowfield Way Hayes External Lighting 22-280 Swallowfield Way Hayes - Energy Strategy 22-280 Swallowfield Way Hayes - Utilities Strategy 22280-MBA-EX-SP-DR-E-0001. Lighting Assessment R01-DC-Transport Assessment-230523 R02-AD-Travel Plan-230523 R05-DC-Car Parking Management Plan-23052 R1 Issue 3 Planning Fire Statement TRC Swallowfield Way Hayes Tier II Report v2 Planning Statement Methodology Document - Aug 2023 507947 TRC Remediation Strategy Designers response to LLFA objections Highways Response 230815 Planning Addendum 10111-AIA - 84 tree report 34460 E1 EH 230505 Hayes HS F2 65208809-SWE-ZZ-XX-T-C-0002-P02-FRA Noise impact assessment report 23.5.23 10225-Hayes Swallowfield-BREEAM V6 NC Prelim report 10225-Swallowfield Way Hayes-GLA CES Report-2205-2 10225-Swallowfield Way Hayes-PDA-2304-25 10225-Swallowfield Way Hayes-PRDA-2305-25 10225-Swallowfield Way Hayes-PRDA-2305-25

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 Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

4. OM19 Construction Management Plan

Prior to the commencement of the development hereby approved (including demolition), a Demolition and Construction Logistics Plan (DLP/CLP) and a Demolition and Construction Management Plan (DMP/CMP) shall be submitted to, and approved in writing by, the Local Planning Authority, to minimise impacts to the local highway network, and to control noise, vibration and air pollutants generated as a result of the construction process. These documents shall be prepared in accordance with the London Freight Plan, 'The control of dust and emissions from construction and demolition' Supplementary Planning Guidance, BRE Pollution Control Guides 'Controlling particles and noise

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pollution from construction sites' and 'Controlling particles, vapour and noise pollution from construction sites'.

The DLP/CLP and DMP/CMP shall include details of (but shall not necessarily be limited to):

(i) a programme of works, including hours of construction;

(ii) the measures for traffic management and encouragement of sustainable modes of transport for workers, including prohibition of construction vehicles parking on the local highway network within the vicinity of the application site;

(iii) the haulage routes and details of a vehicle booking system including use of a banksman (if applicable), ensuring construction deliveries are received outside peak hours;

(iv) any closures of public routes and diversions, demonstrating how time spent closed to the public has been minimised;

(v) the provision of secured restricted access as the sole means of entry to site for cyclists along with a secured turnstile entrance for pedestrians;

(vi) a site plan identifying the location of the site entrance, exit, visibility zones, wheel washing, hard standing, hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting), stock piles, dust suppression, location of water supplies and location of nearest neighbouring receptors;

(vii) the loading, unloading and storage of equipment, plant, fuel, oil, materials and chemicals;(viii) details of cranes and other tall construction equipment (including the details of obstacle lighting);(ix) the means to prevent deposition of mud on the highway and chemical and/or fuel run-off from into nearby watercourse(s);

(x) details on reducing emissions from demolition and construction , including means to monitor and control dust, noise and vibrations, following the published guidance by The Institute of Air Quality Management (IAQM) on how to assess impacts of emissions of dust from demolition and construction sites. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

(xi) the likely noise levels to be generated from plant and construction works and the precautions set out to eliminate or reduce noise levels where the operational risk levels illustrated within The Control of Noise at Work Regulations 2005 could be exceeded;

(xii) confirmation that a mobile crusher will/won't be used on site and if so, a copy of the permit and intended dates of operation;

(xiii) confirmation of all Non-Road Mobile Machinery (NRMM) to be used, or a statement confirming that NRMM will not be used. All Non-Road Mobile Machinery (NRMM) and plant to be used on site of net power between 37kW and 560 kW shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" and must be registered at http://nrmm.london/;

(xiv) an asbestos survey and management plan; and

(xv) the arrangement for monitoring and responding to complaints relating to demolition and construction.

and, for the avoidance of doubt:

(i) all Heavy Goods Vehicles associated with the development shall comply with the Direct Vision Standard, with a rating of 3 stars (or more).

(ii) all deliveries to the site, particularly Heavy Goods Vehicles, shall be made using vehicles which have a Class VI mirror fitted in accordance with EU directive 2007/38/EC;

The development hereby approved shall be implemented in accordance with the approved DLP/CLP

and DMP/CMP.

REASON

To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties, in accordance with Policies DMT 1, DMT 2, DMHB 11 and DMEI 14 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies D14, SI 1, T4, and T7 of the London Plan (2021). Also, to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Development Management Policies (2020).

5. NONSC Final Detailed Drainage Design

Prior to commencement of groundworks (excluding site investigations and demolition), the applicant must submit a final detailed drainage design including drawings and supporting calculations to the Lead Local Flood Authority for review and approval, aligned with the Site Specific Flood Risk Assessment (26/05/2023), Designers' response to LLFA objections (17/08/2023), and associated drawings. The applicant should provide the results of infiltration testing in accordance with BRE365 to determine whether shallow soakaways would be suitable at the site. A detailed management plan confirming routine maintenance tasks for all drainage components must also be submitted to demonstrate how the drainage system is to be maintained for the lifetime of the development. This should include the name of the maintenance owner (operator/management) for the proposed SuDS features per individual warehouse units.

REASON

To prevent the risk of flooding to and from the site in accordance with policies SI 12 and SI 13 of the London Plan (2021), its associated Sustainable Design and Construction SPG, the Non-Statutory Technical Standards for Sustainable Drainage Systems and Policy EM6 of the Hillingdon Local Plan Part 1: Strategic Policies.

6. COM15 Sustainable Water Management

No building hereby permitted shall be occupied until evidence (photographs and installation contracts) is submitted to demonstrate that the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.

REASON

To prevent the risk of flooding to and from the site in accordance with policies SI 12 and SI 13 of the London Plan (2021), its associated Sustainable Design and Construction SPG, the Non-Statutory Technical Standards for Sustainable Drainage Systems and Policy EM6 of the Hillingdon Local Plan Part 1: Strategic Policies.

7. A39 Contaminated Land

(i) All works which form part of the approved 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 the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(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 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 and/or engineering 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 factual results and interpretive reports of this testing shall be submitted to and approved in writing by the Local Planning Authority.

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.

8. COM7 Materials

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

(iii) Detailed drawings of the elevational fenestration including reveal depths and junctions between the materials.

REASON

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

9. RES9 Landscaping and Screening

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

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

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

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

1.d Tree pit detail at a scale of 1:20 to ensure the optimal soil volume will be provided.

2. Details of Hard Landscaping

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2.a Cycle Storage

2.b Boundary treatments

2.c Hard Surfacing Materials, including of the means of surfacing and marking out the car parking spaces

3. Details of Landscape Maintenance

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

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the area in accordance with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Development Management Policies (2020).

10. B14A Biodiversity and UGF

Prior to any above ground works for the development hereby approved (excluding demolition), a Biodiversity Enhancement and Management Plan (BEMP) shall be submitted to, and approved in writing by, the local planning authority. The BEMP shall demonstrate how the development hereby approved shall seek to maximise the delivery of on-site biodiversity improvements, including through the delivery of new trees, flower-rich perennial planting, mature shrubs, green roofs and walls, and bird or bat boxes.

The development shall thereafter be implemented in accordance with the approved BEMP.

REASON

In order to encourage a wide diversity of wildlife on site in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies G5 and G6 of the London Plan (2021).

11. TW4 **Fire Statement**

A) Prior to any above ground works for the development hereby approved (excluding demolition), a Fire Statement shall be submitted to, and approved in writing by, the Local Planning Authority. The statement shall detail how the development will function in terms of:

(i) the building's construction: methods, products and materials used, including manufacturers' details(ii) the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach

(iii) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans

(iv) access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these

(v) how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building

(vi) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

B) Prior to occupation of the development hereby approved, the final comprehensive Fire Statement shall be submitted to and approved in writing by the Local Planning Authority. This should be accompanied by the Building Control Decision Notice or equivalent. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure the safety of all building users in accordance with Policy D12 of the London Plan (2021).

12. H14 Internal Footway

Prior to any above ground works for the development hereby approved (excluding demolition), further details of the internal footway and kerb design. shall be submitted to, and approved in writing by, the local planning authority.

Thereafter, the development shall not be occupied or brought into use until the approved internal footway has been implemented in accordance with the approved plan, with the facilities being permanently retained for use by pedestrians.

REASON

To ensure pedestrian safety, in accordance with Policy T4 of the London Plan (2021).

13. OM15 Waste Management Strategy

Prior to any above ground works for the development hereby approved (excluding demolition), a Waste Management Strategy shall be submitted to, and approved in writing by, the local planning authority. The Waste Management Strategy shall include relevant details setting out how non-residential on-site waste storage and collection will be managed, demonstrating that there is sufficient space for the separate collection of general waste, recycling, and food waste.

REASON

To ensure compliance with Policies SI7 and D6 of the London Plan (2021) and Policy EM11 of the Hillingdon Local Plan: Strategic Policies (2012).

14. A12 Parking Design and Management Plan

Prior to any above ground works for the development hereby approved (excluding demolition), a Parking Design and Management Plan shall be submitted to, and approved in writing by, the Local Planning Authority. It shall include the following:

(i) The arrangements for all on-site parking, including a booking system, and to include provisions for managing, monitoring, enforcement and review. All 61 on-site parking spaces shall be solely for use by the development hereby approved (e.g. staff, visitors) and shall not be used for any other purpose or leased/sub-let.

(ii) Details of 5 wheelchair accessible spaces; to be permanently retained within the car parking area.

(iii) Details of electric vehicle charging points (20% active and 80% passive)

(iv) Details of passive electric charging points for HGV vehicles.

The vehicle parking provision and its management, as outlined in the approved Parking Design and

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Management Plan, shall be fully implemented as approved prior to the first occupation of the development, and so maintained in good working order, and the parking spaces shall not be used for any other purpose for the lifetime of the development.

REASON

To ensure the appropriate operation of the car parking spaces in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies T6 and T6.1 of the London Plan (2021).

15. COM25 Delivery and Servicing Plan

Prior to the first use of the industrial floorspace hereby approved, a Delivery and Servicing Plan, in line with TfL's Freight and Servicing Action Plan, including tracked vehicle movements where necessary, shall be submitted to, and approved in writing by, the Local Planning Authority.

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

REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy T7 of the London Plan (2021) and Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020).

16. COM12 Restriction of floorspace to SIL-appropriate uses

The floorspace hereby approved shall be used as industrial floorspace only, falling within the B2, B8 (excluding use as a data centre), E(g)(ii) or E(g)(iii) use classes, as set out in the Town and Country Planning (Use Classes) Order (1987) (as amended).

REASON

To ensure the development does not lead to a loss of industrial capacity within a SIL in accordance with Policies E4, E5 and E7 of the London Plan (2021).

17. DIS4 Access

Prior to any above ground works for the development hereby approved (excluding demolition), details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings) 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 an Accessible and Inclusive development for everyone in accordance with London Plan (2021) Policy D5.

18. NONSC Lifts

The development hereby approved shall accord with London Plan policy D5(B5) and D12(A) to include a minimum of one fire evacuation lift per block designed to meet the technical standards set

out in BS EN 81-76, BS 9991 and/or BS 9999, as shown on the approved plans. The required evacuation lifts shall serve all floors and remain in place for the life of the development.

REASON: To ensure the development provides reliable, convenient and dignified means of escape for all building uses in accordance with London Plan Policies D5 and D12.

19. COM31 Secured by Design

The development 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 part of the development hereby approved shall be occupied until accreditation has been achieved.

REASON

To ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Development Management Policies (2020) and Policy D11 of the London Plan (2021).

20. A32 **Noise**

For the lifetime of the development hereby permitted the rating level (LAr) of noise caused by its operation shall not exceed:40 dB LAr 15 min for any fifteen-minute period between2300 and 0700, and 50 dB LAr 1 hour for any one-hour period between 0700 and 2300, determined one metre free field external to any window or door of any permanent residential, or equivalently noise sensitive premises, in accordance with 'Methods for rating and assessing industrial and commercial sound' British Standards Institution BS4142 2014.

REASON

To ensure that occupants of existing dwellings would not be exposed to noise caused by the permitted development that would be likely to cause a significant adverse effect on their health and quality of life. This has regard to the guidance set out in 'Guidance on Sound Insulation and Noise Reduction for Buildings' BS82332014, with windows open for the purposes of ventilation and cooling. in accordance with Policies D13 and D14 of the London Plan (2021).

21. NONSC Bird Hazard Management Plan

Prior to any above ground works for the development hereby approved (excluding demolition), a Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 3 'Wildlife Hazards' (available at http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-3-Wildlife-Hazards-2016.pdf).

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

REASON

It is necessary to manage the development 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 DMAV 1 of the Hillingdon Local Plan: Development Management Policies (Safe Operation of Airports).

22. NONSC Overheating

Prior to commencement of superstructure works, an Overheating Strategy shall be submitted to and approved in writing by the Local Planning Authority. The submission shall demonstrate how the development will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:

1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;

2) minimise internal heat generation through energy efficient design;

3) manage the heat within the building including where possible through exposed internal thermal mass and high ceilings;

4) provide passive ventilation;

5) provide mechanical ventilation; and

6) provide active cooling systems.

The approved details shall thereafter be implemented and retained for the lifetime of the development.

REASON

To demonstrate that the final strategy will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy and Policy SI 4 of the London Plan (2021).

23. NONSC Reducing Emissions from Demolition and Construction

No development shall commence until a Reducing Emissions from Demolition and Construction Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

REASON

To reduce the impact on air quality in accordance with Policy EM8 of the Local Plan: Part 1 (2012), Policy DMEI 14 of the London Borough of Hillingdon Local Plan (Part 2), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, and Policy SI 1 of the London Plan (2021).

24. NONSC Photovoltaic Panels

Prior to commencement of development (post demolition) a scheme for the use of photovoltaic panels shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall set out (a) the specification, quantity and location of PVs on the roofs. The scheme shall also be accompanied by an updated energy assessment (b) that reflects the details set out in (a); this assessment shall show the baseline emissions of the development to Part L building regulations 2021, details relating to the energy efficiency (London Plan 'be lean') and the subsequent impacts of the PVs on the baseline. The scheme shall be accompanied by full roof plan details showing how the quantum of PVs set out in (a) will be secured in the development. The Updated Energy Strategy shall also provide details of the 'be seen' recording and reporting measures and demonstrate that the

'onsite saving' is being achieved in perpetuity.

If the updated energy assessment reveals that the development cannot achieve the 100% (zero carbon) target (Policy SI2), then this will be described as the 'shortfall' and subject to offsite contributions. The development must proceed in accordance with the approved details.

REASON

In order to minimise greenhouse gas emissions and deliver the maximum on-site carbon savings in accordance with Policies SI 2 and SI 3 of the London Plan (2021).

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. 163 Public Sector Equality Duty of the Equality Act 2010.

As part of the decision making process the Local Planning Authority have taken due regard to the public sector equality duty of the Equality Act 2010.

3. 170 LBH worked applicant in a positive & proactive (Granting)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from 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.

4. 172 Section 106 Agreement

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

5. 173 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2019. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable.

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Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

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

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

6.

Cranes

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

7.

Network Rail Informative:

Network Rail has no objection in principle to the above proposal but due to the proposal being next to Network Rail land and our infrastructure and to ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway we have included asset protection comments which the applicant is strongly recommended to action should the proposal be granted planning permission.

Safety

Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basic Asset Protection Agreement, if required, with a minimum of 3months notice before works start. Initially the outside party should contact assetprotectionwestern@networkrail.co.uk

Fencing

If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

Drainage

Soakaways / attenuation ponds / septic tanks etc, as a means of storm/surface water disposal must not be constructed near/within 5 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property/infrastructure. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains. Network Rail's drainage system(s) are not to be compromised by any work(s). Suitable drainage or other works

must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property / infrastructure. Ground levels - if altered, to be such that water flows away from the railway. Drainage does not show up on Buried service checks.

Demolition

The demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land. The demolition of the existing building, due to its close proximity to the Network Rail boundary, must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from the Network Rail Asset Protection Engineer before the development and any demolition works on site can commence.

Plant, Scaffolding and Cranes

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that, at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway.

8.

Thames Water Informative:

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 trade.effluent@thameswater.co.uk . Application forms should be completed on line via

https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.thameswater.co.uk%2F&d ata=05%7C01%7CPlanningEConsult%40Hillingdon.Gov.UK%

7C54f0b759a3794db39bfd08db6b2b7866%7Caaacb679c38148fbb320f9d581ee948f%7C0%7C0%7 C638221606664855857%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luM zIiLCJBTil6lk1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C%7C&sdata=SEBzbBIaho6u4LnRm%2 FSsnc1vLACEq7UZaLnqO8tWtTY%3D&reserved=0. Please refer to the Wholse sale; Business customers; Groundwater discharges section.

9.

Heathrow Informative:

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 Airport Ltd Airside Operations staff. In some instances, it

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may be necessary to contact Heathrow Airport Ltd 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.

153 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 (2021) and national guidance.

- Safe Operation of Airports DMAV 1 DMCI 7 Planning Obligations and Community Infrastructure Levy DME 1 **Employment Uses in Designated Sites** DME 3 Office Development DMEI 1 Living Walls and Roofs and Onsite Vegetation DMEI 10 Water Management, Efficiency and Quality **DMEI 12** Development of Land Affected by Contamination DMEI 14 Air Quality DMEI 2 **Reducing Carbon Emissions** DMEI 3 **Decentralised Energy** DMEI 6 **Development in Green Edge Locations** DMEI 7 **Biodiversity Protection and Enhancement** DMEI 8 Waterside Development DMHB 1 Heritage Assets DMHB 11 **Design of New Development** Streets and Public Realm DMHB 12 DMHB 14 Trees and Landscaping DMHB 15 Planning for Safer Places DMHB 8 Registered Historic Parks, Gardens and Landscapes DMT 1 Managing Transport Impacts DMT 2 **Highways Impacts** Pedestrians and Cyclists DMT 5 DMT₆ Vehicle Parking LPP D11 (2021) Safety, security and resilience to emergency LPP D12 (2021) Fire safety LPP D13 (2021) Agent of change
- LPP D14 (2021) Noise

LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP E1	(2021) Offices
LPP E2	(2021) Providing suitable business space
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP HC1	(2021) Heritage conservation and growth
LPP SI1	(2021) Improving air quality
LPP SI13	(2021) Sustainable drainage
LPP SI17	(2021) Protecting and enhancing London's waterways
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T9	(2021) Funding transport infrastructure through planning
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF6	NPPF 2021 - Building a strong, competitive economy
NPPF9	NPPF 2021 - Promoting sustainable transport

3. CONSIDERATIONS

3.1 Site and Locality

The application site is brownfield land and currently used as an established employment site for B8 Storage and Distribution uses. The site is designated within the Hayes Industrial Area, a Strategic Industrial Location (SIL) in the adopted London Plan and Hillingdon Local Plan. The Hillingdon Local Plan divides SILs into Preferred Industrial Locations (PIL) and Industrial Business Parks (IBP). The site is located within a PIL, which is defined as being suitable for general industrial, light industrial and warehousing uses in the Local Plan.

Existing built form on the site is limited to 1,108 sqm (GIA), including a modular office block, detached store and vehicle maintenance unit. The existing accommodation on the site supports the ongoing operations of a crane hire and maintenance facility.

The existing site is accessed from Rigby Lane/Swallowfield Way and consists of hardstanding with four small buildings and a landscape frontage along the road edge. The adjacent sites to the north and east have large buildings with areas of car parking. The Elizabeth Line and Great Western Mainline railway lines runs along the southern boundary of the site.

Although the site is within an established industrial area, a designated heritage asset is located in close proximity, namely the Stockley Park: Business Park Phases I and II, Country Park and Golf Club, which is a Grade II Registered Park and Garden. The setting of Registered Park and Gardens is protected through National (Chapter 16 of the NPPF 2023) and Local Policy (HE1).

The Site falls within Flood Zone 1 (low probability of flooding) and the proposed uses are classified as 'less vulnerable' to flood risk.

3.2 Proposed Scheme

Planning permission is sough for the demolition of all structures on the site and subsequent redevelopment for a single building, divided into 4 independent commercial units of varying floorspace. The units are being built speculatively with the range of floor areas and flexibility of use classes necessary to attract a range of enterprises consistent with the SIL designation. The proposal seeks permission for E(g)(iii) Light Industrial, B2 Manufacturing and B8 Storage and Distribution uses across all of the units.

The proposal comprises one building which is split into four units of varying sizes ranging from 1,379 sqm to 2,272 sqm. A total of 7,439 sqm (GIA) is proposed with 5,720 sqm at ground floor level and an ancillary office provision totalling 861 sqm at first floor level, representing over 15% of the total floorspace. A further 858 sqm is provided across the units through first floor mezzanines. The increased provision of office floorspace has been combined with extensive glazing along the western elevation. This glazing wraps around the north and southern elevations and provides an active frontage across the service yards and Swallowfield Way.

During the pre-application phase, the proposal presented a building with a maximum height of 18.8m, allowing for a building with 15m to eaves to be achieved. Following officer feedback, the applicant has responded by reducing the overall building height to a maximum of 15.7m. This allows for a building of 12.5m to eaves to be achieved.

The existing access to the site would be retained and utilised for the proposal with the existing landscaping around the periphery of the site also retained and enhanced. The landscape strategy is

intended to ensure that both Biodiversity Net Gain and Urban Greening is achieved.

As a SIL, the applicant is seeking unrestricted 24/7 hours of operation to each unit.

In total the scheme provides 61 car parking spaces and 24 cycle parking spaces. 20% of the parking spaces have active EV provision with a further 80% passive provision for future demand.

3.3 Relevant Planning History

63099/APP/2007/1428 Land At Ainscough Cranes, Unit 84, Hayes Industrial Park Swallowfield Way Hayes

INSTALLATION OF 14.7M HIGH MONOPOLE MOBILE PHONE MAST AND THREE ANCILLARY EQUIPMENT CABINETS (CONSULTATION UNDER SCHEDULE 2, PART 24 OF THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995)(AS AMENDED).

Decision: 28-06-2007 Prior Approval

N/Req

Comment on Relevant Planning History

The application site is previously developed brownfield land and is currently utilised as a crane hire storage and maintenance facility. There are no previous applications on the site which are considered to impact the ability to redevelop the site for the proposed uses.

4. Planning Policies and Standards

Planning Policy

The proposed development would be assessed against 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 and national guidance:

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 - Development Management Policies (2020) The Local Plan: Part 2 - Site Allocations and Designations (2020) The West London Waste Plan (2015) The London Plan (2021)

Hillingdon Applications Planning Committee - 6th December

Material Considerations

The National Planning Policy Framework (NPPF 2023) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Local Plan Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.E1 (2012) Managing the Supply of Employment Land
- PT1.HE1 (2012) Heritage
- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.T1 (2012) Accessible Local Destinations

Part 2 Policies:

- NPPF2 NPPF 2021 Achieving sustainable development
- NPPF6 NPPF 2021 Building a strong, competitive economy
- NPPF9 NPPF 2021 Promoting sustainable transport
- NPPF11 NPPF 2021 Making effective use of land
- NPPF12 NPPF 2021 Achieving well-designed places
- NPPF14 NPPF 2021 Meeting the challenge of climate change flooding
- NPPF15 NPPF 2021 Conserving and enhancing the natural environment
- NPPF16 NPPF 2021 Conserving & enhancing the historic environment
- LPP D3 (2021) Optimising site capacity through the design-led approach
- LPP D4 (2021) Delivering good design

- LPP D5 (2021) Inclusive design
- LPP D8 (2021) Public realm
- LPP D11 (2021) Safety, security and resilience to emergency
- LPP D12 (2021) Fire safety
- LPP D13 (2021) Agent of change
- LPP D14 (2021) Noise
- LPP E1 (2021) Offices
- LPP E2 (2021) Providing suitable business space
- LPP E4 (2021) Land for industry, logistics and services to support London's economic function
- LPP HC1 (2021) Heritage conservation and growth
- LPP G1 (2021) Green infrastructure
- LPP G5 (2021) Urban greening
- LPP G6 (2021) Biodiversity and access to nature
- LPP G7 (2021) Trees and woodlands
- LPP SI1 (2021) Improving air quality
- LPP SI2 (2021) Minimising greenhouse gas emissions
- LPP SI4 (2021) Managing heat risk
- LPP SI5 (2021) Water infrastructure
- LPP SI7 (2021) Reducing waste and supporting the circular economy
- LPP SI13 (2021) Sustainable drainage
- LPP SI17 (2021) Protecting and enhancing London's waterways
- LPP T1 (2021) Strategic approach to transport
- LPP T2 (2021) Healthy Streets
- LPP T4 (2021) Assessing and mitigating transport impacts
- LPP T5 (2021) Cycling
- LPP T6 (2021) Car parking
- LPP T6.5 (2021) Non-residential disabled persons parking

- LPP T7 (2021) Deliveries, servicing and construction
- LPP T9 (2021) Funding transport infrastructure through planning
- DME 1 Employment Uses in Designated Sites
- DME 3 Office Development
- DMHB 1 Heritage Assets
- DMHB 8 Registered Historic Parks, Gardens and Landscapes
- DMHB 11 Design of New Development
- DMHB 12 Streets and Public Realm
- DMHB 14 Trees and Landscaping
- DMHB 15 Planning for Safer Places
- DMEI 1 Living Walls and Roofs and Onsite Vegetation
- DMEI 2 Reducing Carbon Emissions
- DMEI 3 Decentralised Energy
- DMEI 6 Development in Green Edge Locations
- DMEI 7 Biodiversity Protection and Enhancement
- DMEI 8 Waterside Development
- DMEI 10 Water Management, Efficiency and Quality
- DMEI 12 Development of Land Affected by Contamination
- DMEI 14 Air Quality
- DMCI 7 Planning Obligations and Community Infrastructure Levy
- DMT 1 Managing Transport Impacts
- DMT 2 Highways Impacts
- DMT 5 Pedestrians and Cyclists
- DMT 6 Vehicle Parking
- DMAV 1 Safe Operation of Airports

5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date: 12th July 2023
- 5.2 Site Notice Expiry Date: 17th July 2023

6. Consultations

External Consultees

Letters were sent to 48 nearby properties and businesses and a site notice was displayed outside the site. A press notice was displayed in a local newspaper. All forms of consultation have expired and no representations have been received.

TRANSPORT FOR LONDON (TfL)

The nearest part of the Transport for London Road Network (TLRN) is some distance from the site: the A312 lies some 3.2 kilometres to the east. The nearest part of the Strategic Road Network is A4020 Uxbridge Road, which is 2.6km north of the site. The nearest station is Hayes & Harlington providing Elizabeth line and Great Western Railway services. One bus route is located within 400m walking distance of the site. The site therefore has a Public Transport Accessibility Level (PTAL) of 1a, on a scale of 0 to 6b where 6b is the highest.

TfL require further information prior to the determination of this application, once further information has been

received based on TfL's below comments, TfL will be able to provide further comments.

Healthy Streets and Active Travel:

As identified in Policy T2 of the London Plan, all developments should seek to deliver improvements that support the Mayor's Healthy Streets approach. The Healthy Streets approach seeks to improve air quality, reduce congestion and make attractive places to live and work. There are ten Healthy Streets indicators which put people and their health at the heart of decision making and aim to result in a more inclusive city where people choose to walk, cycle, and use public transport.

The Active Travel Zone (ATZ) assessment has been conducted along 6 key routes, a night time assessment was also undertaken, which is welcomed by TfL. However, further commentary on the night time assessment is needed on Routes 1, and 5. Route 1 - Whilst it is noted that photograph 5.3 states that the underpass was part of the night-time assessment. There is little to no commentary or recommended improvements along the route from a night time assessment perspective. Route 5 - TfL are of the opinion that this route should be conducted as part of the night time assessment noting the lack of lighting may be a concern regarding safety.

TfL request that further commentary is provided in regard to the night time assessment in particular to Routes 1, and 5. TfL will support the London Borough of Hillingdon in securing appropriate improvements where necessary.

Vision Zero:

The Mayor's Vision Zero ambition is the elimination of all deaths and serious injuries from London's streets by 2041. The Vision Zero approach requires reducing the dominance of motor vehicles and creating streets

safe for active travel. The proposed development will increase HGV movements to and from the site, and these vehicles carry a greater safety risk.

Accident data has been provided along Rigby Lane, Swallowfield Way, Dawley Road, and all other routes considered within the ATZ assessment. The data recorded shows that there have been 94 collisions recorded between December 2017 and October 2022 within the subject area. Of the 94 collisions, one was classified as fatal, and 15 classified as serious. The Transport statement concludes that 'that there are not any safety issues in relation to the junctions in proximity to the proposed development'. However, it has not been identified within the Transport Statement the proposed vehicle routing which may impact the analyse into the accident data. TfL request that HGV vehicle routing to and from the site is provided in order to establish the overall impact at key junctions and whether any contributions may be required towards road safety improvements.

Construction:

A framework Construction Logistics Plan (CLP) has not been submitted in support of the application and inline with Policy T7 TfL request that a draft document is submitted prior to the determination of the application with a full version secured by legal agreement. Once submitted TfL may provide additional commentary on the construction of the proposal.

Delivery and Servicing:

As set out in Policy T7 point F, development proposals for new consolidation and distribution facilities should be supported provided that they do not cause unacceptable impacts on London's strategic road networks and: 1) reduce road danger, noise and emissions from freight trips 2) enable sustainable last-mile movements, including

by cycle and electric vehicle 3) deliver mode shift from road to water or rail where possible (without adversely impacting existing or planned passenger services).

In line with the Mayor's Vision Zero approach, the design of the development should seek to minimise the requirement for reversing. Where it can be demonstrated that this is not possible, management and design measures should be implemented to ensure that there is no conflict between different modes. TfL are not satisfied that effective management or design measures have been implemented to ensure that there is no conflict between different modes.

Swept path analysis have been submitted alongside with the proposed internal highway design to demonstrate goods/servicing vehicles movements, however, it still needs to be demonstrated that two goods vehicles will be able to pass safely without potential collision as there are serious concerns from TfL that the site is constrained with the high level of vehicular parking currently proposed. The above was mentioned in the pre-application letter and does not seem to have been adequately addressed.

There is also a concern that vehicles could queue back onto the adjoining highway network, therefore impacting road safety contrary to Policy T4. The above was mentioned in the pre-application letter and does not seem to have been adequately addressed.

An Operational Management Plan should be secured within a s106 agreement to outline how the site will operate in line with TfL's Freight and Servicing Action Plan which calls for safe, clean and efficient traffic in-London.

From an environmental perspective the use of electric vehicles should be maximised and promoted where possible and a cargo bike strategy should be put forward for the site including providing cargo bikes on

site, not just spaces for these. The proposed timings of deliveries to and from the site also need to be carefully considered and agreed to minimise the impact on congestion, noise pollution and surrounding residential developments, given the location of the site. Additionally, the future operators will need to be committed to minimising the number of trips to the site by combining as many trips as possible to the site such as sharing materials between the operators on site and compacting waste from multiple sites before removal. The above was mentioned in the pre-application letter and does not seem to have been adequately addressed.

Existing Trip Generation:

A survey of the existing site recorded 127 two way vehicle trips over a 24 hour period (of which 17 were HGV's), with 4 two way trips generated in the AM peak and 8 two way trips generated in the PM peak. Highway Impact:

Using TRICS trip rates for the proposed use, the development is estimated to generate a net increase in 113

and 67 two-way vehicle trips in the AM and PM peak respectively, and 1391 two way trips over a 24 hour period. Regarding HGV, the development is expected to generate an additional 8 and 4 two-way HGV trips in the AM and PM peak respectively.

TfL are awaiting the TA addendum to assess impacts on the local junctions and whether a financial contribution is required. Without the addendum TfL are unable to establish the impact on the highway and therefore the proposals are not compliant with Policy T4 of the London Plan.

Public Transport Impact:

The estimated mode split of the site estimate that the number of public transport trips generated by the site is expected to be minimal.

Car Parking:

The proposals include 61 parking spaces, which is in line with the London Plan maximum standards. However, these are maximum standards. The provision of staff parking within the site should be significantly reduced to support a mode shift away from car travel, in line with the strategic target for 80% of trips to be made on foot, cycle or public transport by 2041.

Whilst a forecast parking demand for the proposed development has been provided over a 24 hour period, this does not take into account any reductions in vehicle movements that may arise following the Travel Plan being implanted successfully on site, therefore the actual demand for parking spaces is expected to be lower.

A car parking management plan has been submitted with the application, which TfL welcomes.

Blue Badge parking is to be provided on site. However, clarity on the quantum is requested as there is a discrepancy between the Transport Assessment (5) and Car Parking Management Plan (4). EVCP is provided on site for 18 spaces, however 4 of the spaces are where the cargo bikes are currently suggested to be parked in flexible spaces. As highlighted above, the cargo bike parking situation is not appropriate, given that they are also part of the EVCP TfL deem the whole situation unacceptable. Further thought should begiven to provide sperate cargo spaces that are not also acting as EVCP spaces.

Cycle Parking:

The proposals include 24 cycle parking spaces, which accords with the minimum London Plan standards, which requires 1 space per 500sqm for long stay spaces and 1 space per 1000sqm for short stay spaces. However, the Transport Assessment states the cycle parking will be for staff only. TfL request information regarding short stay parking for visitors to the site, which should be located in visible well-lit places that have high natural surveillance.

As highlighted within London Cycle Design Standards, long-stay cycle parking is best located in a building. Where it has been robustly demonstrated that this is not possible, bespoke shelters are an option and these should be:

- Clearly visible and well overlooked with high levels of natural surveillance
- Designed with consideration of sight lines into and out of the cycle cages, compounds or secure store
- Adequately lit and overlooked, particularly at night-time

TfL considers that the current location does not meet the above criteria, with a particular concern being Unit 1 and Unit 2's current arrangement. In addition, there is a concern that the current locations and access arrangements will result in possible conflicts between HGVs/vehicles and cyclists, who are required to navigate the entrance/exit with reversing HGVs to access the cycle parking. The applicant should seek to provide long-stay cycle parking within the main building. Should it be robustly demonstrated that this is not possible, then further thought on the current location of cycle parking facilities is required.

It is welcomed that the applicant is providing showers and changing facilities, which should be secured through the appropriate mechanism.

Cargo Cycle Parking:

The provision of cargo bikes in the form of flexible car parking spaces is questioned. The cargo bike space should be a permeant feature to encourage last mile cargo bike deliveries, increase active travel, and reduce HGV movement. The proposal to include the spaces flexibly may result in the spaces being used by vehicles for long periods of time, in addition how will the cargo bikes be secure? How will conflicts between vehicles be managed if the spaces are within the car park and poorly protected?

Travel Plan:

TfL require further information and clarification from the Travel Plan. Presently there is only one 'Action Target' which is to reduce car driver mode by 5%. However, this is not a SMART Target, there is little information regarding when this is expected to be achieved and how it is likely to be achieved at the site. In addition, TfL would expect more than one Action Target from a development of this size and the proposed increase in vehicle trip numbers.

Measures to reduce staff reliance on private car travel should also be included within a draft Travel Plan and measures to incentivise staff to use active travel should be promoted.

It is noted that the Travel Plan Coordinator will be funded by the occupants for the five year travel plan timeframe. The Travel Plan needs to be secured by a legal agreement.

TRANSPORT FOR LONDON (TfL) Further comments (2/10/23)

Healthy Streets and ATZ

Route 1 has been conducted at night time as requested by TfL. Route 5 and 6 have not but applicant has

provided reasonable reasoning as to why it has not been conducted at night, and therefore TfL are satisfied. In addition, TfL will support London Borough of Hillingdon regarding the requested amount for the Healthy Streets improvement.

Vision Zero

Request for HGV routing has been provided. TfL find the routing to be acceptable. TfL will support the London Borough of Hillingdon if they wish to seek Road Safety improvements.

Construction A draft CLP was requested. The applicant has provided a draft CLP for review.

A full CLP should be secured by condition and include CLOCS agreement, vehicle movements including types and frequencies of vehicles, and swept path analysis for how vehicles enter and exit the site including the location of the wheel wash facility. The CLP should be agreed with TfL and London Borough of Hillingdon.

Delivery and Servicing

- The applicant has responded and provided further information in regards to the management of the site, including banksmen and traffic marshals as well as indicating that employee shift change overs would not occur during the arrival of a HGV. This should be included within the Operational Management Plan . TfL original response:

'it needs to be demonstrated that two goods vehicles will be able to pass safely without potent al collision as there are serious concerns from TfL that the site is constrained with the high level of vehicular parking currently proposed' -

Further information has been received which indicates that it is unlikely that HGVs would queue onto the highway network with HGVs entering the site given priority. This is acceptable to TfL.

TfL original response: 'An Operational Management Plan should be secured within a s106 agreement' - This has been agreed by the applicant in the response.

Trip Generation

Para 46 states, 'This trip generation is based on a 24-hour profile. This is roughly the equivalent of three shift changeovers at maximum output. Therefore, to represent a more realistic two-shift pattern where less staff are required, a 2/3rds factor has been applied to this trip generation'. TfL request information on how this conclusion can be made if no end user has been identified by the applicant.

Para 48 states,

'Furthermore, a 5% reduction in trips has been applied to car trips as LGV and HGV are considered to be operational. This is in line with the 5% reduction in vehicle trips as stated in the Travel Plan'. Clarification is needed on whether this is meant to say 'been applied to vehicle trips' rather than the above car trips? In addition, why has the 5% reduction been included as this should be built into the TRICS data?

Highway Impacts

Modelling of the junctions shows that the baseline for Dawley Road Northbound is at 0.86 RFC (Ratio of Flow to Capacity) which is close to the limit for the junction. The proposed scheme potentially increases the RFC for Dawley Road northbound to 0.91. Whilst Dawley Road is a borough highway and it is for London Borough of Hillingdon to decide whether contributions are necessary. TfL will support London Borough of

Hillingdon if contributions were sought.

Cycle Parking

Cycle Parking is still external and therefore, TfL's comments have not changed. In addition Unit 2's cycle parking should be moved closer to the entrance of the Unit building. Conflict with the cargo bike spaces and EV charging spaces has been addressed.

Car Parking

Clarity on the quantum of blue badge parking has been provided. Quantum of car parking on site has not changed despite TfL request for a reduction in the car parking spaces.

Para 43 of the Response to TfL and LBH states, 'likely future use of the site based on the current layout is B8'. The parking demand survey is based on an average of B2 and B8. As above, the document states it is likely future use as B8 then the car parking should reflect that and be reduced inline with the parking demand for B8 uses as a minimum. In addition, the mode share split is showing a high level of car use, which is high compared to the Mayors ambition of reducing car trips and increasing active travel modes. As a result, the Travel Plan must have bold and ambitious targets to reduce this mode share.

Travel Plan

A 5% reduction in car driver mode share is highlighted. Given the high levels of car mode share, TfL deem this target is not ambitious enough, and whilst targets need to be achievable they should also be bold and ambitious to lower levels of high car mode share.

NETWORK RAIL

Network Rail has no objection in principle to the above proposal but due to the proposal being next to Network Rail land and our infrastructure and to ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway we have included asset protection comments which the applicant is strongly recommended to action should the proposal be granted planning permission.

Safety

Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basic Asset Protection Agreement, if required, with a minimum of 3months notice before works start. Initially the outside party should contact assetprotectionwestern@networkrail.co.uk

Fencing

If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

Drainage

Soakaways / attenuation ponds / septic tanks etc, as a means of storm/surface water disposal must not be

constructed near/within 5 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property/infrastructure. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains. Network Rail's drainage system(s) are not to be compromised by any work(s). Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property / infrastructure. Ground levels - if altered, to be such that water flows away from the railway. Drainage does not show up on Buried service checks.

Demolition

The demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land. The demolition of the existing building, due to its close proximity to the Network Rail boundary, must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from the Network Rail Asset Protection Engineer before the development and any demolition works on site can commence.

Plant, Scaffolding and Cranes

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that, at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway.

NATIONAL AIR TRAFFIC SERVICES (NATS) SAFEGUARDING

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

HEATHROW AIRPORT LTD

The 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/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 3 'Wildlife Hazards' (available at http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-3-Wildlife-Hazards-2016.pdf).

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

Reason

It is necessary to manage the development 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 Airport Ltd Airside Operations staff. In some instances, it may be necessary to contact Heathrow Airport Ltd 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 like to make the following observation:

Cranes

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

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

GREATER LONDON ARCHEAOLOGICAL ADVISORY SERVICE (GLAAS)

Recommend No Archaeological Requirement

The Greater London Archaeological Advisory Service (GLAAS) gives advice on archaeology and planning. Our advice follows the National Planning Policy Framework (NPPF) and the GLAAS Charter.

NPPF section 16 and the London Plan (2021) Policy HC1 make the conservation of archaeological interest a material planning consideration.

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

The planning application is not in an Archaeological Priority Area.

The application lies in an area where there are records of antiquarian finds of Palaeolithic stone tools from the natural gravel but the nature of the development is such that there is unlikely to be much disturbance at that depth. There is little evidence for more recent archaeology and much modern disturbance suggesting overall low potential.

No further assessment or conditions are therefore necessary.

LONDON FIRE BRIGADE

Fire Strategy

The London Fire Commissioner (the Commissioner) is the fire and rescue authority for London. The Commissioner is responsible for enforcing the Regulatory Reform (Fire Safety) Order 2005 (as amended) in London. The London Fire Brigade (LFB) has been consulted with regard to the above-mentioned premises and have the following observations to make. It should be ensured that if any material amendments to this consultation is proposed, a further consultation may be required.

The Applicant is advised to ensure the plans conform to Part B of Approved Document of the Building Regulations and that the application is submitted to Building Control/Approved Inspector who in some circumstances may be obliged to consult the Fire Authority.

Guidance note 29 on Fire Brigade Access is similar to that in B5 of the Building Regulations. Particular attention should be made to paragraph 16, Water Mains and Hydrants, by the applicant. If there are any deviations from the guidance in ADB) vol 1 and 2: B5 Access and facilities for the fire service in relation to water provisions, then this information needs to be provided to the Water Office (water@london-fire.gov.uk) to discuss the proposed provision.

If there are any deviations to Brigade access and facilities then this information needs to be provided to Fire Safety Regulation (FSR-AdminSupport@london-fire.gov.uk) to review the proposed provision. Once we have received this information then the LFB can provide a response on the consultation and advice in regards to hydrants upon receipt of an appropriate site plan showing premises layout, access to it, and water supply infrastructure if available.

Case Officer comment:

The above information has been provided to the applicant so they are aware of the requirements should there be are any deviations to brigade access and facilities. A Fire Safety condition is also proposed within Section 2 of this report should the application be approved.

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 trade.effluent@thameswater.co.uk . Application forms should be completed on line. Please refer to the Wholsesale; 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. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. 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.

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

PLANNING POLICY

The site is located within a Strategic Industrial Location (SILs). The proposal relates to the intensification of an existing industrial site and is proposing industrial floorspace within use classes E(g)(iii), B2 and B8 and would result in an increase of 6,301sqm over the three use classes. The Local Plan: Part 2 (2020) policy DME1 and the London Plan (2021) policies E4 and E5 are relevant to the proposal. The policies set out that generally proposals of this nature within the E(g)(iii), B2 and B8 will be supported. Furthermore, the London Plan Policy E5 sets out that these locations should accommodate industrial type activities that can operate on a 24-basis.

It is recognised that there are a number of uses within Class E that are not considered appropriate within a SIL area. Given the proposed use within Class E(g)(iii), it is considered a condition should be attached to any planning permission to restrict the uses within Use Class E, to ensure that the proposal protects the function of the SIL and does not compromise its integrity or effectiveness.

A restriction on use as a data centre should also be incorporated, as an assessment in relation to infrastructure and air quality has not been included.

Overall, the proposal is considered to be deemed to be acceptable in principle (subject to conditions).

AIR QUALITY OFFICER

The proposed development is located within the LBH Air Quality Management Area and in the immediate vicinity of Hayes Focus Area bringing additional traffic emissions which will add to current likely exceedances. As per the London Plan, developments need to be neutral as minimum and positive in Focus Areas, contributing to the reduction of emissions in these sensitive areas.

LBH requires new developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially in areas where the air quality is already poor

(LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Furthermore, policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality, especially within the Air Quality Management Area. Finally, the London Plan (March 2021) requires development to be air quality positive specially within focus areas, actively contributing to reduce pollutant emissions to the atmosphere.

According to LBH Local Action Plan, proposed development within Focus Areas (or with impacts on FAs) needs to be Air Quality positive and further action is required to reduce total emissions produced by its operation. Therefore, the total emissions associated with these activities need to be mitigated. The proposed development is not air quality neutral and not air quality positive.

Damage Cost and Mitigation Measures

Mitigation measures to reduce emissions can be applied on-site or off-site. Where this is not practical or desirable, pollutant off-setting will be applied. The level of mitigation required associated with the operation phase of the proposed development is calculated using Defra's Damage Cost Approach.

Any mitigation measures proposed were evaluated in terms of likely emission reductions onto local air quality. Wherever quantifiable, these are calculated and subtracted from the overall value due. When no quantification is possible, a flat rate discount is applied. Table 1 and 2 summarise the aspects of air quality and planning requirements for the proposed development.

Following negotiations with the applicant and once all deductions were applied, the remaining value of mitigation due is £598,531, which has been agreed.

In addition, Air Quality conditions are required to secure a Low Emission Strategy and a plan for reducing emissions from demolition and construction.

Case Officer comment:

The proposed conditions are included within Section 2 of this report and are recommended to be attached should the application be approved. The proposed obligation is also recommended to be included within a future legal agreement.

FLOOD / DRAINAGE CONSULTANT (summary)

The applicant has confirmed that the open green SuDS feature is a rain garden. The applicant has provided the maintenance tasks and their required frequencies for the proposed rain garden.

The applicant has provided justification for why rainwater harvesting features have not been proposed, and the

greenfield and existing runoff volumes have been provided. Some justification has been provided as to why infiltration may be unsuitable at the site, however the Geotechnical Assessment Report suggests that shallow soakaways may be viable, therefore infiltration testing should be undertaken at condition stage to confirm this.

We therefore recommend approval of the application, with the below conditions.

- Submission of a final detailed drainage design including drawings and supporting calculations

- Evidence (photographs and installation contracts) to be submitted to demonstrate that the sustainable drainage scheme for the site has been completed in accordance with the submitted details.

Case Officer comment:

The proposed conditions are included within Section 2 of this report and are recommended to be attached should the application be approved.

ACCESS OFFICER (summary)

This proposal is for the demolition of existing structures located at Unit 84, Hayes Industrial Park and redevelopment of four new units with office accommodation. It has been assessed against the requirements of London Plan Policy D5 and D12. Each unit will include a ground-floor entrance core containing disabled W/C, lockers and changing areas, and a staircase leading to the first-floor office space. For future flexible occupant fit-out, the remaining ground floor has an open plan with full height, shell warehouse. Offices are located on the first floor with additional W/C facilities and a kitchenette area. The internal floor plans show an evacuation lift within every unit which should be designed to accord with BS EN 81-76, BS 9991 and/or BS 9999. No concerns are raised subject to conditions to secure details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings) to meet the needs of people with disabilities and that the scheme shall include a minimum of one fire evacuation lift per block.

Case Officer comment:

The proposed conditions are included within Section 2 of this report and are recommended to be attached should the application be approved.

URBAN DESIGN AND CONSERVATION

Context

The site is located within the Hayes Industrial Estate an established industrial area which is positioned between the Grand Union Canal and railway. The area north of the Grand Union Canal is designated as a Grade II Registered Park and Garden.

The existing site is accessed from Rigby Lane/Swallowfield Way and consists of hardstanding with four small buildings and a landscape frontage along the road edge. The adjacent sites to the north and east have large buildings with areas of car parking.

The Site is located within a Strategic Industrial Location (SIL) designation in accordance with the adopted London Plan and Hillingdon Local Plan. SILs fall into two categories, this site falls within a PIL, which is defined as being suitable for general industrial, light industrial and warehousing uses.

The site layout

The layout of units arranged north to south with frontages facing west and revised sub-station location is accepted.

The revised corner elevation of Unit 1 delivers active frontage along Rigby Lane and is supported. Although the entrance door remains along the western elevation the dedicated pedestrian access aligns with the pedestrian route to the other units and is therefore accepted.

Building heights, scale and massing

The proposed building height is 15.5m to the parapet edge. This has been lowered from the pre-app building height of 16.6m at the eaves and 18.8m at ridge height. Even with the building height reduction they are approximately 3m higher than the buildings in the immediate context and the only industrial building visible from the residential Snowdon Crescent. This is demonstrated in Section 10 of the Design and Access Statement, appearing as a large building above the roofscape of the residential homes.

Policy E7: of the London Plan supports intensification but also sets out appropriate design mitigation for residential elements which includes visual impact.

Accordingly, the building height should be lowered to ensure the buildings are not visible from Snowdon Crescent. Further, as requested at the pre-app meeting it needs to be demonstrated that the buildings will not be visible from Stockley Park, with more information on the building heights in the immediate context.

Materiality

The appearance and materiality is supported.

Landscape

The landscape strategy is accepted.

Conditions

If minded to approve this application conditions should be added to secure details of materials and landscaping.

URBAN DESIGN AND CONSERVATION (Additional comments summary)

Height Scale and Massing

The proposed building height is approximately 5m higher than Waterway Business Park on the opposite side of the road and 3.5m higher than the building on the site directly to the east. At the pre-app meeting it was requested that the applicant team ensure the proposed building was broadly consistent with the prevailing height of the other buildings within this industrial area.

Further, the building is clearly visible from Snowdon Crescent with the roof massing visually prominent above the roofs of the residential properties. The massing and materiality of this industrial building roof form is considered to be incongruous with the residential roofs increasing its prominence. Every effort should be made to reduce the visual impact from Snowdon Crescent. Potentially reducing the height of the parapet wall would help this condition.

Case Officer comment:

The proposed conditions are included within Section 2 of this report and are recommended to be attached should the application be approved. Further details on the height of the proposals are included with Section 7.07 of this report.

CONTAMINATION OFFICER (summary)

I have reviewed a copy of the geo-environmental information contained within the reports submitted in support of the application. The reports provide details of an environmental due diligence study and two Phase II site investigations conducted at the site.

The initial and updated conceptual site model in the latest Phase II report clearly indicate that various contaminative substances are present, with some detected concentrations shown to exceed the applied generic acceptance criteria (GAC) and other authoritative criteria for the proposed commercial land use involving introduction of warehousing premises.

The phase II report identifies the following contaminants which exceeded the applicable criteria:

- Polycyclic Aromatic Hydrocarbons (PAH)
- Heavy Metals
- Asbestos

- Ground gases

The updated conceptual site model outlines the assessed risks, associated with the identified contaminant linkages, and categorises them as low to moderate risk (to linkages involving on-site contractors and controlled waters) and low risk (for other identified linkages).

The report states "the proposed development will primarily consist of hardstanding, which considerably reduce the risk of contaminated groundwater and sever any potential connection to pollutants." The report details are wholly acceptable in terms of the significant coverage of hardstanding at the site.

However, requirements for works to address aspects of the site where unacceptable risks from contaminants would exist are identified within the report, it is understood such works would involve the following actions:

- Incorporation of an appropriate barrier/cover system within in landscaped areas having exposed soils.

- Introduction of ground gas protection measures within the proposed buildings (including any other areas of enclosed spaces).

It is considered the abovementioned works represent remediation actions that are required to mitigate the associated risks as identified.

The Local Planning Authority shall require further details concerning the abovementioned remedial actions which would be applicable at the site, including any further remedial actions that may be identified as the proposed development advances.

CONTAMINATION OFFICER (Further comments summary)

Having previously reviewed the three documents submitted with the application, I have now conducted a review of the newly submitted document Title: Remediation Strategy; Ref 507947.0003.0000; Dated: 30th August 2023.

The details within the Remediation Strategy are suitable and sufficient. However, I continue to recommend incorporation of a conditions, which shall be appropriate for this particular application if planning permission is consented.

Case Officer comment:

The proposed condition is included within Section 2 of this report and is recommended to be attached should the application be approved.

HIGHWAY ENGINEER (Final comments summary)

Description

An application has been received seeking planning permission to demolish an existing structure and redevelop the above site to for Use Classes E(g)(iii), B2 and B8 (applied flexibly). The development would provide for 61no. on-site parking spaces of which 5no.would be disabled persons parking spaces. Sixteen long-stay and 8no. short-stay on-plot cycle parking spaces would be provided and there would be allowance for the future installation of cargo bikes spaces. Four self-contained units would be created with 7no. HGV docking bays in total, Units 1, 3 and 4 would have two docking bays each and Unit 2 one.

The combined floor space of the 4no. units would be 7,780sqm. The on-site parking spaces would be supported with 20% active and 80% passive electric vehicle charging points. The existing vehicle access onto the development is to be retained - this is shared with the adjacent Portakabin site. The site is

currently occupied for the storage of cranes for hire by Ainscough Cranes, the surrounding land uses are all commercial. Trip generation information has been provided using examples from the TRICS database. Rigby Lane is an adopted highway and parking is unrestricted.

The proposal is seeking to have 24/7 operation on the site. Whilst no details have been provided regarding the number of staff that would be employed there, it is understood that staff would be working in shifts. The proposal site has a PTAL rating of 1b indicating that access to public transport is poor when compared to London as a whole, suggesting that there would be a strong reliance on the private car for trip-making to and from the site. The nearest station is Hayes & Harlington which is served by the Elizabeth Line, the nearest bus stop is on Dawley Road, only the U5 service calls here. Hayes & Harlington station is accessible to/from the development with journey times of c.14min by bus, c.7min by bicycle and c.22min walking.

Parking

Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Plan 2021 Policy T6.2 Office Parking requires that development proposals must comply with the relevant parking standards. For a development of this type, B2 and B8 (applied flexibly) with a PTAL ranking of 1b the maximum number of car parking spaces the London Plan 2021 would allow is up to 1 space per 100 sqm which would be 78no. spaces. The 61no. parking spaces proposed are in accordance with this policy. The Highway Authority notes that 5no. car parking spaces serving Unit 1 and 5no. spaces serving Unit 2 would be inaccessible when a HGV is parked at the docking bay, in effect then the development would be providing 51no. fully accessible car parking spaces, a number which would still be Policy compliant. The applicant contends that these 10no. carparking spaces are in practice 'useable' because staff would have arrived and at work and parked before the first delivery arrives and, would not leave until the last HGV has been loaded/unloaded. Taking into account that the Units would be occupied by modest size businesses management of the car would not be a prohibitively onerous task.

Notwithstanding this a planning condition requiring the applicant to provide a Parking Design and Management Plan would be required. Furthermore, the Highway Authority would also require the applicant to submit a Travel Plan for approval and make a Healthy Streets contribution, this would provide staff and visitors with genuine travel choice by making travel by public transport, walking and cycling attractive, convenient and safer. By doing so the demand for on-plot parking would fall allowing the site to operate with 51no. car parking spaces without difficulty.

Cycle parking

As mentioned above the development would provide 16no. long-stay and 8no. short-stay cycle spaces, their location would be distributed amongst the 4no. units. The London Plan 2021 Policy T5 Cycling standard for Use Class B2-B8 long-stay would be 1 space per 500sqm and short-stay 1 space per 100 sqm, which would be 16no. long-stay and 8no. short stay. The number of cycle parking spaces proposed is in accordance with policy. The applicant should be made aware that Policy T5 Cycling of the London Plan 2021 requires that developments provide the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located and be in accordance with the minimum standards.

Electric vehicle charging

As stated above the proposal would include 61no. car parking spaces being supported with 20% active and 80% passive electric vehicle charging points. This provision is well above the published London Borough of Hillingdon Local Plan Part 2 Development Management Policies 2020 parking standards which states that 'Parking for electric vehicles should be provided at a current minimum of 5% of car parking spaces with 5% passive provision'. Therefore, the Highway Authority welcomes this higher provision as it would allow the site better support electric vehicles as they are more commonplace in the coming years. For this

development, there is a requirement for electric vehicle charging points to be provided for HGVs visiting the site. They would need to be placed at all 7no. docking bays.

However, submitted documents make no mention of provision being made for this which contradicts London Plan 2021 Policy T7 Deliveries, Servicing and Construction which states to 'support carbon-free travel from 2050, the provision of hydrogen refuelling stations and rapid electric vehicle charging points at logistics and industrial locations is supported' and Policy T6.2 Office Parking further supports this by stating that 'operational parking requirements should be considered on a case-by-case basis. All operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles, including active charging points for all taxi spaces'. This issue can be addressed with a planning condition.

Trip generation

As mentioned above planning permission is sought to redevelop the site for Use Classes E(g)(iii), B2 and B8 uses, the 4no. Units could therefore be occupied by either general industrial or warehousing uses or a mix of both. The Highway Authority is aware that general industry uses generate more vehicle movements than warehousing - the density of employment at a warehousing development is lower. A Transport Assessment has been provided alongside this planning application, for the purposes of determining the impact of the proposal on the highway network it has been assumed the 4no. Units would be occupied by general industry uses, this would be a trip generation worst-case scenario.

Trip generation forecasts have been derived from the TRICS database, the sites selected for comparison purposes are within London and of a similar size to this proposal. The trip generation analysis indicates that with the development built-out as a warehousing use, in the AM peak when the surrounding road network is busiest, there would be 117no. vehicle movements of which 8no. would be HGVs. Over a 24h period there would be a forecast 1518no. two-way trips of which 88no. would be HGVs. If all four units were occupied by warehousing uses, in the AM Peak the number of 24h two-way movements would be 450no.With all four Units occupied by general industry uses the net change in AM Peak two-way vehicle movements would be an increase of 117no. of which 8no. would be HGVs.

Pedestrian and cycle access

In response to comments made by the Highway Authority pedestrian and cycle access into and movement within the site has been refined and improved. Pedestrians would use an existing footway to walk to the site and cyclist would ride along Rigby Lane. Just before the vehicle site a dropped kerb would be provided allowing cyclists to leave the main carriageway join the footway and dismount. A walkway would then be provided offering access to all four units. Where this footway crosses the yards of each unit, zebra crossings would be provided. To improve pedestrian safety the Highway Authority require that where the footway runs adjacent to parking spaces that the footway is built-up and trief kerbs are used, this would stop vehicles overrunning the footway and provide pedestrians with a safe refuge whilst vehicles are manoeuvring around them. These raised footways should tie in at the same level with the yard area surface. This facility would be in pursuance of the London Plan 2021 Policy T2 Healthy Streets which states that development proposals should 'be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport'. This issue can be addressed with a planning condition.

Decision

There are no highway objections to this proposal subject to the following:

- Prior to occupation the Highway Authority require an Active Travel Zone contribution of £70,800 secured through a s.106 agreement. This is a requirement of the published London Plan 2021 Policy T2 Healthy Streets that requires that development proposals should "demonstrate how they will deliver improvements that support the ten Healthy Streets indicators in line with Transport for London guidance". Table 1. Healthy Streets Contribution

Dropped kerbs and tactile paving at 11no. locations £60,000.00

New street benches at 3no. Locations £6,000.00 Street trees at 15no. Locations £4,800.00 Total £70,800.00

- The applicant entering into a s.106 agreement with the Council obliging them to enter a 1980 Highways Act.s.278 legal agreement with the Council thereby permitting to carryout works on the Council's highway for the installation of double yellow lines to be placed at the sites entrance.

- Conditions to secure a Construction and Logistics Plan, a revised Parking Management and Design Plan, plus the provision of electric vehicle charging points for the HGV docking bays.

Case Officer comment:

The proposed conditions are included within Section 2 of this report and are recommended to be attached should the application be approved. The proposed obligations are also recommended to be included within a future legal agreement.

WASTE STRATEGY

No comments.

ENERGY OFFICER

I have no objections to the proposed development subject to the following.

The energy assessment is broadly acceptable. It shows compliance with the 'be lean' energy efficiency requirements of 20%. It then sets out a net carbon positive (i.e. more than 100% saving in baseline emissions) due to the use of PV panels which create more energy than used. However, the details relating to the PVs are very scarce and it is difficult to reconcile the savings as presented. There are also concerns over the roof plans and the required amount of PVs to achieve the 100% saving.

Consequently a condition is necessary to secure further details of the use of photovoltaic panels.

Section 106

Although the proposal is showing a saving of 100% in carbon emissions, the provision of further information through the above condition may reveal otherwise. Consequently, it is necessary to ensure the subsequent S106 captures any possible offsite contribution based on the 'shortfall' if identified by the above condition.

Case Officer comment:

The proposed conditions are included within Section 2 of this report and are recommended to be attached should the application be approved. The proposed obligation is also recommended to be included within a future legal agreement.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is currently established as an employment use (B8 - Storage and Distribution) and is designated within the wider Hayes Industrial Area, a Strategic Industrial Location (SIL) within the

adopted London Plan and Hillingdon Local Plan.

Local Plan Policy seeks to protect SILs for employment uses. Local Plan Policy DME1 supports employment proposals in SILs and states that proposals for other uses will only be acceptable in certain specified circumstances.

Hayes Industrial Area is identified as a Preferred Industrial Location (PIL); these areas are considered suitable for general industrial, light industrial, storage and distribution, waste management, recycling, some transport related functions and other industrial related uses (e.g. generally former Use Classes B1 (c), B2 and B8). This is also consistent with London Plan Policies E4 and E5.

The development is proposing a significant increase in industrial floorspace that falls within the Use Classes E(g)(iii), B2 and B8. The proposal represents an increase in floorspace of 6,302 sqm across these three Use Classes. London Plan Policy E5 also states that development proposals within or adjacent to SILs should not compromise the integrity or effectiveness of these locations in accommodating industrial-type activities and their ability to operate on a 24-hour basis. As such, in considering the proposal, the layout, servicing, access, orientation, air quality, public realm, soundproofing and other relevant factors, are therefore key considerations.

The applicant notes that the need for intensification and densification of commercial schemes within London was highlighted in a recent Report titled; 'Making Space: Accommodating London's Industrial Future' by the Industrial Land Commission.

The intensification of industrial SIL is supported by the Local Plan Part 2 Policy DME1 and Policies E4 and E5 of the London Plan (2021). Within SILs, Policy E5 supports the industrial type uses listed in Part A of Policy E4. Generally, proposals for uses that fall within Use Classes E(g)(iii) - formally B1c, - B2 and B8, are supported by the London Plan. As such, no objections are raised to the principle of the development.

It should be noted however, that Class E includes a number of uses that are not considered appropriate within the SIL. As such, in order to safeguard the future integrity, character and viability of the SIL, a condition is recommended to be attached to any planning permission, to restrict other Class E uses apart from E(g)(iii) and also restrict use of the site as a data centre.

Subject to this condition, the use of the site is considered to be acceptable and in accordance with relevant policies.

7.02 Density of the proposed development

Not applicable to the proposed development.

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

Policy DMHB 1 (Heritage Assets) of the Hillingdon Local Plan 2 - Development Management Policies (January 2020) requires development to avoid harm to the historic environment and amongst other criteria, requires that buildings and structures within the curtilage or in close proximity to a heritage asset, do not compromise its setting and opportunities are taken to ensure the significance of the asset can be appreciated more readily.

Policy DMHB 8 (Registered Historic Parks, Gardens and Landscapes) requires development proposals within or adjacent to a registered or historic park, garden or landscape to respect its special character, environmental quality, important views and vistas; provide for the restoration and long term

management of the park, garden or landscape and advises that applications which impact detrimentally on the significance of a registered park or garden will normally be refused.

Historic England added Stockley Park: Business Park Phases I and II, and Country Park and golf course, to the east and west of Stockley Road, Hillingdon to the Register of Parks and Gardens of Special Historic Interest in England at Grade II on 18/08/20. The reasons given for designation are: Historic Interest:

- first established in the mid 1980s, it was a pioneering design from the early phase of business park development in England;

- a skilled reuse of highly contaminated land.

Although the Register in itself entails no additional statutory controls, the historic interest of a registered park or garden is a material planning consideration, and the Register provides the key means by which sites of special historic interest are identified. It draws attention to the fact that the sites included should receive special consideration if changes or proposals for development are being contemplated.

The application site is considered to form part of the wider industrial setting of Stockley Park. The proposals will see the introduction of built form on the site comprising an industrial building, which will be higher than the surrounding industrial buildings. However, it is considered that it will still remain contextually appropriate. Whilst it will largely be screened by trees, the built form may be visible in glimpsed views from within the registered park and garden given its height. Whilst the proposed building will be seen within the context of the surrounding business park and industrial area, with the application site so close to the registered park, the applicant has submitted a Heritage Statement and subsequent visual assessment. This demonstrates the proposal is not visible from the agreed viewpoint. Furthermore, there is an existing building on the skyline which reflects the nature of the horizon in any eventuality. The verified view has been reviewed by the applicant's Heritage Consultant who confirms that the conclusion of the submitted Heritage Assessment remains unchanged.

It is considered that the proposal results in no harm to the setting of Stockley Park and as such, the proposal accords with Policies HE1 of the Local Plan Part 1 and Policy DMHB 1: Heritage Assets and Policy DMHB 8: Registered Historic Parks, Gardens and Landscapes of the Hillingdon Local Plan Part 2.

In terms or archaeology, the site is not in an Archaeological Priority Area. Historic England (GLAAS) have been consulted and consider that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. The application lies in an area where there are records of antiquarian finds of Palaeolithic stone tools from the natural gravel but the nature of the development is such that there is unlikely to be much disturbance at that depth. There is little evidence for more recent archaeology and much modern disturbance suggesting overall low potential. As such, no further assessment or conditions are therefore necessary.

7.04 Airport safeguarding

Policy DMAV 1 of the Hillingdon Local Plan: Development Management Policies (Safe Operation of Airports) sets out that the council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. In this instance, the proposal is considered not lead to harm. This is confirmed in the response from the National Air Traffic Services and Heathrow Airport who have stated that they have "no safeguarding"

objection to the proposal", subject to a bird hazard action plan, which is recommended to be controlled by condition.

7.05 Impact on the green belt

The proposal would have no impact on the Green Belt or Metropolitan Open Land.

7.07 Impact on the character & appearance of the area

Policy D3 of the London Plan states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site whilst 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, including existing and planned supporting infrastructure capacity.

Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling, in accordance with Policy D2 of the London Plan. In areas of comparatively low densities, incremental densification should be actively encouraged to achieve a change in densities in the most appropriate way.

As such, proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape with due regard to building types, forms, proportions and the street hierarchy. Proposals should encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking, and legible entrances to buildings that are aligned with peoples' movement patterns and desire lines in the area, be street-based with clearly defined public and private environments, and facilitate efficient servicing and maintenance of buildings and the public realm that minimise negative impacts on the environment, public realm and vulnerable road users.

It is considered that the loss of the existing buildings is acceptable in design grounds, recognising that these buildings make a broadly neutral or negative contribution to the appearance of the street scene with a somewhat dated design and a slightly squat appearance, which is considered to be of no architectural value.

The site is located within the Hayes Industrial Estate an established industrial area which is positioned between the Grand Union Canal and railway. The area north of the Grand Union Canal is designated as a Grade II Registered Park and Garden.

The proposed development of the application site would see the introduction of a large building onto a plot which has an existing single-storey building and would therefore substantially increase the amount of built form, whilst also increasing the footprint of buildings within the site. It is therefore important that any proposal for a new building on this plot is of a high-quality design.

Some concerns were raised by the Council's Urban Design Officer in respect of the overall height and key views from Stockley Park. The applicant has provided a number of verified views to show how the proposal will assimilate itself with the surrounding industrial and logistics context. The key views for the Council's consideration are from Stockley Park to the north and Snowdon Crescent to the south. The impact of the development on Stockley Park has been dealt with in the heritage section of this report.

Verified views demonstrate that there will be glimpsed views of the proposed buildings from Snowdon

Crescent and it has been acknowledged that it sits higher than its immediate surroundings. As an allocated employment area, there are also glimpsed views of other industrial and logistics buildings. However these are now dated and predate the adopted London Plan (2021). Furthermore, the site is located circa 70m north of the closest residential gardens and is separated by the existing elevated railway line serving the Hayes & Harlington Station. It is therefore considered that the proposed building would not be a standalone dominating feature.

The applicant submits that the building will deliver high quality floorspace that meets the requirement of a modern occupier in this location. The proposed building height is required to meet intensification and operational racking requirements of end occupiers. Whilst the concern regarding height is noted, it is considered that the height, layout and massing are nonetheless appropriate for this existing industrial site that is circa 70m north of the closest residential gardens.

It should be noted that the site is located within a Strategic Industrial Location (SIL) with both the London Plan Policy E7 and Hillingdon Local Plan Part 2 Policy DME 1 emphasising the need to intensify floorspace within SILs. There is also growing pressure on making efficient use of land, set out in Chapter 11 of the NPPF (2023), which states Councils should make as much use as possible of previously developed land. Furthermore, the building height was reduced following pre-application discussions from 18.8m to 15.7m at its maximum.

As stated above, while it is acknowledged the proposal is higher than its immediate surroundings, the applicant points out that many of these existing buildings do not meet the requirements of modern occupiers. Further, they do not reflect the growing and identified need for intensification of Industrial and Logistics floorspace in Greater London. Furthermore, the verified views demonstrate that the proposal will not have an overbearing presence on the area.

The buildings will be high-quality, designed and constructed to a modern standard with glazing to the office space along the active frontage with Swallowfield Way and the yards to the west. A mixture of cladding treatments breaks up the massing of the buildings and add visual interest. The high quality palette of materials proposed has been supported by the Urban Design Officer and the proposal is considered to be an appropriate redevelopment of the site in accordance with national, regional and local planning policy.

It is considered that the proposed building would appear broadly in keeping with height patterns in the estate, and the proposal would not have a particularly significant impact on the skyline of the area. Overall, the siting, layout, scale and bulk of the proposal are considered acceptable for the context of the application site, and the detailed design is considered to be of a high quality which would complement the surrounding buildings.

7.08 Impact on neighbours

Policy D13 (Agent of Change) of the London Plan advises at Part C that new noise and other nuisance-generating development proposed close to residential and other noise-sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

As stated above, the site is located 70m north of the closest residential properties in Snowdon

Crescent and is separated by the existing elevated railway line serving the Hayes & Harlington Station. Although the proposal would increase the height of the existing buildings and extend their footprint. It is considered that the proposal would not have a significant impact on the privacy, outlook daylight/sunlight of nearby residential properties. Overall, the siting, layout, scale and bulk of the proposal are considered acceptable for the context of the application site.

7.09 Living conditions for future occupiers

Not applicable to the development proposed.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy T1 of the London Plan (Strategic approach to transport) seeks development proposals to facilitate the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

In addition, Policy T2 of the London Plan (Healthy Streets) requires development proposals to demonstrate how they will reduce the dominance of vehicles on London's streets whether stationary or moving, be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

Moreover, Policy T4 of the London Plan (Assessing and mitigating transport impacts) sets out that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. When required, transport assessments or statements should be submitted with proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Policy T4 further explains that where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

Policy T5 of the London Plan (Cycling) sets out that proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located.

Developments should provide cycle parking at least in accordance with the minimum standards, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards and proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

Policy T6 of the London Plan (Car Parking) states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Car free development should be the starting point for all development proposals in places that are (or are planned to be) well connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free developments have no general parking but should still provide disabled persons parking.

The maximum standards for car parking outlined in the London Plan take account of PTAL as well as London Plan spatial designations and use classes, and the supporting text further outlines that developments in town centres generally have good access to a range of services within walking distance, and so car-free lifestyles are a realistic option for many people living there.

Policy T6 makes clear that an absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets, whilst further stating that the redevelopment of sites should reflect the current approach to parking and not be re-provided at previous levels where this exceeds the maximum parking standards.

The maximum car parking standards, disabled persons parking, and the provision of electric or other Ultra-Low Emission vehicles are set out in Policy T6.1 to Policy T6.5.

This Planning Application is supported by a Transport Assessment (TA) and Travel Plan (TP). The TA includes a full analysis of transportation policies and assesses the impact of the proposed development including trip generations.

Rigby Lane is an adopted highway and parking is unrestricted. The existing vehicle access onto the development is to be retained - this is shared with the adjacent Portakabin site.

The development would provide for 61no. on-site parking spaces of which 5no. would be disabled persons parking spaces. Sixteen long-stay and 8no. short-stay on-plot cycle parking spaces would be provided and there would be allowance for the future installation of cargo bikes spaces. Four self-contained units would be created with 7no. HGV docking bays in total, Units 1, 3 and 4 would have two docking bays each and Unit 2 one. The on-site parking spaces would be supported with 20% active and 80% passive electric vehicle charging points.

Trip generation

Information has been provided using examples from the TRICS database. The proposal is seeking to have 24/7 operation on the site. The Highway Engineer notes that no details have been provided regarding the number of staff that would be employed there. However, it is understood that staff would be working in shifts. The proposal site has a PTAL rating of 1b indicating that access to public transport is poor when compared to London as a whole, suggesting that there would be a strong reliance on the private car for trip-making to and from the site. The nearest station is Hayes & Harlington which is served by the Elizabeth Line, the nearest bus stop is on Dawley Road, only the U5 service calls here. Hayes & Harlington station is accessible to/from the development with journey times of c.14min by bus, c.7min by bicycle and c.22min walking.

Planning permission is sought to redevelop the site for Use Classes E(g)(iii), B2 and B8 uses, the 4no. Units could therefore be occupied by either general industrial or warehousing uses or a mix of both. The Highway Authority notes that general industry uses generate more vehicle movements than warehousing - the density of employment at a warehousing development is lower. The Transport Assessment has assumed that the 4no. Units would be occupied by general industry uses, this would be a trip generation worst-case scenario.

The trip generation analysis indicates that with the development built-out as a warehousing use, in the AM peak when the surrounding road network is busiest, there would be 117no. vehicle

movements of which 8no. would be HGVs. Over a 24h period there would be a forecast1518no. twoway trips of which 88no. would be HGVs. If all four units were occupied by warehousing uses, in the AM Peak the number of 24h two-way movements would be 450no. With all four Units occupied by general industry uses the net change in AM Peak two-way vehicle movements would be an increase of 117no. of which 8no. would be HGVs.

There are no highway objections to this proposal with regards to trip generation, subject to conditions as set out below.

Parking

For a development of this type, B2 and B8 (applied flexibly) with a PTAL ranking of 1b the maximum number of car parking spaces the London Plan (2021) would allow is up to 1 space per 100 sqm which would be 78no. spaces. The 61no. parking spaces proposed are in accordance with this policy. However, the Highway Authority notes that 5no. car parking spaces serving Unit 1 and 5no. spaces serving Unit 2 would be inaccessible when a HGV is parked at the docking bay, in effect then the development would be providing 51no. fully accessible car parking spaces, which would still be Policy compliant. The applicant contends that these 10no. car parking spaces are in practice 'useable' because staff would have arrived and at work and parked before the first delivery arrives and, would not leave until the last HGV has been loaded/unloaded. Taking into account that the Units would be occupied by modest size businesses the Highway Engineer considers that management of the car parking on site would not be a prohibitively onerous task.

Notwithstanding the above, a planning condition requiring the applicant to provide a Parking Design and Management Plan would be required. Furthermore, the Highway Authority would also require the applicant to submit a Travel Plan for approval and make a Healthy Streets contribution, which could be secured by planning conditions or S106 legal agreement. This would provide staff and visitors with genuine travel choice by making travel by public transport, walking and cycling attractive, convenient and safer. By doing so the demand for on-plot parking would fall, allowing the site to operate with 51no. car parking spaces without difficulty.

Cycle parking

The development would provide 16no. long-stay and 8no. short-stay cycle spaces, distributed amongst the 4no. units. The London Plan. 2021 Policy T5 Cycling standard for Use Class B2-B8 long-stay would be 1 space per 500 sqm and short-stay 1 space per 100 sqm, which would be 16no. long-stay and 8no. short stay. The number of cycle parking spaces proposed is in accordance with policy.

Electric vehicle charging

The proposal would include 61no. car parking spaces being supported with 20% active and 80% passive electric vehicle charging points. This provision is well above the published London Borough of Hillingdon Local Plan Part 2 Development Management Policies 2020 parking standards which states that 'Parking for electric vehicles should be provided at a current minimum of 5% of car parking spaces with 5% passive provision'. Therefore, the Highway Authority welcomes this higher provision as it would allow the site to better support electric vehicles as they are more commonplace in the coming years.

For this development, there is a requirement for electric vehicle charging points to be provided for

HGVs visiting the site. They would need to be placed at all 7no. docking bays. However, submitted documents make no mention of provision being made for this which contradicts London Plan 2021Policy T7 Deliveries, Servicing and Construction which states to 'support carbon-free travel from 2050, the provision of hydrogen refuelling stations and rapid electric vehicle charging points at logistics and industrial locations is supported' and Policy T6.2 Office Parking further supports this by stating that 'operational parking requirements should be considered on a case-by-case basis. All operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles, including active charging points for all taxi spaces'. However the applicant points out that the technology is not really available at the moment for chargers for HGVs generally. Details of passive provision for HGV charging points can be secured by planning condition.

Pedestrian and cycle access

In response to comments made by the Highway Authority pedestrian and cycle access into and movement within the site has been refined and improved. Pedestrians would use an existing footway to walk to the site and cyclist would ride along Rigby Lane. Just before the vehicle site a dropped kerb would be provided allowing cyclists to leave the main carriageway join the footway and dismount. A walkway would then be provided offering access to all four units. Where this footway crosses the yards of each unit, zebra crossings would be provided. To improve pedestrian safety the Highway Authority require that where the footway runs adjacent to parking spaces that the footway is built-up and trief kerbs (a passive safety system) are used, this would stop vehicles overrunning the footway and provide pedestrians with a safe refuge whilst vehicles are manoeuvring around them. These raised footways should tie in at the same level with the yard area surface. This facility would be in pursuance of the London Plan 2021 Policy T2 Healthy Streets which states that development proposals should 'be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport'. This issue can be addressed with a planning condition.

Conclusion

In conclusion, the proposed development can be supported in terms of its impact on highway and pedestrian safety and the free flow of traffic, subject to the mitigation measures that have been identified by the Council's Highways Engineer and also TfL. In the event that this application is approved by committee it is considered the following measures are required:

(i) A s278 and/or s38 agreement will be entered into to address off site highways works as a result of this proposal for the installation of double yellow lines to be placed at the sites entrance.
 (ii) Travel Plan

(iii) An Active Travel Zone contribution of £70,800 secured through a s.106 agreement. This is a requirement of the published London Plan 2021 Policy T2 Healthy Streets that requires that development proposals should "demonstrate how they will deliver improvements that support the ten Healthy Streets indicators in line with Transport for London guidance")

(iv) That the applicant provides a Construction and Logistics Plan

(v) A condition requiring the provision of electric vehicle charging points for the HGV docking bays to be compliant with published London Plan 2021 Policy T7 Deliveries, Servicing and Construction.

(vi) That the applicant submit a revised Parking Management and Design Plan.

(vii) Drawings for approval that show the construction details of the internal footway.

In the event of an approval, subject to conditions and planning obligations listed above, officers consider that the development would be in accordance with the Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 1: Managing Transport Impacts, Policy DMT 2: Highway Impacts and Policy DMT 6: Vehicle Parking and London Plan policies listed above. The

Highway Authority is satisfied that the development would not present a risk to road safety, hinder the free flow of traffic or lead to parking stress and there is no highway objection to this development.

7.11 Urban design, access and security

Policy D11 of the London Plan (Safety, security and resilience to emergency) sets out that boroughs should work with the Metropolitan Police Service's 'Design Out Crime' Officers to identify the community safety needs and necessary infrastructure to maintain a safe and secure environment and reduce the fear of crime. Proposals should seek to maximise building resilience and minimise potential physical risks, and should include measures to design out crime that deter terrorism, assist in the detection of terrorist activity and help mitigate its effects. These measures should be considered at the start of the design process to ensure they are inclusive and aesthetically integrated into the development and the wider area. Measures to design out crime, including counter terrorism measures, should be integral to proposals, taking into account the principles contained in guidance such as the Secured by Design Scheme published by the Police.

Policy BE1 of the Hillingdon Local Plan: Strategic Policies (Built Environment) encourages the creation of safe and secure environments that reduce crime and fear of crime, anti social behaviour and risks from fire and arson, having regard to Secure by Design standards.

As such, a condition requiring the proposed development to achieve secured by design accreditation in consultation with the Metropolitan Police, is proposed should the application be approved, to ensure the proposal meets the requirements of Policy D11 of the London Plan and Policy BE1 of the Hillingdon Local Plan. On this basis, the proposal is considered acceptable in this regard.

7.12 Disabled access

Policy D5 of the London Plan (Inclusive design) sets out that proposals should achieve the highest standards of accessible and inclusive design by providing high quality people focused spaces that are designed to facilitate social interaction and inclusion, be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment, and be able to be entered, used and exited safely, easily and with dignity for all.

In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building, and proposals should ensure they are compliant with Policy D12 of the Plan (Fire safety) and place fire resilience central to the proposal's design.

Each unit will include a ground-floor entrance core containing disabled W/C, lockers and changing areas, and a staircase leading to the first-floor office space. For future flexible occupant fit-out, the remaining ground floor has an open plan with full height, shell warehouse. Offices are located on the first floor with additional W/C facilities and a kitchenette area. The internal floor plans show an evacuation lift within every unit

The Council's Access Officer raises no objections, subject to conditions requiring details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings) to meet the needs of people with disabilities) and a requirement of a minimum of one fire evacuation lift per unit.

On this basis, the proposal is considered acceptable in relation to inclusion and accessibility in accordance with London Plan policies D5 and D12.

7.13 Provision of affordable & special needs housing

Not applicable to the development proposed.

7.14 Trees, landscaping and Ecology

LANDSCAPING

Policy G5 of the London Plan (Urban Greening) states that major developments should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. The Mayor recommends that boroughs seek an Urban Greening Factor (UGF) target score of 0.4 for developments that are predominately residential and a target score of 0.3 for predominately commercial development (excluding B2 and B8 uses which are exempt).

In addition, Policy DMHB 14 of the Hillingdon Local Plan Part 2: Development Management Policies (Trees and Landscaping) sets out that all developments will be expected to retain or enhance biodiversity through the protection of existing landscaping, trees and other natural features of merit, and proposals are required to provide a scheme of hard and soft landscaping to demonstrate this. Moreover, the council will seek to protect existing tree and landscape features and enhance open spaces with new areas of vegetation cover (including the linking of existing fragmented areas) for the benefit of wildlife and a healthier lifestyle.

A comprehensive, high quality landscaping scheme has been prepared, this includes the strengthening of existing soft landscaping, introducing new amenity planting and enhanced understorey woodland planting to ensure that opportunities to maximise biodiversity gains will be achieved. The proposed landscaping enhances the site along Swallowfield Way.

Subject to appropriate landscaping conditions to ensure that the detailed proposals preserve and enhance the character and appearance of the area, it is considered that the scheme is on the whole acceptable and in compliance with Policy DMHB 14. of the Local Plan Part 2 - Development Management Policies, Policy G5 of the London Plan and the NPPF (2023).

ECOLOGY

Paragraph 174 of the NPPF (2023) 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 G6 of the London Plan (March 2021) states that development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

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

The majority the application site has very limited ecological value. It is acknowledged that in its current state, the site provides very little in terms of ecological and landscape features. It is recommended that a condition be attached to secure a Biodiversity Enhancement and Management

Plan to ensure that the proposal will enhance the existing landscaping and introduce new species and features which will bring benefits to the site and surrounding area, resulting in a net gain in biodiversity compared to the existing situation.

7.15 Sustainable waste management

Policy SI 7 (Reducing waste and supporting the circular economy) of the London Plan (2021) requires developments to be designed with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum, the separate collection of dry recyclables (at least card, paper, mixed plastics, metals, glass) and food.

At a borough level, Policy EM11 of the Hillingdon Local Plan: Strategic Policies(Sustainable Waste Management) states that the council will aim to reduce the amount of waste produced in the borough. To achieve this, the council will require all new developments to address waste management at all stages of a development's life from design and construction through to the end use and activity on site. This should be read alongside the requirements of Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies, which sets out that developments should make sufficient provision for well-designed internal and external storage space for general, recycling and organic waste, with suitable access for collection.

The provision of adequate refuse and recycling facilities is recommended to be secured by way of planning condition. No objection to the proposals has been received from the Council's Waste Strategy Officer. 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 SI 7 of the London Plan (2021).

7.16 Renewable energy / Sustainability

ENERGY

Policy SI 2 (Minimising Greenhouse Gas Emissions) of the London Plan states that:

A. Major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:

1) be lean: use less energy and manage demand during operation

2) be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly

3) be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site

4) be seen: monitor, verify and report on energy performance.

B. Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.

C. A minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either: 1) through a cash in lieu contribution to the borough's carbon offset fund, or 2) off-site provided that an alternative proposal is identified and delivery is certain.

E. Major development proposals should calculate and minimise carbon emissions from any other part

of the development, including plant or equipment, that are not covered by Building Regulations, i.e. unregulated emissions.

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

A) All developments are required to 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, where it is clearly demonstrated that the targets for carbon emissions cannot be met onsite, the Council may approve the application and seek an off-site contribution to make up for the shortfall.

Policy SI 2 therefore now requires all major development proposals to be net zero carbon. The be seen element requires developers to enter into a more formal reporting structure of how their schemes will be managed and operated. If zero carbon can not be delivered on site, an off-site carbon contribution will be sought. The total is £95/tonne over 30 years so that carbon offsets are calculated as: Cost of carbon (£) x 30 (years) x shortfall (tCO2) i.e. 95 x 30 x (shortfall).

In addition, Policy SI 3 of the London Plan (Energy Infrastructure) states that all major development proposals shall explore opportunities to maximise the use of on-site renewable energy generation and incorporate demand-side response measures.

Policy EM1 of the Hillingdon Local Plan: Strategic Policies (Climate Change Adaptation and Mitigation) sets out that the installation of renewable energy will be encouraged for all new developments.

The submitted documentation indicates that the development constitutes sustainable development and a BREEAM score of 'Outstanding' and Energy Performance Certificate EPC A+ can be achieved.

The Council's Energy Officer considers that the submitted energy assessment is broadly acceptable and raises no objections to the proposed development. It shows compliance with the 'be lean' energy efficiency requirements of 20%. It then sets out a net carbon positive (i.e. more than 100% saving in baseline emissions) due to the use of PV panels which create more energy than used. However, the Energy Officer notes that the details relating to the PVs are very scarce and it is difficult to reconcile the savings as presented. There are also concerns over the roof plans and the required amount of PVs to achieve the 100% saving. Consequently a condition is recommended requiring details of a scheme for the use of photovoltaic panels that sets the specification, quantity and location of PVs on the roofs. The scheme shall also be accompanied by an updated energy assessment.

If the updated energy assessment reveals that the development cannot achieve the 100% (zero carbon) target (Policy SI2), then this will be described as the 'shortfall' and subject to offsite contributions. Although the proposal is showing a saving of 100% in carbon emissions, the provision of further information through the above condition may reveal otherwise. Consequently, it is necessary to ensure the subsequent S106 captures any possible offsite contribution based on the 'shortfall' identified in the above condition.

Subject to the above, it is considered that the proposal would be capable of achieving compliance with Policy SI 2 and SI 3 of the London Plan, with any shortfall secured as a carbon offset calculation

to be used to fund measures to reduce carbon emissions within the borough. This is recommended to be secured by way of condition, and a corresponding obligation to secure a financial contribution should it be required.

7.17 Flooding or Drainage Issues

The following planning policies and guidance are considered relevant: London Plan Policy SI 5 (Water Infrastructure) states that development should minimise the use of mains water and protect water supplies and resources should be protected in a sustainable manner, by such means as smart metering, water saving and recycling measures.

London Plan Policy SI 12 (Flood Risk Management) requires current and expected flood risk from all sources to be managed and amongst other criteria, development should where possible, make space for water.

London Plan Policy SI 13 (Sustainable Drainage) requires the use of sustainable drainage measures and amongst other criteria, development proposals should aim to achieve green field run off rates and ensure that surface water run-off is managed as close to its source as possible.

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

Policy DMEI 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that all major development should incorporate living roofs and/or walls into the development. Suitable justification should be provided where living walls and roofs cannot be provided.

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

Policy DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January2020) states that development within areas identified at risk from surface water flooding which fail to make adequate provision for the control and reduction of surface water run-off rates will be refused.

The management of surface water is a material planning consideration for all major development, so a sustainable drainage assessment is required with all Major applications.

In support of the application, a Flood Risk Assessment and Drainage Assessment), followed by an Designers' response to LLFA objections have been submitted. These have been reviewed by the Council's consultant who initially objected to the proposals. However on receipt of the additional information now consider that the details are compliant with Policies SI 12 and SI3 of the London Plan (2021).

The applicant has provided justification for why rainwater harvesting features have not been proposed, and the

greenfield and existing runoff volumes have been provided. Some justification has been provided as to why infiltration may be unsuitable at the site, however the Geotechnical Assessment Report suggests that shallow soakaways may be viable, therefore infiltration testing should be undertaken at condition stage to confirm this.

As such, a condition is recommended, requiring the submission off a final detailed drainage design including drawings and supporting calculations, together with the results of infiltration testing and a detailed management plan, confirming routine maintenance tasks for all drainage components. This is to prevent the risk of flooding to and from the site in accordance with relevant policy requirements.

In addition, a condition is recommended requiring evidence, prior to occupation, demonstrating that the sustainable drainage scheme for the site has been completed in accordance with the submitted details.

On this basis, subject to the afore mentioned conditions, it is considered that the proposed development would be compliant with relevant policies and standards and is therefore considered acceptable with regard to flood risk and drainage.

7.18 Noise or Air Quality Issues

NOISE

Policy D13 of the London Plan (Agent of Change) sets out that proposals should mitigate and minimise the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses, improving and enhancing the acoustic environment and promoting appropriate soundscapes. Proposals should first seek to separate new noise sensitive development from major noise sources through the use of distance, screening, layout, orientation, uses and materials, in preference to sole reliance on sound insulation. Where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles, promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

Additionally, Policy D14 of the London Plan (Noise) states that new noise and other nuisancegenerating development proposed close to residential and other noise-sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses. Development proposals should manage noise and other potential nuisances by ensuring good design mitigates and minimises existing and potential nuisances with necessary and appropriate provisions including ongoing and future management responsibilities, and proposals should seek to separate new noise sensitive development from existing noise-generating businesses and uses through distance, screening, internal layout, sound-proofing, insulation and other acoustic design measures. It is generally accepted that noise emanating from residential properties is lower than commercial premises, and industrial uses are associated with the highest noise profile.

Furthermore, Policy EM8 of the Hillingdon Local Plan: Strategic Policies (Land, Water, Air and Noise) states the council will promote the maximum possible reduction in noise levels and will minimise the number of people potentially affected by new developments. As such, the council will seek to ensure that noise sensitive development and noise generating development are only allowed if noise impacts can be adequately controlled and mitigated.

The applicant is seeking unrestricted 24/7 hours of operation across the site. In support of the application, a Noise Impact Assessment has been submitted, which outlines the baseline noise conditions and the effect of the noise levels on the proposed development, identifying mitigation measures where necessary to achieve appropriate acoustic standards. This Noise Impact

Assessment has been review by the Council's Noise Officer, who confirms that sufficient information has been provided to allow a positive recommendation, subject to the inclusion of suitable conditions which should be met based on the design information provided and considering measurement and prediction uncertainty.

The exact nature and location of the plant, and its associated noise characteristics are yet to be determined, so it would be appropriate to impose a planning condition to control noise output from the plant. The service yard has a 3.5m high acoustic fence wrapping around part of the service yard and parking to Unit 4. The fence will have climbers along the southern elevation, facing the proposed scheme. The proposed acoustic fence has been informed by the Acoustic Assessment submitted in support of the application.

Subject to the recommended condition, the application is considered acceptable from a noise perspective and would be in accordance with relevant policy.

AIR QUALITY

Policy SI 1 of the London Plan (Improving air quality) states that proposals should not lead to further deterioration of existing poor air quality or create any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits, so as not to create unacceptable risk of high levels of exposure to poor air quality.

As such, as a minimum, proposals should be at least Air Quality Neutral and should use design solutions to prevent or minimise increased exposure to existing air pollution, whilst making provision to address local problems of air quality in preference to post-design or retro-fitted mitigation measures.

Major development proposals must be submitted with an Air Quality Assessment. Proposals in Air Quality Focus Areas or that are likely to be used by large numbers of people particularly vulnerable to poor air quality, such as children or older people should demonstrate that design measures have been used to minimise exposure.

Policy EM8 of the Hillingdon Local Plan: Strategic Policies (Land, Water, Air and Noise) requires all development to protect both existing and new sensitive receptors, and not result in the deterioration of local air quality. In addition, all major developments within Air Quality Management Areas (AQMAs) should be air quality neutral whilst actively contributing to the promotion of sustainable transport measures such as vehicle charging points and the increased provision for vehicles with cleaner transport fuels.

The proposed development is located within the Hayes Focus Area, and whilst the number of proposed car parking spaces is relatively low, the proposal is likely to lead to some additional traffic emissions which will add to current exceedances. As required by the London Plan, developments need to be air quality neutral as a minimum and air quality positive in Focus Areas, contributing to the reduction of emissions in these sensitive areas.

Consequently, new developments need to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially in areas where the air quality is already, namely Focus Areas. Furthermore, Policy DMEI14 of the Hillingdon Local Plan Part 2 requires active contribution towards the continued improvement of air quality, especially within the borough's Air Quality Management and Focus Areas.

The level of mitigation required associated with the operational phase of the proposed development has been calculated by the Council's Air Quality Officer, and to be air quality positive, a financial contribution of £598,531 is required, which would be secured as an obligation within the legal agreement. This contribution would be used to deliver the air quality local action plan or implement specific measures on the road network affected by the proposal that seek to reduce vehicle emissions and reduce human exposure to pollution levels. This would be secured alongside the recommended conditions.

The mitigation measures proposed were evaluated in terms of likely emission reductions on to local air quality. Wherever quantifiable, these are calculated and subtracted from the overall value due. When no quantification is possible, a flat rate discount is applied.

Therefore, a section 106 agreement with a contribution of £598,531 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, two Air Quality conditions are recommended to develop and implement a Low Emission Strategy and manage construction emissions. Subject to the above obligation and conditions, the proposal is considered to have an acceptable impact on air quality.

7.19 Comments on Public Consultations

Letters were sent to 48 nearby properties and businesses, a site notice was displayed outside the site and a press notice was displayed in a local newspaper. No representations have been received.

7.20 Planning obligations

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

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

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

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

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

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

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

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF (2023) 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.

On the basis of the NPPF (2023) and the Community Infrastructure Levy Regulation 2010, it is only considered appropriate to request planning obligations relating to the following:

i. S278/S38 agreement to secure highway works (double yellow lines at site entrance);

ii. Travel Plan: A full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such as matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives;

iii. Air Quality Contribution: A financial contribution amounting to £598,531 shall be paid to address the air quality impacts of the proposed development;

iv. Carbon Offset Contribution: A financial contribution which shall be agreed subject to the approval of Condition 26 and paid prior to the commencement of the development;

v. Local Highways Improvements/ATZ works: A financial contribution amounting to £70,800;

vi. 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. Securing an Employment/Training Strategy Agreement is the Council's priority. A financial contribution will only be accepted in exceptional circumstances;

vii. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

It is considered that the level of planning benefits sought in the event of an approval would be reasonable, adequate and commensurate with the scale and nature of the proposed development, in compliance with Policy DMEI 7 (Planning obligations and CIL) of the Local Plan: Part 2 - Development Management Policies (2020).

In addition, the scheme would also be liable for payments under the Community Infrastructure Levy.

From 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100 sqm or more, or proposals which create new residential dwellings, are liable for the Mayoral Community Infrastructure Levy (Mayoral CIL). The liability payable will be equal to £60 per square metre (from April 2019). The London Borough of Hillingdon (LBH) is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

In addition, the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy (Hillingdon CIL), which came into effect on 1st August 2014.

This proposal generates a CIL contribution of £47,416 and a Mayoral CIL contribution of £408,637.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

CONTAMINATION

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

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

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

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

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

The reports submitted through the application process provide details of an environmental due diligence study and two Phase II site investigations conducted at the site. These reports have been reviewed by the Council's Contamination officer, who recommends a condition, as set out in the Internal Consultees section of this report, in order 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.

Subject this condition, it is considered that the proposal would be 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.

FIRE SAFETY

In the interests of fire safety and to ensure the safety of all building users, Policy D12 of the London Plan states that all proposals must achieve the highest standards of fire safety and ensure that they identify suitably positioned unobstructed outside spaces for fire appliances to be positioned on, provide suitable access and equipment for fire fighting which is appropriate for the size and use of the development, and provides spaces which are appropriate for use as an evacuation assembly point.

Buildings should be designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire by being constructed in an appropriate way to minimise the risk of fire spread. This should include appropriate fire alarm systems, passive and active fire safety measures, suitable and convenient means of escape and an associated robust evacuation strategy which can be periodically updated and published, and which all occupants can have confidence in. These measures should be set out in a Fire Strategy, prepared by a suitably qualified fire engineer.

In support of the application, a Fire Statement has been submitted, which outlines the basics of fire

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safety measures, with the knowledge that further details would be secured at-detailed design stage. The submission of these additional details is recommended to be secured by condition.

OVERHEATING

Policy SI4 (Managing heat risk) of the London Plan outlines that major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy.

Given the nature of the development it is considered necessary to secure adequate cooling and heating for all future occupiers. A condition will be imposed seeking details of the heating and cooling strategy and mitigation measures, to satisfactorily address overheating issues, in compliance with Policy SI4 (Managing heat risk) of the London Plan.

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.

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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 proposed development is considered to be acceptable in principle, as a result of the site's siting within a SIL and surrounded by existing industrial uses.

The proposal is consistent with the development plan and accords with the principles of sustainable development, bringing social, economic and environmental benefits to the borough.

It is considered that the height, scale massing, siting and design of the development would introduce a built form that is appropriate to the local context and character of the area and would not have a negative impact on views from the neighbouring properties or be detrimental to the setting of nearby heritage assets.

Overall, it is considered that the proposal is acceptable, and is recommended for approval, subject to the conditions and obligations listed in this report.

11. Reference Documents

London Plan (2021) Hillingdon Local Plan: Strategic Policies (2012) Hillingdon Local Plan: Development Management Policies (2020) National Planning Policy Framework (NPPF) (2023)

Contact Officer:

Karl Dafe

Telephone No:

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Date:

December 2023

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Agenda Item 15

	Report of the Head of Development Management and Building Control
Address:	NORTHWOOD HILLS LIBRARY POTTER STREET NORTHWOOD
Development:	Demolition of existing library and construction of a new mixed-use building comprising a replacement library and 9 x residential dwellings with car parking, cycle parking, waste storage and associated infrastructure
LBH Ref Nos:	8915/APP/2023/2709
Drawing Nos:	Energy & Sustainability Statement, Irvineering, Date: 17 July 2023 Main Investigation Report, Soils Limited, Reference: 20912/MIR Rev1.0, July 2023
	Flood Risk Assessment and Drainage Statement, Document reference: 5467- LIBR-ICS-XX-RP-C-07.001B, Infrastruct CS Ltd, August 2023
	Air quality assessment, XC02, August 2023
	Daylight, sunlight & overshadowing assessment, XC02, August 2023
	Fire Statement, Ardenlea, August 2023, V250823
	Planning statement, Hybrid, August 2023
	Transport assessment, Motion, 17/08/2023, Final V2
	Design and access statement - Part 1, Hunters, August 2023
	Design and access statement - Part 2, Hunters, August 2023
	Heritage statement, KM Heritage
	Whole Life Carbon assessment, Eight Versa, Dated 25/09/2023 Issue no. 1, Reference 10520-Northwood library-WLC_RICS_S2_Report-2309-25 -HA
	M10047- HUN- APL001 Rev. A
	M10047- HUN- APL002 Rev. A
	M10047- HUN- APL011 Rev. B Nov 23 (revised and received 14-11-23)
	M10047- HUN- APL013 Rev. B Nov 23 (revised and received 14-11-23)
	M10047- HUN- APL003 Rev. A
	M10047- HUN- APL004 Rev. A
	M10047- HUN- APL006 Rev. A
	M10047- HUN- APL017 Rev. B Nov 23 (revised and received 14-11-23)
	M10047- HUN- APL007 Rev. A
	M10047- HUN- APL008 Rev. B 21.11.23 (revised and received 21-11-23)
	M10047- HUN- APL009 Rev. B 21.11.23 (revised and received 21-11-23)
	M10047- HUN- APL010 Rev. C 21.11.23 (revised and received 21-11-23)
	M10047- HUN- APL012 Rev. A
	M10047- HUN- APL014 Rev. B 21.11.23 (revised and received 21-11-23)
	M10047- HUN- APL015 Rev. C 21.11.23 (revised and received 21-11-23) M10047- HUN- APL016 Rev. C 21.11.23

	M10047- HUN- APL018	8 Rev. A	
	M10047- HUN- APL019	9 Rev. A	
	M10047- HUN- APL020	0 Rev. A	
	M10047- HUN- APL022	2 Rev. A	
	M10047- HUN- APL023	3 Rev. A	
	M10047- HUN- APL024	4 Rev. A	
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	TH/A3/4041/TPP		
		ssessment Method Statement & h August 2023, Ref: TH 4041	Tree Protection Plan,
	Urban Greening Factor	Calculation	
	Preliminary Ecological 2023	Appraisal, Middlemarch, RT-MM	IE-161305-01, September
	Preliminary Bat Roost / September 2023	Assessment, Middlemarch, RT-I	MME-161305-02,
Date Plans received:	14-09-2023	Date(s) of Amendments(s):	14-09-2023
	44.00.0000		19-09-2023
Date Application valid	14-09-2023		27-09-2023

1. SUMMARY

The development comprises demolition of the existing library and the erection of a new mixed-use building comprising a replacement library (Use Class F1(d)) and 9 no. residential flats.

The principle of development is considered to be acceptable and would make effective use of an edge of town centre site. The design and appearance of the building would harmonise with the scale and proportions of the surrounding area and an appropriate level of car and cycle parking would be provided along with adequate amenity spaces and good living conditions for future occupiers.

The new public library would be vastly improved bringing with it significant public benefits. Material considerations, therefore, indicate that the scheme's benefits are such that planning permission should be granted, subject to the conditions outlined in this report and a legal agreement to secure the required air quality mitigation and Travel Plan.

2. RECOMMENDATION

That delegated powers be given to the Director of Planning, Regeneration and Environment 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:

i. Air Quality Contribution: A financial contribution amounting to £28,017 shall be paid to address the

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air quality impacts of the proposed development;

ii. Travel Plan: A full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such as matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives;

iii. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreement 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) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Director of Planning, Regeneration and Environment), delegated authority be given to the Director of Planning, Regeneration and Environment to refuse planning permission for the following reason:

'The applicant has failed to secure the necessary legal obligations associated with the proposed development and provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of Air Quality and Travel Plan). The scheme therefore conflicts with Policy DF1 of the London Plan (2021), Policy DMCI 7 of the Hillingdon Local Plan Part 2 (2020) and the Planning Obligations Supplementary Planning Document (2014).'

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

1. RES3 Time Limit

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

REASON

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

2. RES4 Accordance with Approved Plans

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

M10047- HUN- APL001 Rev. A M10047- HUN- APL004 Rev. A M10047- HUN- APL006 Rev. A M10047- HUN- APL007 Rev. A M10047- HUN- APL008 Rev. B M10047- HUN- APL009 Rev. B M10047- HUN- APL010 Rev. C M10047- HUN- APL011 Rev. B

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M10047- HUN- APL012 Rev. A M10047- HUN- APL013 Rev. B M10047- HUN- APL014 Rev. B M10047- HUN- APL015 Rev. C M10047- HUN- APL016 Rev. C M10047- HUN- APL017 Rev. B M10047- HUN- APL018 Rev. A M10047- HUN- APL019 Rev. A

M10047- HUN- APL020 Rev. A

M10047- HUN- APL022 Rev. A

M10047- HUN- APL023 Rev. A

M10047- HUN- APL024 Rev. A; 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 (2012), Part 2 (2020) and the London Plan (2021).

3. RES7 Materials (Submission)

Notwithstanding the approved plans, no development shall take place until details of all materials and external surfaces, including details of windows, doors and 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).

4. M5 Means of Enclosure - details

Before the development is commenced, details of boundary fencing or other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The approved means of enclosure shall be erected before the development is occupied and shall be permanently retained thereafter.

REASON

To safeguard privacy to adjoining properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

5. HH- Obscured Glazing and Non-Opening Windows RPD2

The windows facing east towards Northwood School shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with Policy DMHB 11 of the Hillingdon

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Local Plan Part 2 (2020).

6. RES9 Landscaping (car parking & refuse/cycle storage)

Notwithstanding the approved plans, 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 and trees giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage (in conjunction with Condition 19 Refuse Management Plan)

2.b Cycle Storage and allocation plan

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including demonstration of 2 wheelchair accessible spaces and that all 9 parking spaces are served by 'active' electrical charging points)

2.e Parking allocation Plan

2.f Hard Surfacing Materials

2.g External Lighting

2.h Other structures (such as wayfinding, signage, play equipment and furniture)

2.i Details of the location and orientation of CCTV cameras (ensuring no views of Northwood school playground).

2.j Details of the privacy screens to be used for the private and communal amenity spaces.

3. Living Walls and Roofs

3.a Details of the inclusion of living walls and roofs

4. Details of Landscape Maintenance

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

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

5. Schedule for Implementation

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14, DMEI 1, DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan Part 2 (2020) and Policy G5 of the London Plan (2021).

7. COM10 Trees to be retained

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged,

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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 Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

8. RES8 Tree Protection

The development hereby permitted, shall be carried out in strict accordance with the Method Statement and Tree Protection Measures detailed in the approved Arboricultural Impact Assessment Method Statement & Tree Protection Plan (Trevor Heaps, Date: 7th August 2023, Ref: TH 4041). The tree protection measures for the site will be monitored and supervised by an arboricultural consultant at key stages of the development including during demolition and records of the site inspections/meetings shall be submitted to the Local Planning Authority.

REASON

To ensure that retained trees and other vegetation will not be damaged during construction work and to ensure that the development conforms with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan Part 2 (2020).

9. COM26 Ecology

No development shall take place until the following details of have been submitted to and approved by the Local Planning Authority:

- A Dusk Emergence & Dawn Re-entry Bat Survey including details of any ecological mitigation and habitat enhancements and a site plan showing their location;

- In the event that the Dusk Emergence & Dawn Re-entry Bat Survey discovers any bat roosts, a copy of a European Protected Species Mitigation Licence (EPSML) (under the 2010 Regulations) issued by Natural England pursuant to Regulation 53 of The Conservation of Habitats and Species Regulations 2017 (as amended) authorising the specified development to go ahead.

- A Construction Ecological Management Plan (CEMP); and

- A Landscape and Ecology Management Plan (LEMP).

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Thereafter, the development shall be implemented only in accordance with the recommendations detailed in the approved Preliminary Bat Roost Assessment (Middlemarch, RT-MME-161305-02, Date: September 2023) and Preliminary Ecological Appraisal, Middlemarch, RT-MME-161305-01, Date: September 2023, Dusk Emergence & Dawn Re-entry Bat Surveys and the CEMP and LEMP. The development shall be carried out in accordance with the Natural England licence and all mitigation measures and habitat enhancements shall be fully installed before occupation and retained in full accordance with the approved details.

REASON

In order to compy with the Conservation of Habitats and Species Regulations 2017 (as amended) and encourage a wide diversity of wildlife and to manage any impacts on biodiversity and protected species in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy G6 of the London Plan (2021).

10. NONSC Non-Road Mobile Machinery (NRMM)

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the Local Planning Authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at https://nrmm.london/.

REASON

To ensure compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy and to reduce the impact on air quality in accordance with Policy DMEI 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy SI 1 of the London Plan (2021).

11. COM17 Control of site noise rating level

For the lifetime of the development hereby permitted the noise level shall not exceed 35 dB LAeq 16 hrs between 0700 and 2300 and 30 dB LAeq 8 hrs, between 2300 and 0700, measured inside any room of any permitted dwelling whilst achieving acceptable internal living conditions with respect to ventilation and temperature.

REASON

To ensure that occupants of the permitted development would not be exposed to noise that would be likely to cause a significant adverse effect on their health and quality of life in accordance with guidance set out in 'Guidance on Sound Insulation and Noise Reduction for Buildings' British Standard Institution BS8233: 2014 and Policies DMHB 11 and DMTC 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies D3 and D13 of the London Plan (2021).

12. NONSC Step free access

Prior to any works on site above damp proof course level, details of step free access via all points of entry and exit shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building.

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REASON

To ensure housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).

13. NONSC M4(2) Building Regulations

The dwellings hereby approved shall accord with the requirements of Policy D7 of the London Plan and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building.

REASON

To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with Policy D7 of the London Plan (2021).

14. NONSC Fire evacuation lift

The development hereby approved shall accord with London Plan policy D5(B5) and D12(A) to include a minimum of one fire evacuation lift designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999, with all such provisions remaining in place for the life of the development.

REASON

To ensure the development can accommodate robust emergency evacuation procedures, including measure for those who require step-free egress, in accordance with Policies D5 and D12 of the London Plan (2021).

15. NONSC Fire Safety

The development hereby permitted, shall be carried out in strict accordance with the approved Fire Statement (Ardenlea, Date: August 2023, Ref: V250823). Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure the safety of all building users in accordance with Policies D11 and D12 of the London Plan (2021).

16. RES24 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to

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ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Local Plan Part 2 (2020) and Policy D12 of the London Plan (2021).

17. A37 Refuse Management Plan

Details of the on-site refuse and recycling management plan for bin rotation and collection shall be submitted to and approved by the Local Planning Authority. The management plan shall be implemented prior to occupation of the development and thereafter permanently retained.

REASON

To ensure adequate collection arrangements are in place in accordance with Policy EM11 of the Hillingdon Local Plan: Part 1 Strategic Policies (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies D6 and SI 7 of the London Plan (2021).

18. NONSC Changing Places facility

The development hereby approved shall accord with the requirements of Policy D5 of the London Plan (2021) to meet the highest standards of inclusive design by incorporating a Changing Places facility designed in accordance with the technical guidance set out in BS 8300-2:2018, section 18.6. All such provisions must remain in place for the life of the building.

REASON

To ensure the library facility achieves the highest standards of inclusive design in accordance with Policy D5 of the London Plan (2021).

19. NONSC Demolition and 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)Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).

(iv) 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).

(v) a dust risk assessment, including means to monitor and control dust, noise and vibrations, following the published guidance by The Institute of Air Quality Management (IAQM) on how to assess impacts of emissions of dust from demolition and construction sites. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

(vi) The storage of demolition/construction materials on site.

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

REASON

To safeguard the amenity of surrounding areas in accordance with Policy BE1 of the Hillingdon Local

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Plan Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan Part 2: Development Management Policies (2020).

20. NONSC Carbon Reduction

The development hereby permitted, shall be carried out in strict accordance with the recommendations detailed in the Energy and Sustainability Statement (Irvineering Ltd, Date: 17/07/2023).

REASON

In the interest of energy conservation and to deliver the maximum on-site carbon savings in accordance with Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012), Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy SI 2 of the London Plan (2021).

21. NONSC Accordance with FRA and Drainage plan

The development hereby permitted, shall be carried out in strict accordance with the flood mitigation and resilience measures and sustainable urban drainage scheme detailed in the Flood Risk Assessment and Drainage Statement (Document reference: 5467-LIBR-ICS-XX-RP-C-07.001B, Infrastruct CS Ltd, Date: August 2023) and Drainage Design (Drawing Number 0200 Rev. P03).

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

REASON

To ensure that surface water run off is handled as close to its source as possible in compliance with Policy DMEI 10 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy SI 13 of the London Plan (2021).

22. NONSC Parking Management Plan

Prior to any above ground works for the development hereby approved (excluding demolition), a Parking Management Plan shall be submitted to, and approved in writing by, the Local Planning Authority. It shall include the arrangements for all on-site parking, including provisions for managing, monitoring, enforcement and review.

The vehicle parking provision and its management, as outlined in the approved Parking Design and Management Plan, shall be fully implemented as approved prior to the first occupation of the development, and so maintained in good working order, and the parking spaces shall not be used for any other purpose for the lifetime of the development.

REASON

To ensure the appropriate operation of the car parking spaces in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies T6 and T6.1 of the London Plan (2021).

INFORMATIVES

1.

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRES\$age 436 The site lies in a Critical Drainage Area (CDA). Therefore, the surface water from the site entering the sewers should minimised.

- Water run off from any roof or hard paving associated with the development should be directed to a soakaway, or tank or made permeable. This includes any work to front gardens not part of the planning application, must be permeable or be collected and directed to a permeable area, or it would need an additional permission.

- A water butt should be incorporated.

- No drainage to support the extension should be connected to any existing surface water network, other than as an overflow.

2. 152 Compulsory Informative (1)

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

3. 170 LBH worked applicant in a positive & proactive (Granting)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from 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.

4. 173 Community Infrastructure Levy (CIL) (Granting Consent)

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

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

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

5. 172 Section 106 Agreement

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6. 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

7. 125 Consent for the Display of Adverts and Illuminated Signs

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. For further information and advice, contact - Residents Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

153 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.

- DMCI 2 New Community Infrastructure
- DMCI 7 Planning Obligations and Community Infrastructure Levy
- DMEI 12 Development of Land Affected by Contamination
- DMEI 14 Air Quality
- DMHB 11 Design of New Development
- DMHB 14 Trees and Landscaping
- DMHB 15 Planning for Safer Places
- DMHB 16 Housing Standards

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DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMTC 1	Town Centre Development
DMTC 4	Amenity and Town Centre Uses
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D14	(2021) Noise
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP G5	(2021) Urban greening
LPP GG2	(2021) Making the best use of land
LPP SI1	(2021) Improving air quality
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF8	NPPF 2021 - Promoting healthy and safe communities
NPPF9	NPPF 2021 - Promoting sustainable transport

3. CONSIDERATIONS

3.1 Site and Locality

Northwood Hills Library is located at the junction between Pinner Road and Potter Street to the north of the Northwood Hills Circus Roundabout sited at the northern end of Joel Street and the Northwood Hills Town Centre. The building is single storey with the main pedestrian and vehicular access taken from Potter Street and a small car park for 7 vehicles, including a disabled space at the rear. The floor area of the existing library is 450sqm.

The building is of a reasonably distinctive asymmetrical design, comprising a main ridged building with flat roof elements at the front and rear, with a projecting angled side wing incorporating a parallel ridged roof with angled elevations. The site is landscaped, including a grassed area at the front and hedging and shrubs along its street frontages, and includes a number of trees, mainly within the south western corner of the site, the most notable of which is a large mature oak tree.

Adjoining the site to the east are the playing fields of Northwood School. On the opposite side of Potter Street are residential houses, with Roundabout House, a sheltered nursing home adjoining the

roundabout. On the southern side of the roundabout are three storey retail parades which form part of the Northwood Hills Town Centre. There is a pedestrian crossing to the front of the site which links the library with the town centre to the south. The site has a Public Transport Accessibility Level (PTAL) rating of 3 (good) and is located within the Northwood East Air Quality Focus Area.

3.2 Proposed Scheme

The application seeks planning permission for the demolition of the existing library and the construction of a new mixed-use building comprising a replacement library and 9 x residential dwellings with car parking, cycle parking, waste storage and associated infrastructure.

On the ground floor a new library with a floor area of 459.3sqm is proposed. This would include a reception area, flexible event space, reading areas and meeting rooms.

On the upper floors the following accommodation is proposed:

First Floor - 1 x 1b2p (51.1sqm) - 3 x 2b4p (70.9sqm - 75.1sqm) - Residential Podium Garden

Second Floor - 2 x 2b4p (73.6sqm - 75.1sqm) - 1 x 3b6p (108.1sqm)

Third Floor - 1 x 1b2p (51.6sqm) - 1 x 3b5p (102.3sqm)

In addition, 9no. car parking spaces would be provided to the west of the site, 5 of which would be for residential use, 2 spaces for library staff and 2 accessible spaces for library users. Separate dedicated refuse/recycling storage is proposed on the ground floor for both residential and library use, with access to the highway for collection. Eighteen residential cycle parking spaces are provided for residents in a secure location next to the residential entrance. Four cycle parking spaces are provided for library users and two spaces for library staff adjacent to the library entrance.

3.3 Relevant Planning History

8915/APP/2004/71	Northwood Hills Library Potter Street Northwood
CONVERSION OF EXIS	STING BINS STORE INTO LIBRARY TOILETS
Decision: 16-02-2004	Approved

8915/APP/2010/1961 Northwood Hills Library Potter Street Northwood New entrance and infill canopy to library from Pinner Road and reconfiguration of garden layout.

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRES Page 440 Decision: 15-10-2010 Approved

8915/APP/2011/387 Northwood Hills Library Potter Street Northwood Relocation of the new entrance doors (Application for non-material amendment following grant of

planning permission ref: 8915/APP/2010/1961 dated 15/10/2010; New entrance and infill canopy to library from Pinner Road and reconfiguration of garden layout.)

Decision: 16-03-2011 Approved

8915/B/82/1512	Northwood Hills Library Potter Street Northwood
Householder dev. (small	extension,garage etc) (P)
Decision: 05-01-1983	Approve Deemed Hill.
00451010410000	

8915/C/84/0228	Northwood Hills Library Potter Street Northwood
Householder dev. (small	l extension,garage etc) (P)
Decision: 13-03-1984	Approve Deemed
	Hill.

Comment on Relevant Planning History

The planning history is listed above and relates in the main to the use of the site as a library.

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 - Development Management Policies (2020) The Local Plan: Part 2 - Site Allocations and Designations (2020) The West London Waste Plan (2015) The London Plan (2021)

Material Considerations:

The National Planning Policy Framework (NPPF) (2023) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

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Local Plan 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) Sustainable Waste Management

Part 2 Policies:

- DMEI 12 Development of Land Affected by Contamination
- DMCI 2 New Community Infrastructure
- DMCI 7 Planning Obligations and Community Infrastructure Levy
- DMTC 1 Town Centre Development
- DMTC 4 Amenity and Town Centre Uses
- DMHB 14 Trees and Landscaping
- DMHB 15 Planning for Safer Places
- LPP D14 (2021) Noise
- DMEI 14 Air Quality
- LPP SI1 (2021) Improving air quality
- LPP GG2 (2021) Making the best use of land
- DMHB 11 Design of New Development
- DMHB 16 Housing Standards
- DMHB 18 Private Outdoor Amenity Space
- DMT 1 Managing Transport Impacts
- LPP SI13 (2021) Sustainable drainage
- DMT 2 Highways Impacts

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- DMT 5 Pedestrians and Cyclists
- DMT 6 Vehicle Parking
- LPP D5 (2021) Inclusive design
- LPP D6 (2021) Housing quality and standards
- LPP D11 (2021) Safety, security and resilience to emergency
- LPP D12 (2021) Fire safety
- LPP SI2 (2021) Minimising greenhouse gas emissions
- LPP SI7 (2021) Reducing waste and supporting the circular economy
- LPP G5 (2021) Urban greening
- LPP T4 (2021) Assessing and mitigating transport impacts
- LPP T5 (2021) Cycling
- LPP T6 (2021) Car parking
- LPP T6.1 (2021) Residential parking
- NPPF5 NPPF 2021 Delivering a sufficient supply of homes
- NPPF8 NPPF 2021 Promoting healthy and safe communities
- NPPF9 NPPF 2021 Promoting sustainable transport

5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date: Not Applicable
- 5.2 Site Notice Expiry Date: Not applicable

6. Consultations

External Consultees

PUBLIC CONSULTATION:

64 neighbours and Northwood Hills Residents Association were consulted by letter dated 20-09-23. 1 letter of objection was received citing the following concerns, summarised below:

- Loss of day light and privacy
- Traffic

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The resident's comments are noted and taken into full consideration. The matters raised are discussed in Sections 7.08 (Impact on neighbours) and 7.10 (Traffic impact, Car/cycle parking, pedestrian safety).

Internal Consultees

ACCESS OFFICER: (summary)

No objection subject to conditions requiring approval of 1) step free access, 2) compliance with the technical specifications for an M4(2) dwelling, 3) a minimum of one fire evacuation lift, and 4) a Changing Places facility.

AIR QUALITY SPECIALIST: (summary)

The proposed development is not air quality neutral or positive and therefore a damage mitigation cost of £28,017 has been calculated in accordance with current guidance.

CONSERVATION AND DESIGN: (summary)

The proposals benefit from recent pre-application advice. The proposals have approved since then, however still require changes and improvements. The cream and light grey bricks proposed considered inappropriate in the local context of darker buff and predominantly red bricks. An amended, more sensitive colour palette is sought.

While an existing oak tree to the frontage has now been retained several category B trees and a category A tree are proposed to be removed. This should be avoided by a slight setback of the building especially for the Yew tree (T14, cat. A). The cat. B trees T3 and T6 seem able to be retained without setting the building back, so their removal is not supported.

HIGHWAYS: (summary)

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 measurable highway safety concerns, subject to conditions securing a travel plan and a parking allocation plan.

NOISE SPECIALIST: (summary)

Sufficient information has been provided by the Applicant to make a recommendation with respect to noise. It is recommended that no objection is made on noise grounds subject to the inclusion of suitable condition to restrict noise levels.

WASTE STRATEGY:

The collection point for residential bulk bins is too close to the roundabout and it is suggested that they are either relocated to a permanent storage room nearer to the carpark, or a site manager available to pull bulk bins from the current storage location, to a holding area within the car park so that they can be emptied alongside the library containers.

Officer comments:

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRES\$age 444 The consultee comments are noted and suitable conditions would be attached in the event of an approval to secure relevant details including agreeing the choice of brickwork and secure details of the travel plan and parking allocation. The loss of trees is regrettable however there would be a sufficient level of landscaping provided by the trees being retained to not unduly harm the visual amenity of the site. An air quality contribution would be secured by entering into a legal agreement. The location of the collection point has been discussed with the Highway Authority who do not consider there to be any highway safety issues arising from the arrangement presented, notwithstanding this it is recommended that a Refuse Management Plan be secured by condition.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

PRINCIPLE OF DEVELOPMENT:

Paragraph 119 of the NPPF (2023) states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

Paragraph 120 of the NPPF (2023) states that substantial weight should be given to the value of using suitable brownfield land within settlements for homes and other identified needs in addition to promoting and supporting the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

Policy GG2 of the London Plan (2021) states to create successful sustainable mixed-use places that make the best use of land, those involved in planning and development must: enable the development of brownfield land, prioritise sites which are well-connected by existing or planned public transport and proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities.

Policy SD6 of the London Plan (2021) states - C) The potential for new housing within and on the edges of town centres should be realised through mixed-use or residential development that makes best use of land, capitalising on the availability of services within walking and cycling distance, and their current and future accessibility by public transport.

Policy SD7 of the London Plan (2021) states - Development plans should 6) identify sites suitable for higher density mixed-use residential intensification capitalising on the availability of services within walking and cycling distance and current and future public transport provision including, for example: d) delivering residential above existing commercial, social infrastructure and transport infrastructure uses or re-providing these uses as part of a mixed-use development.

Policy CI1 of the Hillingdon Local Plan: Part One Strategic Policies (2012) states - The Council will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations by:

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRESSPage 445 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; and, 2. Supporting the retention and enhancement of existing community facilities.

Policy DMCI 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) promotes the retention of existing community facilities.

The proposed development proposes the delivery of 9 new flats, together with a replacement public library following the demolition of the existing library building on Potter Street. The site lies outside of the designated Northwood Hills Town Centre and secondary shopping area, which is located to the south on Joel Street.

The replacement library would measure 460sqm in floor area representing an increase in 10sqm in floor area relative to the floor area of the existing library. The library would be retained at ground floor level within the existing site. It is therefore considered that the re-provision of the existing library within the site would not lead to a reduction or shortfall in the amount of community floorspace.

The site is not designated as part of the secondary shopping area or Town centre, and as such, the loss of the non-residential frontage onto the High Street (as a result of the loss of the library) would have a minimal impact on the continued vitality of the Northwood Hills town centre and secondary shopping area. Moreover, it is noted that the existing library is sited at the northern edge of the town centre and secondary shopping area, and overall design of the existing library building does not currently provide a high level of interest or particularly promote activity.

In summary, recognising that the site is under-utilised and within a sustainable and accessible edge of town centre location, it is considered that the principle of residential-led redevelopment (which reprovides the library within the existing site) is acceptable.

The development is considered to be in accordance with Policy Cl1 of the Hillingdon Local Plan: Part One Strategic Policies (2012), Policy DMCI 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies GG2, SD6 and SD7 of the London Plan (2021) and Paragraphs 119 and 120 of the NPPF (2023).

7.02 Density of the proposed development

DENSITY AND HOUSING MIX:

Policy D3 of the London Plan (2021) states: A) All development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site.

Policy H10 of the London Plan (2021) states: A) Schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme.

Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states - 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.

Policy DMHB 17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020)

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRES Page 446 states - All new residential development should take account of the Residential Density Matrix contained in Table 5.2.

In accordance with Table 5.2, the site location would fall into the category of a Residential area with a suburban character within 800m of a town centre with a PTAL 2-3. Table 5.2 identifies a density range of between 50 - 110 units per hectare as being an acceptable for flatted developments in these locations.

The site area measures 0.12 hectares and 9 no. units are proposed. As such, the development would have a density of 75 units per hectare. The proposed density falls at the mid point of the range, as the development has to respond to the generally low-rise context of its surroundings, and is considered to represent an optimal use of the site which provides a good level of new housing, appropriate for the density of residential development in the area.

The housing mix is proposed as 2×1 bedroom flats, 5×2 bedroom flats and 2×3 bedroom flats. The overall housing mix is considered to be acceptable and would broadly meet local demand.

The development is considered to be in accordance with Policies DMH 2 and DMHB 17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies D3 and H10 of the London Plan (2021).

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy D3 of the London Plan (2021) states: Development proposals should: D1) enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions.

Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012) seeks a quality of design in all new development that enhances and contributes to the area in terms of form, scale and materials; is appropriate to the identity and context of the townscape; and would improve the quality of the public realm and respect local character.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good planning design. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; building lines and streetscape rhythm and landscaping. It should also not have an adverse impact on the amenity, daylight and sunlight of adjacent properties and open space.

Policy DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development should be well integrated with the surrounding area.

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRESSPage 447 The development comprises the demolition of the existing library and the erection of a 3.5 storey mixed-use development, comprising a new library at ground floor level and 9 no. flats on the floors above. The library would retain its entrance via Pinner Road and the residential flats would be accessed through a separate entrance on Potter Street.

The height, scale, massing and proportions of the development are considered to be acceptable in the immediate site context which consists of Northwood School to the east on Pinner Road, UTC Heathrow Sixth Form College to the northeast on Potter Street which are of a similar height to the development. In addition, to the southwest/ south along Pinner Road and Joel Street respectively there are 3-3.5 storey buildings which are also of a similar height to the development. The design sets back the top floor in a similar way to No.117 Pinner Road which is also a 3.5 storey buildings within the scale and proportions of the buildings within the street scene.

The proposed exterior materials are indicated to comprise cream and grey brickwork, green roofs and dark grey powder coated aluminium frame windows and doors. The comments made by the conservation and design officer regarding the proposed cream and light grey bricks being considered inappropriate in the local context of darker buff and predominantly red bricks are noted. A condition would be attached in the event of an approval to secure details of all exterior materials and surfaces to ensure the development harmonises with the street scene.

Subject to the above mentioned condition, it is considered that the development would be acceptable with regards to its impact on the character and appearance of the area and therefore accords with Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy D3 of the London Plan (2021).

7.08 Impact on neighbours

Paragraph 130 (f) of the National Planning Policy Framework (2023) states - Planning policies and decisions should ensure that developments: 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.

Policy D3 of the London Plan (2021) states Part D7) that development proposals should deliver appropriate outlook, privacy and amenity.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that development proposals do not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The supporting text for Policy DMHB 11 states the Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook. In addition, 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.

IMPACT ON THE RESIDENTIAL AMENITY OF NEIGHBOURING OCCUPIERS

The separation distances between the development and neighbouring residential properties to the west on Potter Street would be between approximately 27 and 32 metres. The separation distances

between the development and neighbouring residential properties to the south on Pinner Road would be approximately 30 metres. The development would therefore exceed the 21 metre separation standard.

The separation distances provided would be appropriate for the scale of development being proposed and ensures that the development would not impact on the amenity of these neighbouring residential properties with regards to any material loss of privacy, overlooking or loss of outlook as a result of the development.

The daylight, sunlight and overshadowing assessment submitted in support of the application indicates that all the windows of Nos.105-109 Pinner Road, Roundabout House and Nos. 3 and 5 Potter Street facing the development, pass the 25-degree line test. The assessment demonstrates that the development would not have a significant impact on the windows of neighbouring residential properties with regards to daylight.

SAFEGUARDING OF NORTHWOOD SCHOOL

The layout seeks to avoid overlooking between the proposed flats and towards the school playground. This is achieved by use of obscure and fixed shut glazing to the flank wall secondary windows in the side elevation facing east towards Northwood school.

In addition the balconies and podium garden would also be provided with 1.8metre high privacy screens along this elevation. I-shaped "wrap-around" privacy screens have been added to the private amenity areas of units 2.1 and 3.1 on the second and third floor to restrict any views.

The combination of privacy screens and obscure/fixed shut glazing ensures that the development does not overlook the school.

The obscure and fixed shut glazing would be secured by suitable conditions. Details of the privacy screens would be secured under a suitable condition. In addition, details of the location of CCTV cameras would be secured under the landscaping condition, to ensure no views of the school playground.

IMPACT ON THE AMENITY OF FUTURE OCCUPIERS

Other than the second bedroom windows for units 1.3 and 2.2 on the first and second floors, the windows facing inwards towards the communal amenity space serve non-habitable rooms such as hallways, kitchens and bathrooms which prevents any undue inter-visibility and overlooking between opposing units. Due to the constraints of the site, in particular the need to safeguard the adjacent school (i.e. preventing outlook entirely to the east), the outlook/privacy from the two second bedroom windows is considered acceptable.

In light of the above, it is considered that the development would be acceptable with regards to the impact on the residential amenity of neighbouring occupiers and future occupiers. The development therefore accords with Policies DMHD 1 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy D3 of the London Plan (2021).

7.09 Living conditions for future occupiers

INTERNAL AMENITY SPACE PROVISION

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRESSPage 449 Policy D6 of the London Plan (2021) sets out the requirements for the gross internal floor area of new dwellings at a defined level of occupancy. Table 3.1 of the London Plan (2021) set outs the same gross internal area space standards set out in the Technical housing standards - nationally described space standard (2015).

Policy DMHB 15 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles.

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment.

Paragraph 5.60 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states "When assessing the size of households the Council will assume that any bedroom over 11.5 sqm is capable of being occupied by two persons. Part 4) of Policy D6 of the London Plan (2021) requires for single bedrooms to have a floor area of at least 7.5 square metres.

Table 3.1 of Policy D6 of the London Plan (2021) states that:

- A one storey dwelling with 1 bedroom, 2 person occupancy should provide a GIA of at least 50 square metres

- A one storey dwelling with 2 bedrooms, 4 person occupancy should prove a GIA of at least 70 square metres

- A one storey dwelling with 3 bedrooms, 4 person occupancy should provide a GIA of at least 74 square metres

- A one storey dwelling with 3 bedrooms, 5 person occupancy should provide a GIA of at least 86 square metres

- A one storey dwelling with 3 bedrooms, 6 person occupancy should provide a GIA of at least 95 square metres

The proposed development would provide the following:

-First floor: 1no 1bed flat - Unit 1.2 1B2P 51.7 m² 3no 2bed flats - Unit 1.1: 2B4P 70.3 m², Unit 1.3 2B4P 75 m², Unit 1.4 2B4P 76.2 m²

-Second floor: 1no 3Bed flat - Unit 2.1 3B6P 108m² 2no 2Bed flats - Unit 2.2 2B4P 76.2m², Unit 2.3 2B4P 75.1 m²

-Third floor: 1no 1Bed flat - Unit 3.1 1B2P 56.8 m² 1no 3Bed flat - Unit 3.2 3B5P 102.9 m²

The gross internal area of the proposed flats would meet the standards found in Table 3.1 of the London Plan (2021). There are however other considerations when assessing the quality of internal accommodation. The flats have been designed with a dual-aspect and all have private amenity spaces.

The daylight, sunlight and overshadowing assessment submitted in support of the application,

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRES\$age 450 demonstrates compliance with the BRE's "Site Layout Planning for daylight and sunlight, a Guide to good practice" (2022).

With regards to internal daylight the assessment concludes - 'the proposed development as a whole is anticipated to achieve very good levels of daylighting to all dwellings and habitable spaces and is therefore considered to provide good quality of accommodation to the future occupants in terms of daylight.

All of the proposed single and double bedrooms would be of a suitable size. The third floor plans have been adjusted to ensure that all habitable rooms for unit 3.2 are served by windows that face towards the road. Options to adjust the layouts for units 1.3 and 2.2 were explored however changing the layout would have created less usable habitable accommodation. Whilst the second bedrooms for units 1.3 and 2.2 would face towards the podium garden and not towards the road, the current layout was determined to be the best option.

With regards to levels of sunlight entering the habitable rooms, the assessment concludes - 'Overall, it can be concluded that the proposed design offers optimum accessibility to sunlight in living spaces considering the context and limitations of the site'. It is therefore considered that the development would maintain an adequate outlook and source of natural light.

In light of the above, it is considered that the development would provide an adequate standard of internal living conditions for the future occupiers. The development therefore accords with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy D6 of the London Plan (2021).

EXTERNAL AMENITY SPACE PROVISION:

Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all new residential development and conversions will be required to provide good quality and usable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.3.

Table 5.3 states that:

- Studio and 1-bedroom flats should be provided with at least 20 square metres of private amenity space;

- 2-bedroom flats should be provided with at least 25 square metres of private amenity space; and

- 3-bedroom (plus) flats should be provided with at least 30 square metres of private amenity space.

Paragraph 5.70 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states:

"Dwellings on upper floors should all have access to a private balcony or terrace, where this is consistent with the overall design of the building. Houses and ground floor flats should have private gardens. The Council is keen to improve the quality of housing in the Borough and therefore communal provision of private outdoor space is generally not supported unless there are strong planning reasons and the proposed scheme is of high quality with clear planning merits."

The proposed development would provide 2x one-bedroom flats, 5x two-bedroom flats and 2x threebedroom flats, requiring 225 square metres of external amenity space in total to comply with Table 5.3. Based on the plans submitted, the proposed residential units would each be provided with a dedicated garden space. The dedicated garden spaces which are provided by way of private balconies totals an area of 116.3 square metres. The podium garden on the first floor provides a communal amenity space measuring an area of 85.4 square metres. The amenity spaces available for use by future occupiers within the site totals 201.7 square metres.

Whilst the total represents a partial shortfall in private amenity space provision in terms of the policy guidance, within a short walking distance are Hogs Back Open Space and Northwood recreation grounds which provide additional public recreational opportunities. Additional weight is given to the site's edge of town centre location and it's close proximity to local services and amenities and Public transport accessibility level (PTAL) rating of 3 (good).

It is highlighted that all 9 residential units would be provided with individual amenity spaces which are good quality and useable and consistent with the overall design of the development. In addition, 7 of the 9 units comfortably exceed the internal space standards required, therefore increasing residential amenity levels. Having regard to the above and taking a balanced view, it is considered that the development would provide an adequate level of amenity spaces within the site. For these reasons, a refusal on the grounds of a slight shortfall in overall private amenity space provision would in this instance, not be considered sustainable.

Full details of the boundary treatment demarcating the podium garden and dedicated amenity spaces would be secured by condition, in the event of an approval.

In light of the above, it is considered that the development would provide an adequate provision of amenity spaces for future occupiers. The development therefore accords with Policy DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) 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.

Policy DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that all development is in accordance with the car parking standards set out in Appendix C, Table 1 unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

HIGHWAY SAFETY:

Vehicular Trip Generation:

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.

Peak period residential traffic movement into and out of the site would not be expected to rise beyond several vehicle movements during the most crucial and sensitive peak morning and late afternoon/evening hours. Hence this 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.

Vehicular Access/Internal Layout/Servicing:

There is a single established vehicular access point located on Potter Street that is to remain unaltered and would serve the total of 9 on-plot spaces. The submitted vehicular 'swept' path analysis demonstrates that the proposed internal layout broadly aligns with DfT (Manual for Streets) best practice for road and junction layouts which therefore allows for passenger vehicles to enter and leave the site in a forward gear which is the recommended practice on highway safety grounds and is therefore welcomed. Any nominal parking related to servicing the residential and library components would occur for infrequent and short duration from within the envelope and is therefore not envisaged to generate any measurable harm to the highway network.

Satisfactory highway visibility splays at the access point are currently satisfactory and the submitted elevations on Potter Street suggest that the existing boundary treatment is to be removed, which would not prejudice any safety related sight-line considerations.

Travel Plan (TP):

A Travel Plan should attempt to capture and develop the promotion of sustainable travel and modal shift away from 'single occupancy' car journeys predominantly by staff and patrons to and from the establishment.

The approach aligns with Transport for London's (TfL's) guidelines as it addresses all good practice mechanisms necessary to achieve a modal shift away from the private motor car thereby leading toward a sustainable personal travel mode to and from the site. The TP represents a strategy for managing travel by supporting and marketing measures (i.e. via social media), that promote and support sustainable travel choices with reduction of single occupancy car journeys by encouraging car-sharing, use of public transport, walking and cycling.

Implementation, monitoring and management of the TP would be undertaken by an appointed travel plan co-ordinator (TPC) who would work in partnership with Hillingdon. The TP should be secured in perpetuity via legal agreement.

PARKING:

Residential:

The overriding regional standard demands up to a total of 7 spaces and 5 plus 2 disabled compliant (DC) spaces are proposed. It is noted that the DC spaces are understood to be generic and therefore may be shared with library patrons. However, even when taking this into consideration, the indicated provision would still fall within the above range, hence there is broad compliance to the standard.

Further to supporting the principle of promoting parking restraint and safeguarding the local highway network from notable harm related to any potential undue parking displacement, it would normally be recommended that the site address be made 'Resident Permit Restricted' in order to prevent future occupiers from obtaining parking permits for the neighbouring local controlled parking zone (CPZ) which lies adjacent to the site. Although the applicant has also suggested this mechanism, the Highway Authority (HA) must advise that this mechanism cannot be legally applied to this site envelopment as it lies just outside of the CPZ's physical designated boundary and is therefore technically excluded from this specific zone. In any event, new occupiers would be unable to purchase parking permits for this zone which would prevent them from legitimately park on-street

during the hour of CPZ operation. This, in itself, acts as a formal parking restraint and lessens the likelihood of a higher level of car ownership generated by new occupiers.

This inherent restraint combined with the moderate scale of proposal and above average sustainability of the address coupled with the relatively extensive parking restrictions, particularly on Pinner Road, that reduce the likelihood of untoward parking displacement onto this highly trafficked thoroughfare, the overall on-plot parking provision as presented is, on balance, considered acceptable.

However, the allocation of spaces would benefit from a parking allocation plan to secure appropriate provision for a proportion of the residential units hence a suitable planning condition should be applied. This will also apply to use of the 4 parking bays affiliated to the library which discussed later within this appraisal.

Disabled Compliant Parking Provision:

In accord with the parking standard - 10% of parking spaces should be disabled compliant equating to 1 space. Two spaces are depicted which, in the context of a shared use with library related activities, are considered acceptable.

Electric Vehicle Charging Points (EVCP's) :

In line with the London Plan (2021), within the final parking quantum there is a requirement for a minimum 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions. The applicant has confirmed that all 9 on-plot spaces are to be designated as 'active' which is fully compliant to the standard and therefore welcomed.

Cycle Parking:

In terms of cycle parking there should be a provision of a total of 11 secure and accessible spaces. 18 communal spaces are to be provided within a secure compound positioned adjacent to the residential bin stores which is considered an acceptable arrangement given the associated benefits with encouraging this mode of sustainable travel especially with regard to the moderate PTAL rating. It is expected that the spaces would be appropriately allocated to the relevant residential units.

Library:

There is no prescriptive standard that can be applied on a local or regional level. The council standard does however recommend site appraisal on an individual basis by way of transport assessment and travel plan.

Two staff spaces together with two disabled compliant spaces would be available. Current library parking provisions consist of approximately 7 on-plot spaces to cater for staffing and patron demand. Based on statistical i.e typical activity profiles associated with this use class, it would normally be reasonable to expect that car-borne community demand for a library service is not extensive in locations such as this as the venue predominantly serves a local catchment whereby alternative sustainable travel modes such as linked trips/walking/cycling are already enacted. This is usefully demonstrated by the observed underuse of the car park and adjacent Northwood school which is a prime example of likely localised demand furnished by such sustainable travel modes.

It is noted that, to the best of the HA's knowledge, there is no historical evidence to suggest that existing 'library' activities (which are broadly of similar scale to that proposed) cause any notable long or short-term physical detriment to the public highway both in parking or traffic generation/ congestion terms. Therefore, on the above basis, the level of provision is considered adequate for operational activities. A Travel Plan would be expected to assist in ensuring that the level of parking demand by staff numbers is suitably restrained.

Parking Design and Management Plan (PDMP) - For Residential & Library Use:

The applicant has acknowledged the need to manage the on-plot parking provision to ensure appropriate use with the possible application of 'drop-down' bollards for the 5 designated residential spaces leaving the 4 remaining spaces for general library use. However, as discussed within the above preceding 'Residential' parking appraisal, it is considered prudent to impose a planning condition that requires a parking management/allocation plan to be submitted to ensure that all available on-plot parking is assigned accordingly and utilised effectively by all residential occupiers and library staff/patrons at all times.

Electric Vehicle Charging Points (EVCP's):

In accord with the Local Plan: Part Two DMT6 policy and parking standard there is a requirement for electric vehicle charging points (EVCPs) which would equate to a minimum facility of 5% of the total parking quantum for 'active' provision with a further 5% acting as 'passive' provision for future activation. The applicant has confirmed that all 9 on-plot spaces are to be designated as 'active' which is welcomed.

Cycle Parking :

Provisions in line with the regional standard should be as follows:

- 'Long Stay' provision of 1 space per 8 FTE staff
- 'Short Stay' provision of 1 space per 100m2 -GIFA

6 suitably located spaces are to be provided for library patrons & staff (4 'Sheffield' stands & 2 staff spaces) which is compliant to the above standard.

In light of the above, subject to conditions, it is therefore considered that the proposal would not exacerbate the demand for street parking or prejudice highway safety, in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

7.11 Urban design, access and security

Urban Design and Accessibility are addressed at Section 7.07 (Impact on the character & appearance of the area) and Section 7.12 (Disabled access) respectively.

SECURED BY DESIGN:

Policy D11 of the London Plan (2021) sets out that boroughs should work with the Metropolitan Police Service's 'Design Out Crime' Officers to identify the community safety needs and necessary infrastructure to maintain a safe and secure environment and reduce the fear of crime. Proposals should seek to maximise building resilience and minimise potential physical risks, and should include measures to design out crime that deter terrorism, assist in the detection of terrorist activity and help mitigate its effects. These measures should be considered at the start of the design process to ensure they are inclusive and aesthetically integrated into the development and the wider area. Measures to design out crime.

Policy BE1 of the Hillingdon Local Plan: Strategic Policies (2012) encourages the creation of safe and secure environments that reduce crime and fear of crime, anti-social behaviour and risks from fire and arson, having regard to Secure by Design standards.

A condition would be attached in the event of an approval requiring the site to achieve secured by design accreditation in consultation with the Metropolitan Police to ensure the proposal meets the requirements of Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012) and Policy D11 of the London Plan (2021).

FIRE SAFETY:

Policy D11 of the London Plan (2021) states - C) Development proposals should maximise building resilience and minimise potential physical risks, including those arising as a result of extreme weather, fire, flood and related hazards.

Policy D12 of the London Plan (2021) states - A) In the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety and ensure that they:

1) identify suitably positioned unobstructed outside space:

a) for fire appliances to be positioned on;

b) appropriate for use as an evacuation assembly point;

2) are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; including appropriate fire alarm systems and passive and active fire safety measures;

3) are constructed in an appropriate way to minimise the risk of fire spread;

4) provide suitable and convenient means of escape, and associated evacuation strategy for all building users

5) develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in;

6) provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) encourages the creation of safe and secure environments that reduce crime and fear of crime, anti-social behaviour and risks from fire and arson, having regard to Secure by Design standards.

A Fire Statement has been submitted in support of the application. The report sets out a series of fire safety measures and the means of escape for future residents and library users and includes an evacuation strategy, emergency lighting, fire alarm system, evacuation lift, fire-compartmentation, fire doors, fire-resistant windows, a domestic standard sprinkler system and a period inspection of fire doors. A condition requiring compliance with the relevant fire safety standards is included in the decision notice.

Subject to above mentioned condition, the development is considered to is therefore considered to be acceptable with regards to fire safety in accordance with Policy BE1 of the Hillingdon Local Plan: Part

One Strategic Policies (2012) and Policies D11 and D12 of the London Plan (2021).

7.12 Disabled access

Policy D5 of the London Plan (2021) sets out that proposals should achieve the highest standards of accessible and inclusive design by providing high quality people focused spaces that are designed to facilitate social interaction and inclusion, be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment, and be able to be entered, used and exited safely, easily and with dignity for all. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building, and proposals should ensure they are compliant with Policy D12 of the London Plan (Fire safety) and place fire resilience central to the proposal's design.

Policy D7 of the London Plan (2021) states - To provide suitable housing and genuine choice for London's diverse population, including disabled people and families with young children, all residential development should include at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

The Council's accessibility officer raised queries regarding accessibility across the sites which the applicant team responded to in full. The scheme delivers on-site disabled parking are proposed. Conditions are recommended to be attached in the event of an approval to secure step free access, compliance with the technical specification for an M4(2) dwellings, evacuation lifts and a Changing Places facility.

Subject to conditions, the residential development and library facilities proposed are considered to be fully inclusive and accessible. The proposed development is therefore considered to accord with Policies D5 and D7 of the London Plan (2021).

7.13 Provision of affordable & special needs housing

Not applicable to this application as it doesn't meet the minimum 10 unit threshold for affordable housing to be provided.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING:

Policy G5 of the London Plan (2021) states that major developments should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.

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

A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including: v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

Policy DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020)

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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.

The Arboricultural Impact Assessment Method Statement & Tree Protection Plan submitted in support of the application identifies 14no trees within the site, of which 8no trees would be retained. The report identifies 6no trees to be removed to facilitate the development. These trees are noted to comprise 1no Category A2 Yew, 4no Category B2 Hawthorn and Cotoneaster and 1no Category U Cotoneaster.

The 8no trees to be retained include 1no Category A2 Oak, 1no Category B2 and 2no Category C2 Hawthorn, 1no Category B2 Cotoneaster, 1no B2 Silver Birch, 1no Category B2 and 1no Category C2 Holly, the latter two requiring crown lifting to 2.5metres.

It is noted that the Conservation and Design Officer is not supportive of the removal of the the 1no Category A2 Yew and 2no Category B2 Hawthorn. The site is not covered by a Tree Preservation Order and the site is not located within a Conservation Area, therefore the trees within the site are not afforded any protection from removal. Further, whilst the removal of the trees is regrettable, it is required to facilitate the development which provides public benefits in the form of a new and much improved public library and the provision of residential housing.

Full hard and soft landscaping details are provided in the submitted Proposed Landscape Plan. New trees are also proposed in the landscape scheme that provide on-site replacements to offset the loss of the trees. The landscape schedule also includes areas laid to lawn, hedges, wildflower and shrub planting, formal footpaths, the provision of suitable boundary walls and areas of hard standing constructed with permeable surfacing. The Proposed Landscape Plan is considered to be acceptable and would assist in preserving the visual amenity of the site. Details of external surfaces and planting are recommended to be secured by condition.

The tree report provides details of precautionary measures to protect the retained trees within the site during the construction process. The tree protection plan identifies root protection areas and ground protection areas and details the location of the protective fencing that is required to be erected during the construction phase. A suitable condition that secures implementation of the Arboricultural Method and Tree Protection plan as detailed in the report and appended tree protection plan, in addition to monitoring and supervision at key, is recommended to be attached in the event of an approval.

The urban greening calculation submitted with the application indicates the site will deliver an Urban Greening Factor of 0.377. The London Plan recommends that boroughs seek an Urban Greening Factor (UGF) target score of 0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development (excluding B2 and B8 uses). In broad terms,

the UGF is an assessment of the amount, type and value of natural environment provided on site as a proportion of the overall site area. The Urban Greening Factor achieved by the development is considered to be broadly in line with the targets set out in Policy G5 of the London Plan (2021).

Subject to the above mentioned conditions, the development would provide sufficient landscaping and trees within the site in accordance with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy G5 of the London Plan (2021).

ECOLOGY

Policy G6 of the London Plan (2021) Part D) states - Development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. This should be informed by the best available ecological information and addressed from the start of the development process.

Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that if development is proposed on or near to a site considered to have features of ecological or geological value, applicants must submit appropriate surveys and assessments to demonstrate that the proposed development will not have unacceptable effects. The development must provide a positive contribution to the protection and enhancement of the site or feature of ecological value.

A Preliminary Ecological Appraisal and a Preliminary Bat Roost Assessment have been submitted in support of the application. The Preliminary Bat Roost Assessment identifies the building as having high potential to support roosting bats. The report recommends at least three dusk emergence surveys to be carried out and if a roost is discovered during these surveys, a licence from Natural England may be required. The additional ecology surveys are recommended to be secured by a suitable condition.

In addition, the Preliminary Ecology Assessment recommends a Construction Ecological Management Plan (CEMP) and a Landscape and Ecology Management Plan (LEMP) are recommended to be secured by a suitable condition.

Subject to the above mentioned conditions, it is considered that the proposed development is unlikely to cause harm to biodiversity and protected species in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy G6 of the London Plan (2021).

7.15 Sustainable waste management

Policy SI 7 (Reducing waste and supporting the circular economy) and Policy D6 (Housing quality and standards) of the London Plan (2021) require developments to be designed with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum, the separate collection of dry recyclables (at least card, paper, mixed plastics, metals, glass) and food.

Policy EM11 of the Hillingdon Local Plan: Part 1 Strategic Policies (2012) states that the council will aim to reduce the amount of waste produced in the borough. To achieve his, the council will require all new developments to address waste management at all stages of a development's life from design and construction through to the end use and activity on site.

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

D) Development proposals should make sufficient provision for well designed internal and external

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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 refuse collection point indicated on the submitted plans is proposed to be located on Potter Street outside the entrance to the residential flats. The quantum of storage proposed as well as the collection arrangements are all considered to be acceptable.

The proposed arrangements will require a management scheme, whereby on collection day, bins are moved to the collection point and then returned to the bin stores once emptied. A condition to secure this arrangement in perpetuity is recommended to be attached in the event of planning permission being granted.

Subject to the above mentioned condition, the development is considered to accord with Policy EM11 of the Hillingdon Local Plan: Part 1 Strategic Policies (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies D6 and SI 7 of the London Plan (2021).

7.16 Renewable energy / Sustainability

Policy SI 2 of the London Plan (2021) states that residential development should achieve at least a 10% improvement beyond Building Regulations 2013.

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the London Plan targets.

Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) sets out that the installation of renewable energy will be encouraged for all new developments.

The design of the development has incorporated renewable energy to reduce carbon emissions. This is provided in the form of 9no Air source heat pumps which would be housed in the plant room on the third floor and Solar PV Panels that would be installed on the roof of the development.

An Energy and sustainability statement has been submitted in support of the application. The report concludes that following the implementation of the three-step Energy Hierarchy, the development will achieve the following:

- 70% overall regulated CO2 reduction against 2021 Part L compliant baseline

- 53% overall regulated CO2 reduction by renewable sources

- 17% overall regulated CO2 reduction by efficiency measures ("Be Lean" stage of the energy hierarchy)

In the event of an approval, a condition is recommended requiring implementation of the energy efficient measures detailed in the report.

Subject to the above mentioned condition, the proposal would be compliant with Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012), Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy SI 2 of the London Plan (2021).

7.17 Flooding or Drainage Issues

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRES\$age 460 Policy SI 13 of the London Plan (2021) Part B) states - Development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should also be a preference for green over grey features, in line with the following drainage hierarchy:

1) rainwater use as a resource (for example rainwater harvesting, blue roofs for irrigation)

2) rainwater infiltration to ground at or close to source

3) rainwater attenuation in green infrastructure features for gradual release (for example green roofs, rain gardens)

- 4) rainwater discharge direct to a watercourse (unless not appropriate)
- 5) controlled rainwater discharge to a surface water sewer or drain
- 6) controlled rainwater discharge to a combined sewer.

Policy DMEI 10 part E) of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that proposals that would fail to make adequate provision for the control and reduction of surface water run-off rates will be refused.

The site lies in a Critical Drainage Area (CDA). Therefore, the surface water from the site entering the sewers should minimised. A Flood Risk Assessment (FRA) and drainage statement (a single document referred to as the report herein) has been submitted in support of the application. In addition, a full SuDS maintenance guidance and a Drainage Design have also been submitted in support of the application.

The report identifies the site as being low risk for fluvial flood risk, overland flood risk, groundwater flood risk, sewerage flood risk and artificial flood risk. In accordance with the Mayor of London's SUDS hierarchy, the report identifies flood mitigation and resilience measures including Water butts, living roofs, water butts, permeable surfaces and tanked storage systems, which are to be included in the final detailed design.

In the event of this application being recommended for approval, the sustainable urban drainage scheme as detailed in the report is recommended to be secured by a suitable condition. Further, an informative would be attached with further guidance on how the applicant can reduce the surface water from the site entering the sewers.

Subject to the above conditions and informative, it is considered that the development would not significantly increase the risk of surface water flooding at the site or elsewhere in compliance with Policy DMEI 10 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy SI 13 of the London Plan (2021).

7.18 Noise or Air Quality Issues

NOISE

Policy D13 of the London Plan (2021) states - C) New noise and other nuisance-generating development proposed close to residential and other noise-sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses.

Policy D14 of the London Plan (2021) states - A) In order to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise by:

1) avoiding significant adverse noise impacts on health and quality of life;

2) reflecting the Agent of Change principle as set out in Policy D13 Agent of Change;

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3) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses.

It is generally accepted that noise emanating from residential properties is lower than commercial premises, and industrial uses are associated with the highest noise profile. With regards to noise generated from the air source heat pumps that are located in the third floor of the building, these would be housed within the plant room and given the separation distance to neighbouring properties, it is considered unlikely that these would generate a significant adverse noise impact that would be harmful on the amenity of the area.

A condition would however be recommended to attached in the event of an approval to ensure that the development would not give rise to significant noise and disturbance to nearby residents by limiting noise levels emitted from any plant, machinery or equipment to acceptable levels.

Subject to the above-mentioned condition, the development would not impact on the amenity of neighbouring occupiers in terms of noise and therefore accords with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policies D13 and D14 of the London Plan (2021).

AIR QUALITY

Policy SI1 of the London Plan (2021) states- B) To tackle poor air quality, protect health and meet legal obligations the following criteria should be addressed: 2) In order to meet the requirements in Part 1, as a minimum: a) development proposals must be at least Air Quality Neutral.

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (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.

An Air Quality Assessment has been carried out which includes a full Air Quality Neutral Assessment. It demonstrates that the proposed development is air quality neutral with respect to building-related emissions, but not transport emissions. The site is located within the Northwood East Air Quality Focus Area. These are areas that require air quality improvements and development therefore needs to be air quality positive.

The proposed development would not be air quality neutral or positive and therefore further action is required to reduce emissions, and these can include off-site mitigation measures. The level of mitigation required to the proposed development for traffic emissions is £28,017 and this would be secured through a legal agreement.

In addition, the Council's Air Quality officer has also recommended relevant conditions to reduce

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRES\$Page 462 operational emissions and manage construction emissions as required by the Mayor of London, to be attached in the event of an approval.

Subject to the above conditions and the entering into of a legal agreement for the required mitigation contribution, the development is considered to be in accordance with Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy SI1 of the London Plan (2021).

7.19 Comments on Public Consultations

Please refer to Section 6 (Consultations).

7.20 Planning obligations

S106 PLANNING OBLIGATIONS AND COMMUNITY INFRASTRUCTURE LEVY (CIL)

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).

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

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

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

The Community Infrastructure Levy Regulations 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF (2023) 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.

On the basis of the NPPF (2023) and the Community Infrastructure Levy Regulation 2010, it is only considered appropriate to request planning obligations relating to the following:

i. Air Quality Contribution: A financial contribution amounting to £28,017 shall be paid to address the air quality impacts of the proposed development;

ii. Travel Plan: A full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such as matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives;

iii. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

In addition, the development, through the creation of new residential units within Use Class C3 would be CIL liable. A relevant informative would be attached in the event of an approval pointing to these obligations.

In this regard, the development accords with the aims of Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), the NPPF (2023) and the Community Infrastructure Levy Regulations (2010).

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

No other issues are 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

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

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

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

The principle of development is considered to be acceptable and would make effective use of an edge of town centre site. The objection made by the local resident has been noted and considered in full. In this instance, as discussed in this report, the development is considered to comply with the development plan.

The overall scale and design of the development are considered to be acceptable and the development would making best use of a brownfield site in accordance with the principles of Policies GG2 and D3 of the London Plan. As a result of the development, there are a number of significant benefits including meeting a local need, providing a high-quality library and improving the visual amenity of the site.

The development would further not lead to any significant harm to the residential amenity of neighbouring residential properties, and the proposed parking provision is considered acceptable and proportionate to the scale of development, with designated bays for disabled vehicles, cycle parking and electric vehicle charging points.

Therefore, having regard to the material considerations and all matters raised, the application is recommended for approval, subject to conditions and an air quality mitigation planning obligation.

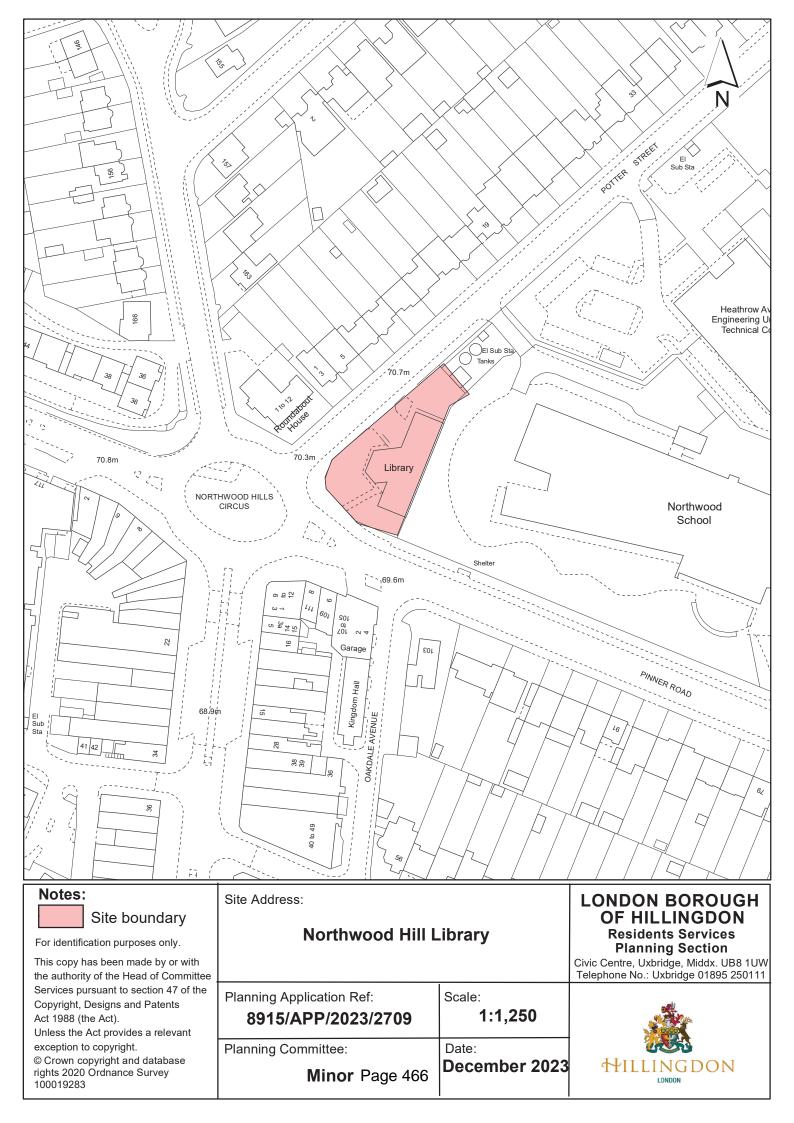
11. Reference Documents

The Local Plan: Part 1 - Strategic Policies (2012) The Local Plan: Part 2 - Development Management Policies (2020) The London Plan (2021) The National Planning Policy Framework (NPPF) (2023)

Contact Officer:Christos ChrysanthouTelephone No:01895 250230

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Agenda Item 16

Report of the Head of Development Management and Building Control

Address: CIVIC CENTRE HIGH STREET UXBRIDGE

- **Development:** Installation of 2no. Air Source Heat Pumps (ASHPs) on the cooling tower roof, 1no. ASHP on the chimney roof with one thermal buffer, and 4no. ASHPS within the service yard surrounded by a 2.1m high, red metal louvre fencing and one thermal buffer. Replacement of existing timber beams and roof covering of the cooling tower roof. Installation of 9 steel beams to reinforce the existing steel frame in the plant room beneath the roof. On the chimney roof, the paving slabs and stilts will be removed to offset the load of the ASHP and thermal buffer on the supporting roof structure.
- LBH Ref Nos: 14805/APP/2023/3035
- **Drawing Nos: Design and Access Statement** 0001 Rev 01 0010 Rev 01 0031 Rev 01 0030 Rev 01 0011 Rev 01 1000 Rev 01 1002 Rev 01 1001 Rev 01 3001 Rev 01 3002 Rev 01 27558-01 P1 27558-02 P1 27558-05 P1 **TER-MA-220 TER-MA-330 TER-MA-440** Plan Date Plans received: 18-10-2023 Date(s) of Amendments(s): Date Application valid 18-10-2023

1. SUMMARY

The application site comprises the Civic Centre on the High Street, Uxbridge. The building is Grade II listed. The application seeks planning permission to install seven no. Air Source Heat Pumps (ASHPs) on the roof and within the service yard, along with 2no. thermal buffers. The ASHPs within

the service yard would be surrounded by 2.1m high, metal louvre fencing and the roof mounted ASHP on the Cooling Tower roof would be facilitated by works to replace existing timber beams and install steels beams to reinforce the relevant part of the roof. The planning application is accompanied by an application for listed building consent (ref. 14805/APP/2023/3037), which - in addition to the above - considers some additional works (secondary glazing to windows and cavity wall insulation) for which planning permission is not required.

The proposal would result in some harm to the designated heritage asset due to the cumulative impact of the different aspects of the proposal, such as the visibility of ASHPs, including proposed ASHP chimney boxing and the louvred fencing in the service yard. However, there is a clear public benefit in the reduction of energy consumption and associated carbon savings that would outweigh the less than substantial harm in this case. No other significant issues are identified and the proposal is considered to comply with the development plan. Consequently, it is recommended that planning permission is granted, subject to the conditions set out below.

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

0001 Rev 01Location Plan 1000 Rev 01Proposed Site Plan 1001 Rev 01Proposed Roof and Ground Plan 1002 Rev 01Proposed Roof and Ground Plan 3001 Rev 01Proposed Elevations 3002 Rev 01Proposed Elevations 27558-01 P1Roof Proposed Steelwork West 27558-02 P1Roof Proposed Steelwork East 27558-05 P1Roof Proposed Steelwork Sections and Details(West Side) TER-MA-220Heat pump TER-MA-330Heat Pump TER-MA-440Heat Pump P40220 FLAT ROOF REMEDIAL REFURBISHMENT SPECIFICATION Design and Access Statement

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

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REASON

To ensure the development complies with the provisions of Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

3. NONSC Non Standard Condition

Full details of the proposed 2.1 metre high louvred red fencing shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun.

The development shall only be carried out in accordance with the details so approved and shall thereafter be retained and maintained as such.

REASON

To preserve the setting of a listed building in accordance with Policy DMHB 2 of the Hillingdon Local Plan Part 2 (2020).

4. NONSC Non Standard Condition

For the lifetime of the development hereby permitted the rating level (LAr) of noise caused by its operation shall not exceed: 40 dB LAr 15 min for any fifteen-minute period between 2300 and 0700, and 50 dB LAr 1 hour for any one-hour period between 0700 and 2300, determined one metre free field external to any window or door of any permanent residential, or equivalently noise sensitive premises, in accordance with 'Methods for rating and assessing industrial and commercial sound' British Standards Institution BS4142 2014.

REASON

To ensure that occupants of existing dwellings would not be exposed to noise caused by the permitted development that would be likely to cause a significant adverse effect on their health and quality of life. This has regard to the guidance set out in 'Guidance on Sound Insulation and Noise Reduction for Buildings' BS8233 2014, with windows open for the purposes of ventilation and cooling.

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).

153 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

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Plan (2021) and national guidance.

()	Service Services
DMEI 10	Water Management, Efficiency and Quality
DMEI 2	Reducing Carbon Emissions
DMEI 9	Management of Flood Risk
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 2	Listed Buildings
DMHB 4	Conservation Areas
DMT 6	Vehicle Parking
DMTC 1	Town Centre Development
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D8	(2021) Public realm
LPP HC1	(2021) Heritage conservation and growth
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF7	NPPF 2021 - Ensuring the vitality of town centres

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises the Civic Centre on the High Street, Uxbridge. The building is Grade II listed.

The Civic Centre is sited on an irregularly-shaped corner plot, between the High Street to the approximate north, and the curving dual-carriageway of Hillingdon Road to the east and south. The building is accessed across a large square which opens up from the High Street. The main entrance is to the south of the square. Behind, the council offices have a diamond-shaped footprint and a stepped profile of three and four storeys, set over a semi-basement car park. To the east of the square, connected behind the main entrance, is a second, more irregularly shaped part of the complex. This contains the council chamber, civic suite and registry office, and also has parking beneath.

The application site is not located within a designated Conservation Area, albeit the Old Uxbridge / Windsor Street Conservation Area lies beyond the Civic Centre to the north. The site lies within the designated Town Centre of Uxbridge.

3.2 Proposed Scheme

The application seeks planning permission for:

i) installation of 2no. Air Source Heat Pumps (ASHPs) on the cooling tower roof;

ii) installation of 1no. ASHP on the chimney roof along with one thermal buffer;

iii) installation of 4no. ASHPS with associated chimneys and boxing, 2.1m high red metal louvre fencing and one thermal buffer within the service yard;

iv) replacement of existing timber beams and roof covering of the cooling tower roof; and

v) installation of 9 steel beams to reinforce the existing steel frame in the plant room beneath the roof.

In addition, on the chimney roof, the paving slabs and stilts will be removed to offset the load of the ASHP and thermal buffer on the supporting roof structure.

The planning application is accompanied by an application for listed building consent (also on this committee agenda) for the proposed external and internal works to the Grade II listed building (ref.14805/APP/2023/3037). The Listed Building Consent application also includes additional works that do not require planning permission, including secondary glazing and cavity wall insulation.

3.3 Relevant Planning History

14805/APP/2023/2336 Civic Centre High Street Uxbridge

The replacement of a failed flat roof covering (behind parapet walls); replacement of defective pv panels on a like-for-like basis. Joinery, brickwork and concrete repairs; the replacement of single glazed Crittall windows with double glazed Crittall windows. Installation of air source heat pumps to service yard, with associated screening, and removal of a suspended ceiling within the function suite, all within the Middlesex Suite.

Decision: 06-10-2023 Approved

14805/APP/2023/2337 Civic Centre High Street Uxbridge

The replacement of a failed flat roof covering (behind parapet walls); replacement of defective pv panels on a like-for-like basis. Joinery, brickwork and concrete repairs; the replacement of single glazed Crittall windows with double glazed Crittall windows. Installation of air source heat pumps to service yard, with associated screening, and removal of a suspended ceiling within the function suite, all within the Middlesex Suite. (Application for Listed Building Consent).

Decision: 06-10-2023 Approved

14805/APP/2023/3037 Civic Centre High Street Uxbridge

Installation of 2no. Air Source Heat Pumps (ASHPs) on the cooling tower roof, 1no. ASHP on the chimney roof with one thermal buffer, and 4no. ASHPS within the service yard surrounded by a 2.1m high, red metal louvre fencing and one thermal buffer. Replacement of existing timber beams and roof covering of the cooling tower roof. Installation of 9 steel beams to reinforce the existing steel frame in the plant room beneath the roof. On the chimney roof, the paving slabs and stilts will be removed to offset the load of the ASHP and thermal buffer on the supporting roof structure. Installation of secondary glazing and cavity wall insulation.

Comment on Relevant Planning History

Relevant history listed 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) The West London Waste Plan (2015) The London Plan (2021)

The National Planning Policy Framework (NPPF) (2023) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Local Plan Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.HE1 (2012) Heritage

PT1.BE1 (2012) Built Environment

Part 2 Policies:

- DMEI 2 Reducing Carbon Emissions
- DMEI 9 Management of Flood Risk
- DMEI 10 Water Management, Efficiency and Quality
- DMHB 1 Heritage Assets
- DMHB 2 Listed Buildings
- DMHB 4 Conservation Areas

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- DMHB 11 Design of New Development
- DMHB 12 Streets and Public Realm
- DMHB 14 Trees and Landscaping
- DMTC 1 Town Centre Development
- DMT 6 Vehicle Parking
- NPPF2 NPPF 2021 Achieving sustainable development
- NPPF4 NPPF 2021 Decision-Making
- NPPF7 NPPF 2021 Ensuring the vitality of town centres
- NPPF12 NPPF 2021 Achieving well-designed places
- NPPF16 NPPF 2021 Conserving & enhancing the historic environment
- LPP HC1 (2021) Heritage conservation and growth
- LPP D3 (2021) Optimising site capacity through the design-led approach
- LPP D8 (2021) Public realm

5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date: 26th November 2023
- 5.2 Site Notice Expiry Date: Not applicable

6. Consultations

External Consultees

81 neighbouring properties and The Mall Pavilions were consulted by letter dated 23rd of October 2023, which expired on the 13th of November 2023. The site and press notices expire on 29th of November and 26th of November, respectively. No representations have been received to date. Any representations received following the publication of the report will be reported in an addendum.

Internal Consultees

The Council's Conservation Officer, Highways Officer, Access Officer, Energy Officer and Noise Officer were consulted on 23rd of October 2023. Their comments are summarised below:

ACCESS OFFICER

I have considered the detail of this planning application and consider this proposal to have no impact on accessibility.

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HIGHWAYS

There are no envisaged highway related implications associated with the proposal. Any associated construction traffic would be expected to be contained within the Civic complex so no further demands need to be imposed.

CONSERVATION OFFICER ASHPs

There will be four ASHPs in the service yard, two on the cooling tower flat roof and one on the chimney flat roof of the Civic Centre.

The service yard retains its original utilitarian character and currently has a generator in the vicinity of the proposed location of the ASHPs. The context is therefore already formed by the operational needs of the building and is an appropriate location for the ASHPs and is generally screened from public view, with the exception of the footpath along the wall on the west side and the adjacent tall buildings.

However, the service yard's enclosed character means that cold air generated by the ASHPs necessitates the installation of chimneys up to 5.2 metres in height to remove the cold air away from the area to ensure the ASHPs function effectively. The ASHPs are very large and when combined with the 5.2 metre height the combination will have a clear visual impact from within the yard as well as the limited views from the public sphere. There will be less than substantial harm to the setting of the listed building which will need to be balanced by the public benefits of the proposal in line with NPPF 202. The level of harm is considered to be at the lower end, due to the well screened location, limited visibility from the public sphere and the mitigating impact of moving the bins into the basement car park and the lowred fence around the ASHPs.

The cooling tower is the tallest point of the Civic Centre and is effectively the rectangular flat roof of a plant room with a low surrounding parapet wall. There will be two ASHPs which will be visible in close up views but is partly obscured by the complex surrounding roof profiles, their impact will be reduced by setting them back from the edge and the existing low parapet wall. They will be seen more clearly in longer views from the surrounding area.

In addition to their visual impact, there will be a direct impact on the historic fabric as structural works are necessary to support the ASHPs. The existing timber beams which have rotted will be replaced by nine new steel beams added to the existing steel structure, seven in the plant room below and two on the surface. There will also be an entirely new flat roof system.

There will also be less than substantial harm to the listed building with this aspect of the proposal due to the visibility of the ASHPs in this location and the direct impact on the historic fabric which will also need to be balanced against the public benefits inline with NPPF 202.

The final ASHP will be on the chimney roof at the front of the building. To avoid the structural works necessary on the Cooling Tower roof, in order to lighten the load the paving slabs and stilts will be removed. This will be acceptable but there will be fleeting views of the ASHP from below and in longer views. This has the lowest impact of the proposal for the ASHPs

Secondary Glazing

The Civic Centre retains its wooden single glazed original windows in the Johnson-Marshall building and Critall windows on the 1930s Middlesex Suite. It is proposed to install secondary glazing into the reveals of all of the windows in the 1970s building and some of the windows in the Middlesex Suite (the rest will have replacement Critall double glazed windows). The windows vary but the majority on the floors above ground

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRES\$Page 474 level are square with bisecting glazing bars creating four lights. The vertical glazing bars would be carefully aligned with the existing windows and the visual impact is likely to be fairly negligible. The frames will be white to harmonise with the internal decoration rather than the window behind.

The secondary glazing would be reversible and allow the original windows to be preserved. Secondary glazing has the least direct impact on historic fabric and is highly effective in reducing heat loss. No objection.

Cavity wall insulation

This will involve the injection of white wool cavity wall insulation into the mortar joints of the walls at regular intervals. The holes will then be infilled with matching mortar. Provided the mortar matches existing over time, this will have no visible impact on the significance of the listed building.

4.Conclusion

The proposal to introduce secondary glazing and cavity wall insulation is acceptable.

The proposal for the ASHPs involves a degree of harm to the listed building and its setting. The harm is less than substantial and will need to be offset against the public benefits (as required by the NPPF 202 test) of the scheme to reduce energy consumption and lower the cost and carbon emissions at the Civic Centre.

-If approved a condition requiring the infilled mortar to match existing is suggested

PLANNING OFFICER COMMENT

The above mentioned condition has been included within the Officer's recommendation for the associated Listed Building Consent application, as it relates to works which solely require Listed Building Consent.

ENERGY OFFICER

The proposals will make a significant reduction to the use of gas at the Civic Centre and consequently provide a major saving in carbon emissions. The report does not appear to explain what the carbon footprint would be from switching from gas based heating, to electricity based heating (i.e. through the air source heat pumps) but the expectation would still be that it is much lower. No monitoring proposals have been provided but it will be anticipated that this will be secured through Council operations. This would only be a planning matter if there was a marginal on balance positive decision which requires careful monitoring of the benefits to ensure they offset any harm. If this is the case, then an energy monitoring condition should be considered. However, given the unlikely significant harm then I would suggest that this is not required through the planning system.

PLANNING OFFICER COMMENT

The Energy Officer's comments are noted and agreed. The balance of harm and public benefits is discussed within the main body of this report and it is agreed with the Energy Officer that an energy monitoring condition is not necessary in this case.

NOISE OFFICER

Sufficient information has been provided by the Applicant to make a recommendation with respect to noise. It is recommended that no objection is made on noise grounds subject to the inclusion of suitable conditions which should be met based on the design information provided and considering measurement and prediction uncertainty. Hence: 'For the lifetime of the development hereby permitted the rating level (LAr) of noise caused by its operation shall not exceed: 40 dB LAr 15 min for any fifteen-minute period

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between 2300 and 0700, and 50 dB LAr 1 hour for any one-hour period between 0700 and 2300, determined one metre free field external to any window or door of any permanent residential, or equivalently noise sensitive premises, in accordance with 'Methods for rating and assessing industrial and commercial sound' British Standards Institution BS4142 2014.' Reason To ensure that occupants of existing dwellings would not be exposed to noise caused by the permitted development that would be likely to cause a significant adverse effect on their health and quality of life. This has regard to the guidance set out in 'Guidance on Sound Insulation and Noise Reduction for Buildings' BS8233 2014, with windows open for the purposes of ventilation and cooling.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located in the developed area of the Borough, within the designated Town Centre. The proposals relate to the Civic Centre and the improvement of a public building to increase energy efficiency. The proposed alterations and replacements are considered acceptable in principle subject to compliance with other relevant policies as set out in this report.

7.02 Density of the proposed development

Not applicable.

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

The impacts on the listed building and the appearance of the area are addressed in section 7.07 of this report.

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

This section of the report considers the impact of the proposals on the street scene and character of the area, including the impact on heritage assets.

POLICY CONTEXT:

Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, imposes a statutory duty on Local Planning Authorities requiring that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

The NPPF at Chapter 16, places great importance on the protection of heritage assets. Of particular relevance to this development proposal are the following two paragraphs:

'199. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRES\$age 476 asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.'

'202. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.'

Policy HC1 of the London Plan (2021) states, inter alia, that 'development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.'

Policy HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that the Council will conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape (including locally and statutorily Listed Buildings, Conservation Areas, Areas of Special Local Character and Archaeological Priority Zones and Areas), and encourage the reuse, modification and regeneration of historic assets.

Policy DMHB 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that the Council will expect development proposals to avoid harm to the historic environment and to prevent the loss of significance or harm to the character, appearance and setting of heritage assets.

Policy DMHB 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) will only permit developments that retain the significance and value of Listed Buildings whilst being appropriate in terms of the fabric, historic integrity, spatial quality and layout of the building. In addition, any alterations or additions to a Listed Building should be sympathetic in terms of scale, proportion, detailed design, materials and workmanship.

ASSESSMENT:

The proposal is part of a broader scheme of carbon reduction of the Civic Centre as part of the London Borough of Hillingdon's 2030 Net Zero Carbon commitment.

As noted previously, the proposal would involve the installation of four ASHPs in the service yard, two on the cooling tower flat roof and one on the chimney flat roof of the Civic Centre.

The service yard retains its original utilitarian character and currently has a generator in the vicinity of the proposed location of the ASHPs. The context is therefore already formed by the operational needs of the building and is an appropriate location for the ASHPs and is generally screened from public view, with the exception of the footpath along the wall on the west side and the adjacent tall buildings. The ASHPs are large and when combined with the proposed 5.2 metre height of the chimney screening, the combination will have a clear visual impact from within the yard as well as more limited views from the public sphere.

The two ASHPs located on the cooling tower would be visible in close up views, but as noted by the Council's Conservation Officer, they would be partly obscured by the complex surrounding roof profiles, and their impact would be reduced by the set back from the roof edge and the existing low

parapet wall. They would however be seen more clearly in longer views from the surrounding area.

The final ASHP would be on the chimney roof at the front of the building. To avoid the structural works necessary on the Cooling Tower roof, in order to lighten the load, the paving slabs and stilts are proposed to be removed. It is considered that this would be acceptable and there would only be fleeting views of the ASHP from below and in longer views. This element of the scheme is considered to have the lowest impact of the proposals for the ASHPs.

The application also proposes the replacement of existing timber beams and roof covering of the cooling tower roof, installation of 9 steel beams to reinforce the existing steel frame in the plant room beneath the roof and works on the chimney roof to remove paving slabs and stilts to offset the load of the ASHP and thermal buffer on the supporting roof structure, with a new flat roof system. This would be a direct impact on the historic fabric, as structural works are necessary to support the ASHPs.

The elements of the scheme that require only Listed Building Consent (not planning permission) are considered separately in the report for application reference 14805/APP/2023/3037.

It is considered that cumulatively, the proposals would result in some harm to the fabric and setting of the grade II listed building, in particular, as a result of the structural alterations to the roofs described above, which are necessary to provide appropriate strength to support the ASHP,s as well as from the visibility of the ASHPs, including the 5.2m high chimney screening and the louvred fencing. The applicant has worked with Officers (including the Council's Conservation Officer) in order to minimise the impact of the proposals on the building and its setting. It is concluded that the resulting harm would be 'less than substantial' at the lower end of the spectrum, requiring the NPPF paragraph 202 test (detailed above) to be applied. It is considered that there is a clear public benefit in the reduction of energy consumption, the associated reduction in carbon emissions and greater efficiencies in maintaining the public building. It is considered that the clear public benefits outweigh the identified less than substantial harm in this case.

The proposed works would be visible from the public realm, however they would not be unduly prominent and for the reasons explained above, it is considered that the impact on the streetscene and character and appearance of the area would be acceptable. Given the location of the proposed works, it is considered that there would be no harm to the significance of the nearby designated Conservation Area.

Having regard to the above, it is considered that the proposal would have an acceptable impact on the character and appearance of the area and that the less than substantial harm caused to the fabric and setting of the Grade II listed building would be outweighed by the public benefits of the scheme. Consequently, the proposal is considered to accord with Policies HE1 and BE1 of the Hillingdon Local Plan Part 1 (November 2012), Policies DMHB 1, DMHB 2, DMHB 4, DMHB 11 and DMHB 12 of the Hillingdon Local Plan Part Two - Development Management Policies (January 2020), Policies D3 and HC1 of the London Plan, and Chapters 12 and 16 of the National Planning Policy Framework (2023).

7.08 Impact on neighbours

Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) states that all new development should seek to protect the amenity of surrounding land and buildings, particularly residential properties.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight

of adjacent properties and open space.

Given the nature of the proposal and the separation from residential properties, it is considered that the proposal would not adversely affect the amenities of neighbouring occupiers, subject to the inclusion of the planning condition recommended by the Council's Noise Officer. This has been included within the recommendation at section 2 of this report. With the imposition of this condition, it is considered that the proposal accords with Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

7.09 Living conditions for future occupiers

Not applicable.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The parking provision and traffic generation would remain unaffected by the proposal, in accordance with Policy DMT 6 of the Hillingdon Local Plan Part 2: Development Management Policies (2020). Furthermore, the Highways Officer has no objections to the proposal.

7.11 Urban design, access and security

Discussed where relevant in other sections of this report.

7.12 Disabled access

It is noted that the Council's Access Officer raises no objections to the proposal. No access issues are considered to be raised.

7.13 Provision of affordable & special needs housing

Not applicable.

7.14 Trees, landscaping and Ecology

Not applicable.

7.15 Sustainable waste management

Not applicable.

7.16 Renewable energy / Sustainability

The proposal would make a positive contribution in terms of sustainability, as it would improve the energy efficiency of the Civic Centre.

7.17 Flooding or Drainage Issues

Not applicable.

7.18 Noise or Air Quality Issues

No significant air quality issues are considered to be raised having regard to the nature of the proposals. It is noted that the proposals will have a positive impact on the energy efficiency of the building, resulting in carbon emission reductions.

Noise has been discussed at section 7.08 of this report (above).

7.19 Comments on Public Consultations

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRESSPage 479 None received.

7.20 Planning obligations

Not applicable.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

No other significant issues are raised having regard to the nature of the proposed works.

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

Hillingdon Planning Committee - 6th December 2023 PART 1 - MEMBERS, PUBLIC & PRES\$age 480 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

For the reasons set out in this report, it is considered that the proposed development complies with the Development Plan. Accordingly, the application is recommended for approval, subject to the conditions set out in section 2 of the report.

11. Reference Documents

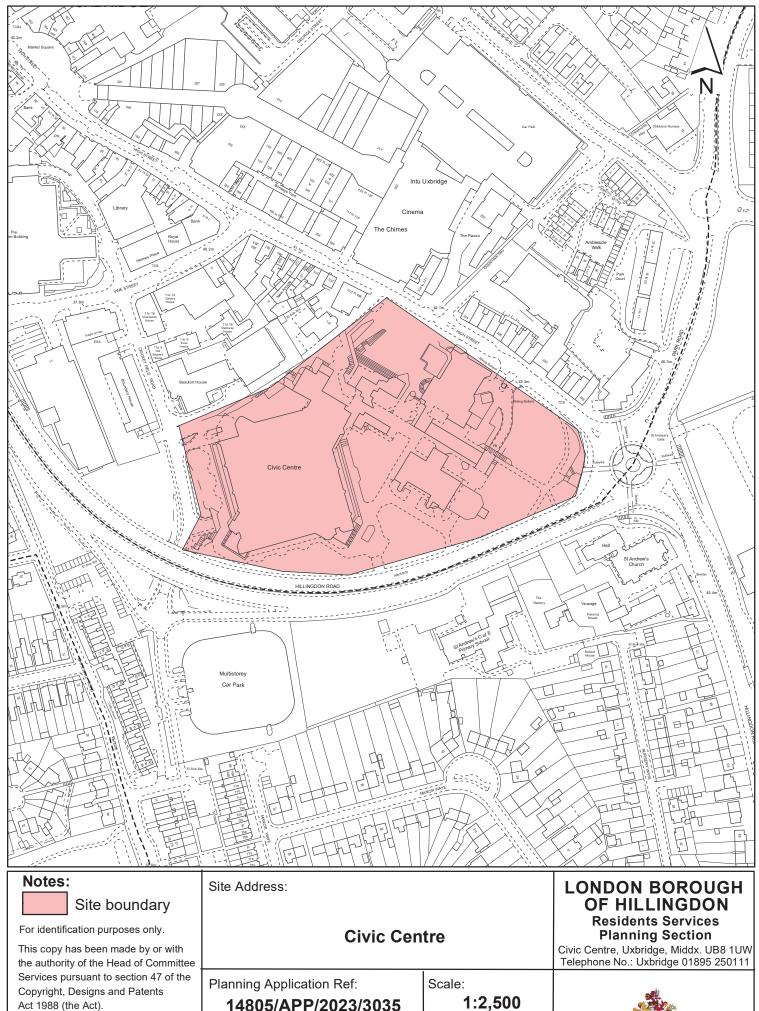
Hillingdon Local Plan: Part One - Strategic Policies (November 2012) Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) The London Plan (2021) National Planning Policy Framework (2023)

Contact Officer:

Emilie Bateman

Telephone No:

01895 250230



Planning Application Ref: 14805/APP/2023/3035	Scale: 1:2,500
Planning Committee:	Date:
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Agenda Item 17

Report of the Head of Development Management and Building Control

Address: CIVIC CENTRE HIGH STREET UXBRIDGE

- **Development:** Installation of 2no. Air Source Heat Pumps (ASHPs) on the cooling tower roof, 1no. ASHP on the chimney roof with one thermal buffer, and 4no. ASHPS within the service yard surrounded by a 2.1m high, red metal louvre fencing and one thermal buffer. Replacement of existing timber beams and roof covering of the cooling tower roof. Installation of 9 steel beams to reinforce the existing steel frame in the plant room beneath the roof. On the chimney roof, the paving slabs and stilts will be removed to offset the load of the ASHP and thermal buffer on the supporting roof structure. Installation of secondary glazing and cavity wall insulation.
- LBH Ref Nos: 14805/APP/2023/3037

Drawing Nos: Design and Access Statement 0001 Rev 01 0010 Rev 01 0011 Rev 01

> 0030 Rev 01 0031 Rev 01 1000 Rev 01 1001 Rev 01

1002 Rev 01

3001 Rev 01

3002 Rev 01 27558-01 P1

27558-02 P1

27558-05 P1

CT/E/72538 (Type 1 to 17)

TER-MA-220

TER-MA-330 Plan

TER-MA-440

Cavity Wall Insulation Install Process P40220

Date Plans received:18-10-2023Date(s) of Amendments(s):

Date Application valid 18-10-2023

RECOMMENDATION: GRANT Listed Building Consent Subject to conditions

1. CONSIDERATIONS

1.1 Site and Locality

The application site comprises the Civic Centre on the High Street, Uxbridge. The building is Grade II listed.

The Civic Centre is sited on an irregularly-shaped corner plot, between the High Street to the approximate north, and the curving dual-carriageway of Hillingdon Road to the east and south. The building is accessed across a large square which opens up from the High Street. The main entrance is to the south of the square. Behind, the council offices have a diamond-shaped footprint and a stepped profile of three and four storeys, set over a semi-basement car park. To the east of the square, connected behind the main entrance, is a second, more irregularly shaped part of the complex. This contains the council chamber, civic suite and registry office, and also has parking beneath.

The application site is not located within a designated Conservation Area, albeit the Old Uxbridge / Windsor Street Conservation Area lies beyond the Civic Centre to the north. The site lies within the designated Town Centre of Uxbridge.

1.2 Proposed Scheme

This application seeks listed building consent for:

i)installation of 2no. Air Source Heat Pumps (ASHPs) on the cooling tower roof;
ii)Installation of 1no. ASHP on the chimney roof along with one thermal buffer;
iii)replacement of existing timber beams and roof covering of the cooling tower roof;
iv)installation of 9 steel beams to reinforce the existing steel frame in the plant room beneath the roof;
v)secondary glazing; and
vi)cavity wall insulation.

In addition, on the chimney roof, the paving slabs and stilts will be removed to offset the load of the ASHP and thermal buffer on the supporting roof structure.

This application for Listed Building Consent is accompanied by an application for full planning permission for relevant works which require planning permission (ref.14805/APP/2023/3035). The planning application also considers the proposed siting of air source heat pumps (ASHPs) within the service yard surrounded by 2.1m high red metal louvre fence and one thermal buffer.

1.3 Relevant Planning History

14805/APP/2023/3035 CIVIC CENTRE HIGH STREET

Installation of 2no. Air Source Heat Pumps (ASHPs) on the cooling tower roof, 1no. ASHP on the chimney roof with one thermal buffer, and 4no. ASHPS within the service yard surrounded by a 2.1, red metal louvre fencing and one thermal buffer. Replacement of existing timber beams and roof covering of the cooling tower roof. Installation of 9 steel beams to reinforce the existing steel frame in the plant room beneath the roof. On the chimney roof, the paving slabs and stilts will be removed to offset the load of the ASHP and thermal buffer on the supporting roof structure.

Appeal:

Appeal:

14805/APP/2023/2337 CIVIC CENTRE HIGH STREET

The replacement of a failed flat roof covering (behind parapet walls); replacement of defective pv panels on a like-for-like basis. Joinery, brickwork and concrete repairs; the replacement of single glazed Crittall windows with double glazed Crittall windows. Installation of air source heat pumps to service yard, with associated screening, and removal of a suspended ceiling within the function suite, all within the Middlesex Suite. (Application for Listed Building Consent).

Decision: 06-10-23 Approved

14805/APP/2023/2336 CIVIC CENTRE HIGH STREET

The replacement of a failed flat roof covering (behind parapet walls); replacement of defective pv panels on a like-for-like basis. Joinery, brickwork and concrete repairs; the replacement of single glazed Crittall windows with double glazed Crittall windows. Installation of air source heat pumps to service yard, with associated screening, and removal of a suspended ceiling within the function suite, all within the Middlesex Suite.

Decision: 06-10-23 Approved

Appeal:

Comment on Planning History

Relevant history listed above.

2. Advertisement and Site Notice

- 2.1 Advertisement Expiry Date: Not Applicable
- 2.2 Site Notice Expiry Date: Not Applicable

3. Comments on Public Consultations

EXTERNAL CONSULTEES

84 neighbouring properties were consulted by letter dated 23rd of October 2023, which expired on the 13th of November 2023. The site and press notices expire on 29th of November and 26th of November, respectively. No representations have been received to date. Any representations received following the publication of the report will be reported in an addendum.

INTERNAL CONSULTEES

The Council's Conservation Officer was consulted on 23rd of October 2023. Their comments are summarised below:

CONSERVATION OFFICER

ASHPs

There will be four ASHPs in the service yard, two on the cooling tower flat roof and one on the chimney flat roof of the Civic Centre.

The service yard retains its original utilitarian character and currently has a generator in the vicinity of the proposed location of the ASHPs. The context is therefore already formed by the operational needs of the building and is an appropriate location for the ASHPs and is generally screened from public view, with the exception of the footpath along the wall on the west side and the adjacent tall buildings.

However, the service yard's enclosed character means that cold air generated by the ASHPs necessitates the installation of chimneys up to 5.2 metres in height to remove the cold air away from the area to ensure the ASHPs function effectively. The ASHPs are very large and when combined with the 5.2 metre height the combination will have a clear visual impact from within the yard as well as the limited views from the public sphere. There will be less than substantial harm to the setting of the listed building which will need to be balanced by the public benefits of the proposal in line with NPPF 202. The level of harm is considered to be at the lower end, due to the well screened location, limited visibility from the public sphere and the mitigating impact of moving the bins into the basement car park and the louvred fence around the ASHPs.

The cooling tower is the tallest point of the Civic Centre and is effectively the rectangular flat roof of a plant room with a low surrounding parapet wall. There will be two ASHPs which will be visible in close up views but is partly obscured by the complex surrounding roof profiles, their impact will be reduced by setting them back from the edge and the existing low parapet wall. They will be seen more clearly in longer views from the surrounding area.

In addition to their visual impact, there will be a direct impact on the historic fabric as structural works are necessary to support the ASHPs. The existing timber beams which have rotted will be replaced by nine new steel beams added to the existing steel structure, seven in the plant room below and two on the surface. There will also be an entirely new flat roof system.

There will also be less than substantial harm to the listed building with this aspect of the proposal due to the visibility of the ASHPs in this location and the direct impact on the historic fabric which will also need to be balanced against the public benefits inline with NPPF 202.

The final ASHP will be on the chimney roof at the front of the building. To avoid the structural works necessary on the Cooling Tower roof, in order to lighten the load the paving slabs and stilts will be removed. This will be acceptable but there will be fleeting views of the ASHP from below and in longer views. This has the lowest impact of the proposal for the ASHPs

Secondary Glazing

The Civic Centre retains its wooden single glazed original windows in the Johnson-Marshall building and Critall windows on the 1930s Middlesex Suite. It is proposed to install secondary glazing into the reveals of all of the windows in the 1970s building and some of the windows in the Middlesex Suite (the rest will have replacement Critall double glazed windows). The windows vary but the majority on the floors above ground level are square with bisecting glazing bars creating four lights. The vertical glazing bars would be carefully aligned with the existing windows and the visual impact is likely to be fairly negligible. The frames will be white to harmonise with the internal decoration rather than the window behind.

The secondary glazing would be reversible and allow the original windows to be preserved. Secondary glazing has the least direct impact on historic fabric and is highly effective in reducing heat loss. No objection.

Cavity wall insulation

This will involve the injection of white wool cavity wall insulation into the mortar joints of the walls at regular intervals. The holes will then be infilled with matching mortar. Provided the mortar matches existing over time, this will have no visible impact on the significance of the listed building.

4.Conclusion

The proposal to introduce secondary glazing and cavity wall insulation is acceptable.

The proposal for the ASHPs involves a degree of harm to the listed building and its setting. The harm is less than substantial and will need to be offset against the public benefits (as required by the NPPF 202 test) of the scheme to reduce energy consumption and lower the cost and carbon emissions at the Civic Centre.

-If approved a condition requiring the infilled mortar to match existing is suggested

PLANNING OFFICER COMMENT

The above mentioned condition has been included within the Officer's recommendation at section 6 of this report.

4. Local Plan Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.HE1 (2012) Heritage

Part 2 Policies:

DMHB 1	Heritage Assets
DMHB 2	Listed Buildings
LPP HC1	(2021) Heritage conservation and growth
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment

5. MAIN PLANNING ISSUES

The main considerations are the impact of the proposal on the significance of the Grade II Listed Building, including its fabric and setting.

POLICY CONTEXT:

Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that: 'In considering whether to grant listed building consent for any works the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.'

The NPPF at Chapter 16, places great importance on the protection of heritage assets. Of particular relevance to this proposal are the following two paragraphs:

'199. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.'

'202. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.'

Policy HC1 of the London Plan (2021) states, inter alia, that 'development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.'

Policy HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that the Council will conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape (including locally and statutorily Listed Buildings, Conservation Areas, Areas of Special Local Character and Archaeological Priority Zones and Areas), and encourage the reuse, modification and regeneration of historic assets.

Policy DMHB 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that the Council will expect development proposals to avoid harm to the historic environment and to prevent the loss of significance or harm to the character, appearance and setting of heritage assets.

Policy DMHB 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) will only permit developments that retain the significance and value of Listed Buildings whilst being appropriate in terms of the fabric, historic integrity, spatial quality and layout of the building. In addition, any alterations or additions to a Listed Building should be sympathetic in terms of scale, proportion, detailed design, materials and workmanship.

ASSESSMENT:

Air Source Heat Pumps (ASHPs)

It is proposed to install two Air Source Heat Pumps (ASHPs) on the cooling tower flat roof and one on the chimney flat roof of the Civic Centre.

The cooling tower is the tallest point of the Civic Centre and is effectively the rectangular flat roof of a plant room with a low surrounding parapet wall. As noted by the Council's Conservation Officer, the two ASHPs would be visible in close up views, although would be partly obscured by the complex surrounding roof profiles. Their impact would be reduced by the set back from the roof edge and the existing low parapet wall. They would however be seen more clearly in longer views from the

surrounding area.

In addition to their visual impact, there would be a direct impact on the historic fabric, as structural works would be necessary to support the ASHPs. The existing timber beams have rotted and it is proposed that these are replaced by nine new steel beams being added to the existing steel structure, seven in the plant room below and two on the surface. There would also be an entirely new flat roof system.

It is considered that this aspect of the proposal would result in less than substantial harm to the listed building, as a result of the visibility of the ASHPs in this location and the direct impact on the historic fabric.

The other ASHP is proposed to be installed on the chimney roof at the front of the building. To avoid the structural works necessary on the Cooling Tower roof, the paving slabs and stilts are proposed to be removed. This is considered acceptable, however it is noted that there would be fleeting views of the ASHP from below and in longer views. This element of the scheme is considered to have the lowest impact out of the proposals for the ASHPs.

As noted previously, 4no. ASHPs are also proposed to be installed within the service yard, however those are considered separately in the associated planning application.

Secondary Glazing

The Civic Centre retains its wooden single glazed original windows in the Johnson-Marshall building and Critall windows on the 1930s Middlesex Suite. It is proposed to install secondary glazing into the reveals of all of the windows in the 1970s building and some of the windows in the Middlesex Suite. The Council's Conservation Officer advises that the windows vary but the majority on the floors above ground level are square with bisecting glazing bars creating four lights. The vertical glazing bars would be carefully aligned with the existing windows and it is considered that the visual impact would likely be fairly negligible. The frames of the secondary glazing are proposed to be white to harmonise with the internal decoration, rather than the window behind.

As noted by the Council's Conservation Officer, the secondary glazing would be reversible and would allow the original windows to be preserved. Secondary glazing also has the least direct impact on historic fabric and is highly effective in reducing heat loss.

Cavity wall insulation

It is proposed to implement cavity wall insulation by injecting white wool cavity wall insulation into the mortar joints of the walls at regular intervals. The holes would then be infilled with matching mortar. The Council's Conservation Officer has advised that provided the mortar matches the existing over time, the proposal will have no visible impact on the significance of the listed building. A condition to ensure matching mortar has been added to the recommendation at section 6 of this Committee report.

The applicant has worked with Officers (including the Council's Conservation Officer) in order to minimise the impact of the proposals on the building and its setting. It is concluded that the resulting harm would be 'less than substantial' at the lower end of the spectrum, requiring the NPPF paragraph 202 test (detailed above) to be applied. It is considered that there is a clear public benefit in the reduction of energy consumption, the associated reduction in carbon emissions and greater efficiencies in maintaining the public building. It is considered that the clear public benefits outweigh the identified less than substantial harm in this case.

Given the location of the proposed works, it is considered that there would be no harm to the significance of the nearby designated Conservation Area.

Having regard to the above, it is considered that the proposal would have an acceptable impact on the fabric, setting and significance of the Grade II listed building. The less than substantial harm that would arise would be outweighed by the public benefits of the scheme. Consequently, the proposal is considered to accord with Policy HE1 of the Hillingdon Local Plan Part 1 (November 2012), Policies DMHB 1 and DMHB 2 of the Hillingdon Local Plan Part Two - Development Management Policies (January 2020), Policy HC1 of the London Plan, and Chapter 16 of the National Planning Policy Framework (2023).

6. **RECOMMENDATION**

APPROVAL subject to the following:

1. LB1 Time Limit (3 years) - Listed Building Consent

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

REASON

To comply with Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990, to prevent the accumulation of unimplemented listed building consents and to enable the Local Planning Authority to review the situation at the end of this period if the development has not begun.

2. RES4 Accordance with Approved Plans

The works hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans

0001 Rev 01Location Plan 1000 Rev 01Proposed Site Plan 1001 Rev 01Proposed Roof and Ground Plan 1002 Rev 01Proposed Roof and Ground Plan 3001 Rev 01Proposed Elevations 3002 Rev 01Proposed Elevations 27558-01 P1Roof Proposed Steelwork West 27558-02 P1Roof Proposed Steelwork East 27558-05 P1Roof Proposed Steelwork Sections and Details(West Side) CT/E/72538Existing floor plans showing proposed window replacement details TER-MA-220Heat pump **TER-MA-330Heat Pump** TER-MA-440Heat Pump CT/E/72538Secondary Glazing Treatments Type 1 to 17 P40220 FLAT ROOF REMEDIAL REFURBISHMENT SPECIFICATION **Design and Access Statement Cavity Wall Insulation Install Process**

and shall thereafter be retained/maintained for as long as the works remain in existence.

REASON

To ensure the works comply with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

3. LB10 Mortar (Listed Buildings)

The infilled mortar used in the construction of the works hereby permitted shall match the mortar used in the existing building and shall thereafter be retained as such.

REASON

To preserve and safeguard the character and appearance of the Listed building in accordance with Hillingdon's Local Plan: Part 1 Policy HE1 (November 2012), Local Plan: Part 2 policies DMHB 1, and 2 (January 2020), the London Plan (2021) and the Planning (Listed Buildings and Conservation Areas) Act 1990.

4. LB10 Internal and External Finishes (Listed Buildings)

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

REASON

To preserve and safeguard the character and appearance of the Listed building in accordance with Hillingdon's Local Plan: Part 1 Policy HE1 (November 2012), Local Plan: Part 2 policies DMHB 1, and 2 (January 2020), the London Plan (2021) and the Planning (Listed Buildings and Conservation Areas) Act 1990.

5. LB2 Making good of any damage

During works the existing building including fixtures, fittings and features would need to be appropriately safeguarded. Any damage or disturbance caused to the building in execution of the works shall be made good to the satisfaction of the Local Planning Authority within six months of the works being completed.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policies DMHB 1 and DMHB 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

INFORMATIVES

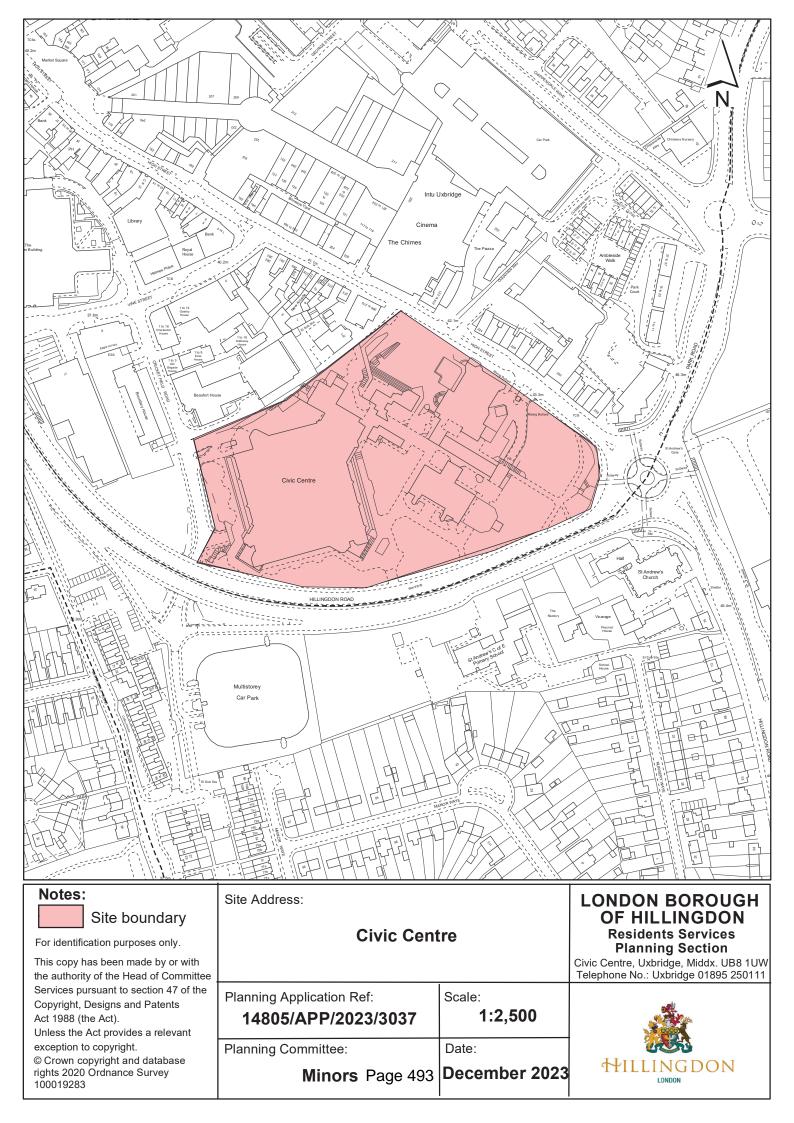
- 1. The decision to GRANT Listed Building Consent has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).
- 2. You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

I53 The decision to GRANT Listed Building Consent 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 (2021) and national guidance.

DMHB 1	Heritage Assets
DMHB 2	Listed Buildings
LPP HC1	(2021) Heritage conservation and growth
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment

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