



HILLINGDON
LONDON



Hillingdon Planning Committee

To Councillors on the Committee

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

Date: THURSDAY 11 APRIL 2024

Time: 7.00 PM

Venue: COMMITTEE ROOM 5 -
CIVIC CENTRE

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

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



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Putting our residents first

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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: [Hillingdon London](https://www.youtube.com/channel/UC...). 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

1. 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 cannot take into account issues which are not planning considerations such as the effect of a development upon the value of surrounding properties, nor the loss of a view (which in itself is not sufficient ground for refusal of permission), nor a subjective opinion relating to the design of the property. When making a decision to refuse an application, the Committee will be asked to provide detailed reasons for refusal based on material planning considerations.
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 - 12
- 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

6	Willowtree Marina 46463/APP/2023/2279	Yeading	Conversion of the first floor and loft space to create 3 x 2-bed and 1 x 1- bed flats with ground floor extension for relocation of existing Chandlery Recommendations: Approval	13 – 46 168- 177
7	34, 36, 38 Green Lane 77897/APP/2023/2663	Northwood	Partial demolition of ground floor space to the rear of number 38, and amalgamation of number 36/38 to form a larger and more coherent retail unit on the ground floor. Partial demolition of ground floor space to the rear of number 34 to facilitate the erection of a single storey E-Use workshop building. New external staircase to retained upper floor residential units. Shop front to retail to remain as existing. Recommendations: Approval	47 – 68 178 – 199
8	90 Long Lane 8905/APP/2023/2419	Ickenham & South Harefield	Demolition of the existing detached, single dwelling and the erection of a building consisting of 9 no. two-bedroom flats, with associated parking and amenities. Recommendations: Refusal	69 – 102 200 – 211

Applications without a Petition

9	Meadow High School 3348/APP/2024/74	Yiewsley	Temporary redevelopment of the site to provide a single storey temporary modular classroom (Use Class F1) Recommendations: Approval	103 – 130 212 – 221
10	Former Garages Site Rear of Sullivan Crescent 60653/APP/2024/295	Harefield Village	Variation of Condition 2 (Approved Plans) of planning permission ref. 60653/APP/2022/531, dated 10-03-23 (Erection of no. 4 x two storey terraced houses and no.2 x two storey semi-detached houses, with associated car parking and landscaping works) to alter footprint and design of Plot 5 to accommodate fully accessible dwelling to meet M4(3) technical specification. Recommendations: Approval	131 – 160 222 – 227

Minutes

HILLINGDON PLANNING COMMITTEE

14 March 2024

Meeting held at Committee Room 5 - Civic Centre



	<p>Committee Members Present: Councillors: Farhad Choubedar Darran Davies Elizabeth Garelick Henry Higgins (Chair) Gursharan Mand Jagjit Singh</p> <p>LBH Officers Present: Eoin Concannon, Area Team Leader Katie Crosbie, Planning Team Leader Ed Laughton, Principal Planning Officer Liz Penny, Democratic Services Officer Haydon Richardson, Principal Planning Officer Dr Alan Tilly, Transport Planning and Development Manager James Walsh, Legal Advisor</p>
58.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor Roy Chamdal with Councillor Farhad Choubedar substituting.</p>
59.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Councillor Adam Bennett declared a non-pecuniary interest in item 9 (Dyson Drive) as he lived in an adjacent road. He confirmed that he would leave the room while this item was being considered and would not vote on the item.</p>
60.	<p>TO RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>RESOLVED: That the minutes of the meeting dated 14 February 2024 be agreed as an accurate record.</p>
61.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
62.	<p>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 (<i>Agenda Item 5</i>)</p>

	It was confirmed that all items were in Part I and would be considered in public.
63.	<p>32 NORWICH ROAD, NORTHWOOD - 35516/APP/2022/3676 (<i>Agenda Item 6</i>)</p> <p>Demolition of the existing dwelling, and construction of a two and half storey building comprising 3 no. flats with associated car parking, amenity space, and bin and cycle storage.</p> <p>Officers introduced the application noting that the proposed layout was similar to the existing. This was a re-submission following a previously refused application. The new proposal had made substantial amendments to the previously refused application; the number of flats now proposed had reduced from eight to three. The original eight reasons for refusal, which mainly related to overdevelopment of the site, had been addressed in the latest application hence it was recommended for approval.</p> <p>The agent for the application, Mr Joseph Kent, was in attendance and addressed the Committee. Mr Kent noted that he had engaged extensively with the Council to address the concerns previously raised. He was happy with the content of the officer's report and the proposed conditions therein.</p> <p>In response to representations received objecting to the proposal, Mr Kent informed the Committee Members that the proposal complied with parking standards and included provision for cycle parking. There was ample on-street parking in the surrounding area. The proposed development met all planning and building control requirements and would not set a precedent as planning policies restricted the number of properties in an area which could be converted to flats.</p> <p>In response to questions from the Committee, it was confirmed that it was difficult to quantify the amount of parking available in the vicinity of the application site. However, it was noted that there were no parking restrictions in the area and no Parking Management Schemes had been requested which was a good indicator of the absence of parking stress.</p> <p>Members welcomed the progress that had been made with the application and raised no concerns.</p> <p>The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed subject to the conditions set out in the officer's report.</p> <p>RESOLVED: That the application be approved subject to the conditions set out in the officer's report.</p>
64.	<p>12 MORELLO AVENUE, HILLINGDON - 77998/APP/2023/2616 (<i>Agenda Item 7</i>)</p> <p>Change of use of a Class C3 dwellinghouse to a Class C4 Small Scale HMO with associated refuse and bike storage.</p> <p>Officers introduced the application which included associated parking and cycle storage. No external changes to the building were proposed. The application was recommended for refusal for four reasons – the proposed layout and size of the bedrooms were more akin to a large HMO which could accommodate up to ten occupants; the proposal would give rise to undue noise and disturbance to neighbouring residents; the proposed development would fail to provide adequate</p>

parking; and the dwelling offered inadequate internal communal space and kitchen area for occupants.

A petition had been received in objection to the application. The lead petitioner was in attendance and addressed the Committee. Concerns highlighted included:

- Morello Avenue was a quiet residential area not suited to an HMO;
- A tree in the lead petitioner's garden had been felled by the applicant against his wishes – this did not bode well in terms of how the HMO would be run; and
- Due to the size of the bedrooms, the proposed HMO had the potential to house considerably more than five people.

With regard to the felling of the tree, it was agreed that officers would be requested to explore this matter further outside of the Committee.

The agent for the application had submitted a written representation which was read out to the Committee Members. Key points highlighted included:

- Planning officers were thanked for their help and support to date;
- Parking provision had been raised as a concern although officers had advised the agent to amend the plans to include 2 rather than 3 spaces;
- Being akin to a large HMO was purely an assumption – there was no evidence to support this;
- The applicant and agent were willing to be flexible with the design and would be happy to amend the plans to incorporate only living space downstairs and bedrooms upstairs;
- The only reason planning permission had been sought was due to Hillingdon's Article 4 Direction which did not prevent the development but required planning permission to be obtained first from the Council;
- Article 4 was to remove permitted development rights relating to the change of use of a dwelling house into an HMO. The application did not meet any of the criteria for refusal of an HMO – the overcrowding of HMOs did not apply as there were none on Morello Avenue;
- Objections were based on the assumption that 6 or more people would live in the HMO although the application was for a 5 person HMO only;
- Stated refusal reasons were based on taking away the rights of people with lower socioeconomic standing – the application sought to offer more than the minimum space standards required at an affordable price;
- The agent was happy to accept a condition limiting the HMO to 5 people only;
- If the application were to be refused, the applicant and agent would appeal the decision and consider legal action.

Ward Councillor Gohil was in attendance and addressed the Committee in support of the petitioners. Councillor Gohil noted that 12 Morello Avenue was a lovely house in a lovely road with lovely families living there. An HMO which could potentially house up to 10 people was an awful idea. Councillor Gohil noted that the Council's ambition was to build nice family homes and an HMO did not fit into that category. The neighbours had been going through hell with work being carried out at all hours at no.12 and with the uncertainty of what would happen in relation to the application. An additional reason for refusal or strengthening of reason for refusal number 2 was proposed in relation to planning policy which stated that developments should create spaces that were 'safe, inclusive and accessible which promote health and wellbeing.' It was agreed that officers would refer to this policy so it appeared in the report.

In response to questions from Members, it was confirmed that there were currently no HMOs in the area. Policy allowed for up to 20% of properties to be HMOs but they had to comply with all planning standards.

Members sought clarification as to the feasibility of controlling the number of future occupants by way of conditions. It was confirmed that it would not be possible for the local authority to police this going forward. Officers would be obliged to confirm it in writing prior to any inspection of the premises.

In response to further questions from the Committee, Members heard that the London Ambulance Service had not been consulted on the application. They were informed that the proposed bedrooms were bigger than a standard double room and could therefore accommodate more than one person.

No further concerns were raised. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.

RESOLVED: That the application be refused.

65. **39 PARKFIELD ROAD, ICKENHAM - 24825/APP/2023/81** (*Agenda Item 8*)

Erection of a replacement dwelling.

Officers presented the application and highlighted the additional information in the addendum. It was noted that some additional objections had been received in respect of the application, but no new concerns had been raised.

Members heard that the large oak tree to the rear of the site was protected by a TPO. There was a mix of housing along Parkfield Road and quite a few replacement buildings including numbers 29, 54 and 55; the principle of replacement dwellings was therefore acceptable. The height and scale of the proposed development was similar to that at number 29. On balance, it was considered that the proposed design of the development would not cause harm to the overall character of the area or to the amenity of the neighbours. The application was recommended for approval.

Two petitions had been submitted in objection to the application. The Chair noted that, on this occasion, both petitioners would be permitted to speak for up to 5 minutes each due to some late notification to one of the petitioners regarding the meeting. However, the Chair usually exercised his discretion where there were multiple petitions on the same application and reserved his right to reduce the speaking times.

The lead petitioner for the first petition was in attendance and addressed the Committee on behalf of the petitioners. Key points highlighted included:

- The new owners had purchased no. 39 Parkfield Road a year previously but had never actually lived at the property. Strangers used the property and came and went at random – it was essentially already an HMO;
- It appeared that the property had been purchased as a commercial investment only rather than to be used as a family home;
- No. 39 was located between four bungalows with five bungalows opposite and the proposal was not in keeping with the street scene;
- The documents and plans submitted by the applicant were inaccurate;

- Proposed off-street parking provision would be inadequate;
- Planning officers had stated that the proposal complied with BRE guidelines. The consultant had chosen sections which benefited the applicant but the BRE should be considered in its entirety;
- The findings of the daylight / sunlight report were disputed as they vastly underestimated the impact of the construction and the light remaining thereafter. The application site was surrounded by elderly neighbours who needed more light. All windows at no. 41 should be included in the calculations;
- The drawings were inaccurate. The Council should at least independently verify the calculations taking into account all loss of light to all windows and rooms;
- It would not be possible to construct the building as planned – the roof ridge would need to be extended or the velux windows lowered;
- Hidden heights had not been allowed for and would increase the height indicated in the diagrams. The diagrams had been prepared with a lack of care and attention and included inaccuracies e.g. no. 43 had not been drawn to scale;
- Petitioners requested refusal of the application or deferral for a site visit.

Members enquired whether the lead petitioner had been able to have any open dialogue with the owners. It was confirmed that this had not been possible as the owners did not live at the property, and he had only met them twice.

The second petitioner had submitted a written representation which was read out to the Committee. Key points highlighted included:

- Number 39's design had been modelled on number 29's;
- Small sympathetic developments in Parkfield Road had led an erosion of the street scene. Recent developments had ignored agreed conditions and plans and future developers built even more dominant houses;
- The 'emerging street scene' was wholly unwelcome;
- Parkfield was a majority bungalow street with the four original 2-storey buildings being set in large plots so neighbours could enjoy natural sunlight. Residents had paid a premium for their houses as the bungalows were private, light and sunny at all times;
- The first developments to disrupt the street scene had been 31a and 31b – a visiting Councillor had remarked that the developments should not have been approved;
- Number 43 was then extended with changes to roof pitch, height and inclusion of rear dormer windows which had not been approved. It now cast shadow and overlooked neighbours and was due for planning enforcement investigation;
- Number 29 had been passed on appeal. However, the plans submitted to the planning inspector had been confusing – particularly that showing the street scene which suggested no.29 was the same height as 31a;
- The planning inspector had stated that the roof space at no.29 was not to be habitable and no windows were to be installed. This had been ignored and the roof space housed another bedroom with many windows. The bays at the front had been widened, roof height raised, and the front bay's hipped roof exchanged for gable ends. The result was a large, intimidating building which overlooked neighbours;
- No. 39 had been modelled on this illegal building which was due to be investigated by the Planning Enforcement team;
- Planning permission for no. 39 should be refused or at least delayed pending

enforcement investigation at no.29.

Ward Councillor Martin Goddard was in attendance and addressed the Committee Members. Councillor Goddard stated that, given that there appeared to be material doubts about the application, it would not be appropriate to approve it. The doubts related to 1) the accuracy and reliability of the plans, 2) the reliability of the daylight / sunlight assessment and 3) the question as to whether or not the agreed plans for number 29 had been adhered to – this needed to be investigated further. Councillor Goddard was of the opinion that, if the application were not to be refused, the matter should at least be adjourned for a site visit. If the application were to be approved, the addition of further conditions were recommended to ensure the premises could not be used as an HMO, hostel or Airbnb in the future, to restrict further permitted development rights and to ensure set construction hours were adhered to.

In response to questions from the Committee, it was confirmed that officers were happy with the daylight / sunlight report. A professional report funded by the applicant could be arranged if needed. Members were informed that daylight / sunlight reports were carried out by professional experts and were not routinely verified by officers. Officers conducted a site inspection to see the layout of existing buildings and, if any discrepancies were identified, these would be raised with the applicant.

The Committee requested further clarification in relation to the concerns regarding dimensions raised by petitioners. It was confirmed that officers had reviewed all these comments. With regard to the proposed rooflights, it was confirmed that further details would be sought by condition to ensure the siting of the rooflights on the side elevations was consistent across all the drawings. Members were informed that, on average, the proposed doors were approximately 2m in height. Should the overall height of the dwelling be changed, this would require further planning permission. No new dwelling in the roof was proposed so there was no requirement for 2.5m floor to ceiling space - this could be slightly smaller to fit with the depicted height on the plan. It was confirmed that, should the finished development be significantly larger than every other dwelling in the street, this would not be consistent with the plans.

Members raised concerns regarding the potential use as an HMO. Officers advised that this matter had not been addressed in the report as it was considered that the impact would be largely the same whether the development were used as an HMO or a occupied by a larger family.

In reply to further questions from the Committee, Members heard that a planning enforcement investigation had been conducted at number 29 which had revealed that the development had been built in accordance with the agreed plans; no further action had been taken. It was confirmed that the proposed garage was deemed to be large enough to accommodate a car.

Given the speculation regarding the dimensions, the proximity to other properties and concerns regarding the sunlight / daylight report, Members proposed a deferment for a site visit and requested a further daylight / sunlight report approved by a third party.

A deferment for a site visit and a further daylight / sunlight report approved by a third party was moved, seconded and, when put to a vote, agreed with 6 Members voting in favour and one abstention.

RESOLVED: That a decision on the application be deferred to allow Members to

conduct a site visit and to request a further daylight / sunlight review.

66.

DYSON DRIVE, UXBRIDGE - 78464/APP/2023/3668 (*Agenda Item 9*)

Alteration to car parking layout.

Councillor Adam Bennett had declared a non-pecuniary interest in this item as he lived in an adjacent road. He left the meeting and did not participate in the deliberations and did not vote on this item.

Officers presented the report. It was confirmed that the proposal was to formalise the parking arrangements in a private road and provide 8 additional car parking spaces. The additional spaces, in combination with the existing spaces, would exceed the London Plan (2021) maximum car parking standards which sought to reduce vehicle trips and promote sustainable travel modes. Moreover, the design of the proposed new spaces would result in residents existing their vehicles directly onto the shared surface, not a pedestrian footpath, which raised highway safety concerns. The application was recommended for refusal.

In terms of liability, it was confirmed that the Council would not be liable in any way as this was a private road.

A petition in support of the application had been received. The agent for the application and a petitioner were in attendance and addressed the Committee. Key points highlighted included:

- The agent and residents understood the planning policy but felt a commonsense approach was needed;
- The site in question was a private cul de sac. The parking spaces already existed and were in use;
- Residents in the street had submitted an application to better regulate and manage the parking in Dyson Drive;
- Transport Specialists had prepared a transport statement in support of the proposal;
- The spaces were already provided on the street but were currently unregulated; formal spaces could be managed better and highways safety would be improved.
- 8 house owners had submitted the application – these homes include 14 children under the age of 9. Home owners had chosen to live there as it was a nice safe quiet road;
- The resident in attendance had a 3-bed house with only one allocated parking space – this had been a mistake by the developers, and they had now made the land available to rectify the error;
- The Council's Highways report findings differed from the findings of the residents' Highways report;
- Non-residents often used the parking spaces – sometimes for months on end. Vans parked overnight and this was very disruptive to residents;
- If the proposal were agreed, the number of car journeys would be reduced and the street would be safer for residents;
- The reason for refusal quoted in the officer's report referenced over-provision of car parking yet no additional spaces were proposed – just better management of existing parking arrangements. Residents were supportive of the proposal.

In response to queries from the Committee, it was explained that Dyson Drive was a private road. The matter had only been brought to the attention of the Committee due to the submission of a petition. The current parking situation was informal and not consented or regulated by the Council. Formalising it would consent the additional parking. It could set a precedent and would need to be brought in line with the requirements of the London Plan (2021) maximum car parking standards which sought to reduce vehicle trips and promote sustainable travel modes.

It was clarified that planning consent was required for the additional parking, but the Council did not own the road therefore could not enforce parking on the site or legally paint lines on the road.

Members sympathised with the position of the applicant and petitioners but noted that the Council was limited in what it could do to address the issue. It was suggested that the applicant should lobby the owner of the site to take action. The green spaces at the site could be used for additional parking. Health and safety concerns were of paramount importance.

Members enquired whether officers could be requested to work with residents and give them advice. It was confirmed that the residents would need to approach the owner independently. Any proposed alternative parking solution would be brought back to the Planning Committee.

The Committee noted the health and safety concerns of officers. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.

RESOLVED: That the application be refused.

67. **LAND AT AUSTIN ROAD, HAYES - 76550/APP/2023/2931** (*Agenda Item 10*)

Section 73 application to vary Condition 3 of application reference 76550/APP/2021/4499 dated 28-09-22 (Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; provision of a community centre (up to 140sq.m of Use Class F2(b) floorspace); new pedestrian and vehicular access; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Blocks A and B comprising 80 residential units (Class C3); new pedestrian and vehicular access; associated amenity space and landscaping; car and cycle parking; refuse storage, servicing area, and other associated infrastructure to include temporary highways and landscaping works) to increase the parapet height by 50cm in the Detailed First Phase.

Officers presented the application which comprised a minor material amendment to vary Condition 3 of planning application reference 76550/APP/2021/4499 dated 28/9/22. The current application sought to amend the original consent for the detailed first phase Building A to increase the parapet height by 50cm and was recommended for approval.

Members enquired whether it would be possible to condition the colour of the parapet. It was confirmed that a materials condition would be included and the colour would be agreed at a later date.

	<p>The Committee welcomed the project and did not object to the minor amendment.</p> <p>The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed subject to the conditions set out in the officer's report.</p> <p>RESOLVED: That the application be approved, subject to the conditions set out in the officer's report.</p>
68.	<p>HIGH VIEW FARM, HAREFIELD - 39755/APP/2023/652 (<i>Agenda Item 11</i>)</p> <p>Regularisation of the existing green waste composting operations and proposed extension to the green waste open windrow compost maturation yard, construction of a storage container, site offices, welfare building, weighbridge/weighbridge offices, 2 no. leachate holding tanks, 2 no. 180kW generator sets, landscaping and areas of ecological enhancement, including a change of use of the land from pasture to a waste management use.</p> <p>Officers presented the application which sought to regularise the buildings and infrastructure on the existing site of the green waste composting operations and extend the maturation yard to the north and east. The Central Government move to process more green waste was noted and the application was recommended for approval.</p> <p>Members sought clarification as to the future use of the biodiversity area near the woodland. It was confirmed that a scrub area was proposed.</p> <p>In response to further questions from the Committee, it was confirmed that the proposal would not result in increased vehicle movements and the tonnage would remain unchanged.</p> <p>The Committee noted that green composting was important and much needed. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed subject to referral to the Secretary of State and the Mayor of London .</p> <p>RESOLVED: That the application be approved subject to referral to the Secretary of State and the Mayor of London.</p>
69.	<p>GARAGE COURT R/O 66-74 FARMLANDS, JOEL STREET, EASTCOTE - 77586/APP/2023/2460 (<i>Agenda Item 12</i>)</p> <p>Demolition of existing single-storey garages and the construction of 4no. 2-bedroom, two-storey houses with associated car parking and landscaping.</p> <p>Officers presented the application noting that officers were happy with the proposal in terms of its design, living conditions, impact on the street scene and effect on the amenity of neighbours. Highways officers had raised no concerns, the proposed parking at the site was acceptable and tree protection and landscaping conditions had been added. The application was recommended for approval.</p> <p>Members sought further clarification in respect of access arrangements and enquired whether the new development would have a separate street address. It was agreed that officers would follow this up with the Street Naming and Numbering Team.</p>

	<p>In response to further queries from Members, it was confirmed that the current garages were in a state of disrepair and were not in use.</p> <p>Members welcomed the proposal to remove the redundant garages and create new attractive news-style homes in their place.</p> <p>The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed subject to the conditions set out in the officer's report.</p> <p>RESOLVED: That the application be approved subject to the conditions set out in the officer's report.</p>
70.	<p>YEADING INFANT SCHOOL, YEADING - 17997/APP/2023/3294 (<i>Agenda Item 13</i>)</p> <p>Demolition of existing single storey buildings and the erection of a new single storey kitchen and dining hall facility with associated external works.</p> <p>Officers presented the application and informed the Committee that the existing café was in a state of disrepair. The proposal would result in no loss of play space at the school. The proposed new building would be more energy efficient, better insulated and would offer improved dining facilities. It was considered that there would be no harm to the appearance of the building or to the amenity of neighbours.</p> <p>Members sought clarification regarding the waste removal and delivery times as set out in the Construction Management Plan, noting that deliveries between the hours of 09:30 and 15:30 were proposed. Officers were requested to ensure that deliveries did not coincide with school closure times, so children were able to leave the school safely. It was agreed that delegated authority be granted to the Area Service Planning Manager, in consultation with the Chair and the Labour Lead, to amend the delivery times in the Construction Management Plan to ensure they did not compromise safety at school closing times.</p> <p>With regard to asbestos, Members were informed that this came under separate legislation. It was agreed that delegated authority be granted to the Area Service Planning Manager to add an informative in relation to asbestos management.</p> <p>The Committee welcomed the proposal and raised no further concerns. The officer's recommendation, subject to the conditions in the officer's report, the agreed amendment to the delivery times and the addition of an informative in relation to asbestos, was moved, seconded and, when put to a vote, unanimously agreed.</p> <p>RESOLVED:</p> <ol style="list-style-type: none"> 1. That the application be approved subject to the conditions set out in the officer's report; 2. That delegated authority be granted to the Area Service Planning Manager, in consultation with the Chair and the Labour Lead, to amend the delivery times in the Construction Management Plan to ensure they do not compromise safety at school closing times; and 3. That delegated authority be granted to the Area Service Planning Manager to add an informative in relation to asbestos management.
71.	<p>GARAGES TO REAR OF 15 ASH GROVE - 77939/APP/2023/2448 (<i>Agenda Item 14</i>)</p>

Demolition of four existing garages and erection of two terrace dwellings (1x2 bed and 1x3 bed) over two storeys with associated car parking spaces and private gardens.

Officers presented the application and highlighted the additional information in the addendum. It was noted that, at present, parking in the area was erratic and hazardous. The proposal would alleviate this issue. Members heard that the current garages were sub-standard and unoccupied and adequate street parking was available in surrounding roads. The application was recommended for approval.

In response to questions from the Committee, it was confirmed that a business was being run from the main road - Ash Grove which was exacerbating parking stress in the area. Enforcement officers were already aware of this.

Members were advised that the new development would form part of Ash Grove therefore would have the same street name. The Committee was advised that none of the garages was currently in use.

Members raised no further concerns or queries. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed subject to the addendum and the conditions in the report.

RESOLVED: That the application be approved subject to the information in the addendum and the conditions set out in the officer's report.

The meeting, which commenced at 7.00 pm, closed at 9.36 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Liz Penny on epenny@hillington.gov.uk Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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Report of the Head of Development Management and Building Control

Address:	WILLOWTREE MARINA WEST QUAY DRIVE HAYES		
Development:	Conversion of the first floor and loft space to create 3 x 2-bed and 1 x 1- bed flats with ground floor extension for relocation of existing Chandlery		
LBH Ref Nos:	46463/APP/2023/2279		
Drawing Nos:	WTMWQD_PLN_004.3 WTMWQD_PLN_006.3 Cherryfield Ecology Report 20/01/2023 Design and Access Statement WTMWQD_LOC_001 WTMWQD_PLN_001 WTMWQD_PLN_005 WTMWQD_PLN_003 WTMWQD_PLN_002 Rev B WTMWQD_PLN_007		
Date Plans received:	01-08-2023	Date(s) of Amendments(s):	01-08-2023 15-11-2023
Date Application valid	01-08-2023		

1. SUMMARY

Planning Permission is sought for the conversion and extension of the first floor and loft space to create 3 x 2-bed and 1 x 1- bed flats with ground floor extension for relocation of existing Chandlery.

In terms of the principle of development, the proposal involves development within the Green Belt. As such the applicant must demonstrate that the proposal would meet one or more the exceptions within para 154 of the NPPF to be considered appropriate development or demonstrate that very special circumstances exist (VSC). In this case the proposal would involve a residential development facilitated by a modest roof extension to accommodate the residential units within the upper floor area and an infill extension at ground floor level to relocate the chandlery. It is considered that the proposed extensions would appear subordinate additions to the existing building and would be proportionate. As such the proposal meets exception c) of paragraph 154 of the NPPF (2023) and is therefore appropriate development within the Green Belt and would have a limited impact upon openness.

Having regard for the sites Green Belt designation, during the assessment of the application it has been necessary to negotiate the submission of amended plans and additional supporting information to respond to design and highway concerns.

The applicant has submitted a set of revised drawings which are considered to respond to Officer's initial design concerns regarding the scale of the proposed dormer and its potential to have an

adverse impact on the appearance of the building. The amended plans demonstrate a reduction in the scale of the dormer which is now considered to form proportionate addition to the existing building.

In terms of the highway concerns, the application site benefits from a large car park which serves the Marina moorings and the existing building on site which contains a restaurant and nursery. The initial application provided an indication that the proposal to introduce residential use on this site above the existing restaurant, chandlery and nursery uses, would not lead to a reduction in car parking which would impact the uses which the car park serves resulting in parking over spilling onto the public highway outside of the site.

The applicant has provided additional evidence to demonstrate how the existing car park is used. In summary, 63 parking spaces currently exist at the site. 18 spaces are allocated for the site's commercial users and 12 for residential moorings. The remaining 33 spaces are unallocated and 6 of those spaces would be allocated to users of proposed flats. Taking into consideration these points, the proposal would cause no loss of parking to the sites existing users and would provide sufficient parking space for users of the new flats, alongside overflow parking space. The development is therefore considered to have an acceptable highways impact.

Overall, it is considered that subject to the recommended conditions the proposed development would cause no harm to the character and appearance of the area or the host building, nor would it cause significant harm to neighbouring amenities or the local highways network. Residents of the new flats would be provided with an acceptable standard of internal and external living accommodation. Additionally, the development would constitute appropriate development in the Green Belt and would cause no harm to its openness or purposes.

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:

WTMWQD_LOC_001
WTMWQD_PLN_006.3
WTMWQD_PLN_004.3

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. RES5 General compliance with supporting documentation

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

Cherryfield Ecology Report 20/01/2023

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 Part 1 (2012), Part 2 (2020) and the London Plan (2021).

4. 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).

5. 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).

6. 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 and to include pollution absorbing species.

2. Details of Hard Landscaping

2.a Refuse Storage (secure and enclosed)

2.b Cycle Storage (6 cycle storage spaces shall be provided for the approved dwelling and the storage shall be secure and enclosed)

2.d Hard Surfacing Materials

2.e External Lighting

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

2.g Car parking layout for 6 parking spaces, including details to demonstrate that 2 of the 6 spaces to serve the residential units are provided with active electrical vehicle charging points (EVCP).

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

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).

7. 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 in consultation with the Canals and Rivers Trust. 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 into the nearby water source, 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) 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.
- (vii) A site operation plan shall be submitted detailing the measures that will be taken during construction to ensure that the sites existing uses can function and are not adversely impacted by construction works at the 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).

8. NONSC Non Standard Condition

The 6 car parking spaces illustrated on drawing reference WTMWQD_PLN_002 Rev A shall be allocated for the residential units and shall be retained for this use for the lifetime of the development.

REASON

To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020) and to ensure that adequate parking is provided for the sites users in compliance with Policy DMT 6 and Policy T6 of the London Plan (2021).

9. NONSC Non Standard Condition

Notwithstanding the approved drawings, prior to the occupation of the hereby approved dwellings, details of the siting, design and materials of all privacy screens to balconies shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter, the screens shall be installed as per the consented details prior to the first occupation of the development here by approved and the privacy screens shall be retained on site for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties and to protect the privacy of occupiers of the flats in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

10. NONSC Non Standard Condition

Prior to the occupation of the hereby approved dwellings, a Servicing and Delivery Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details of how the sites existing commercial uses will be serviced; where servicing and delivery vehicles would park; and mitigation measures which will be implemented to minimise the impacts of servicing and deliveries on residents at the site.

REASON

To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020) and to ensure that adequate parking is provided for the sites users in compliance with Policy DMT 6 and Policy T6 of the London Plan (2021).

11. NONSC Non Standard Condition

Prior to the commencement of the development either revised floor plans illustrating the re-location of the existing plant room equipment or evidence to demonstrate the equipment within the existing plant room is no longer required, shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To safeguard the functionality of the existing uses within the building whilst the development is constructed and for the lifetime of the development and to ensure to the amenities of local residents are protected in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020) and Policy S3 of the London Plan (2021).

12. NONSC Non Standard Condition

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.

REASON

To safeguard the amenity of surrounding properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020); and to protect the ecological value of the area in accordance with Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020).

INFORMATIVES

1. I52 Compulsory Informative (1)

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

2. I73 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon

Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@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. I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

4. I23 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. 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 10	Water Management, Efficiency and Quality
DMEI 14	Air Quality
DMEI 4	Development on the Green Belt or Metropolitan Open Land
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
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
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 G2	(2021) London's Green Belt
LPP H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP S3	(2021) Education and childcare facilities
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

NPPF13	NPPF 2021 - Protecting Green Belt Land
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

The application site is located at the end of West Quay Drive. The site comprises the Willowtree Marina which is made up of a part single part two storey building in mixed use as well as moorings for boat owners and users of the Grand Union Canal. Alongside the moorings, a large car park, trees and other greenery exist within the site.

The building within the site is currently used as a chandlery, restaurant and nursery.

The development site is within the Green Belt and the site has a PTAL rating of 1A.

Planning Permission is sought for the conversion of the first floor and loft space to create 3 x 2-bed and 1 x 1- bed flats with ground floor extension for relocation of existing Chandlery.

3.2 Proposed Scheme

Planning Permission is sought for the conversion and extension of the first floor and loft space to create 3 x 2-bed and 1 x 1- bed flats with ground floor infill extension to facilitate the relocation of existing Chandlery. Cantilever balconies are proposed to provide private amenity and terraces to serve the new residential units.

The site nursery, chandlery and restaurant would be retained, as would the toilet and shower facilities.

3.3 Relevant Planning History

46463/A/91/1703 Yeading Marina Boathouse West Quay Drive Hayes

Change of use of first floor flat to office use ancillary to chandlery

Decision: 25-02-1992 Approved

46463/APP/2001/664 Willowtree Marina West Quay Drive Hayes

CHANGE OF USE FROM MARINA WORKSHOP TO USE FOR PURPOSES WITHIN CLASS B8
(RETROSPECTIVE APPLICATION)

Decision: 21-05-2001 Approved

46463/APP/2002/186 North Eastern Edge Of The Marina , South Of The Footpath West Quay Drive Hayes

INSTALLATION OF A BOARDWALK TO LAND ADJACENT TO WILLOW TREE MARINA (FOR EDUCATIONAL PURPOSES)

Decision: 19-04-2002 Approved

46463/APP/2004/3092 Willow Tree Marina West Quay Drive Hayes

CHANGE OF USE FROM BOATHOUSE TO CHILDREN'S NURSERY AND ALTERATIONS TO FRONT AND REAR ELEVATIONS

Decision: 20-09-2005 Approved

46463/APP/2005/3105 Willowtree Marina West Quay Drive Hayes

DETAILS OF LANDSCAPING REMEDIATION SCHEME, DUSTBIN, REFUSE COLLECTION AREA, CYCLE PARKING SPACES, "SAFE STRIP", WELD MESH, DISABLED RAMP, BOLLARDS, "GO SLOW" SIGN ETC IN COMPLIANCE WITH CONDITIONS 9, 11, 12, 13, 14 AND 15 OF PLANNING PERMISSION REF 46463/APP/2004/3092 DATED 22.9.2005 : CHANGE OF USE FROM BOATHOUSE TO CHILDRENS'S NURSERY.

Decision: 16-05-2006 Approved

46463/APP/2006/372 Willowtree Marina West Quay Drive Hayes

VARIATION OF CONDITION 15 TO REMOVE REQUIREMENT TO PLACE WELD MESH ON RAILINGS SURROUND TO THE MARINA OF PLANNING PERMISSION REF.46463/APP/2004/3092 DATED 22/09/2005 (CHANGE OF USE FROM BOATHOUSE TO CHILDREN'S NURSERY AND ALTERATIONS TO FRONT AND REAR ELEVATIONS).

Decision: 04-04-2006 Approved

46463/C/94/3151 Yeading Marina Boathouse West Quay Drive Hayes

Installation of two externally illuminated fascia signs

Decision: 27-01-1995 Approved

46463/E/96/0486 Yeading Marina Boathouse Complex West Quay Drive Hayes

Change of use of part of first floor from office to one-bedroom flat (retrospective application)

Decision: 24-05-1996 Approved

46463/F/96/0487 Yeading Marina Boathouse Complex West Quay Drive Hayes

Change of use of part of first floor chandlery to Class B1 (office)

Decision: 24-05-1996 Approved

46463/G/96/0855 Willowtree Marina West Quay Drive Hayes

Change of use of workshop to Class B8 (packaging, storage and distribution)

Decision: 05-07-1996 Approve Limited
Time

46463/H/98/0601 Willowtree Marina West Quay Drive Hayes

Erection of a summerhouse/storeroom (for use ancillary to the residential houseboats at the Marina)

Decision: 21-05-1998 Approved

Comment on Relevant Planning History

The sites planning history is cited above.

Planning application reference 46463/E/96/0486 is of particular importance as this application proposed to introduce residential use to the site. Whilst the development plan has been subject to significant change since this application was approved, it is considered to be material to the assessment of the application.

4. Planning Policies and Standards

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

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

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan Part 2 - Development Management Policies (2020)
The Local Plan Part 2 - Site Allocations and Designations (2020)
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:

- EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- DMH 2 Housing Mix
- DMEI 4 Development on the Green Belt or Metropolitan Open Land
- DMHB 11 Design of New Development
- DMEI 10 Water Management, Efficiency and Quality
- DMEI 14 Air Quality
- 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 G2 (2021) London's Green Belt
- 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 S3 (2021) Education and childcare facilities
- 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
NPPF13 NPPF 2021 - Protecting Green Belt Land
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: **7th September 2023**

5.2 Site Notice Expiry Date: Not applicable

6. Consultations

External Consultees

A site notice was placed at the development site on 17/08/23.

Additionally 39 neighbouring properties were directly notified of the proposal. Letters were sent on 08/08/23 and 24/10/23. Both times residents were given 21 days to provide responses to the proposed development.

During the consultation periods, a total of 11 objections were received. The objections have been summarised below.

- 1) The proposal would cause harm to the local highways network.
- 2) The proposal would cause harm to the character and appearance of the area, as well as harm to the design of the existing building.
- 3) The proposal would cause harm to neighbouring amenities (privacy, light, outlook and mental health).
- 4) The development would have an adverse ecological impact (bats and contamination of marina water).
- 5) We will have to relocate due to noise and disturbance during and post construction - this would put us at a financial deficit.

- 6) Not all residents have been consulted on the proposed development.
- 7) Construction works will cause noise and disturbance, harming neighbours amenities.
- 8) The development would have an adverse impact on the functioning of the marina.
- 9) The development would cause harm to the conservation area.
- 10) The proposal would provide an unsafe environment for future residents, as they would have to walk along the access road to the site.
- 11) Possible use of the site for as air bandb
- 12) The development would lead to an increase in anti-social behaviour
- 13) Increase in light pollution

A comment was also received from the Lock and Quay Restaurant and Bar who operate from the site. The comment is as follows 'I have met with my landlord and any concerns we had as a business at the location have been discussed and I feel reassured. Please remove my objection from this application.'

A petition with 23 signatures has also been submitted against the application. The petition raises the following concerns regarding the proposed development:

- i) The development will impact on surrounding property prices.
- ii) Having unknown contractors frequently visiting the site would reduce the security of residents.
- iii) Construction works would also cause disturbance to neighbouring residents, harming their amenities.
- iv) The proposal would cause harm to neighbouring amenities (privacy, light and outlook).
- v) A nature reserve abuts the marina, the development could have an adverse impact.
- vi) All residents in the surrounding area were not consulted on the application.

PLANNING OFFICER COMMENTS

Issues relating to points 1,2,3,4, i, ii, iv, v are considered in the main body of this report.

With regards to points 5, 7 and iii, construction works are temporary and therefore so are the associated impacts. The Environmental Protection Act (1990) and Pollution Act (1974) are in place to ensure that construction works are carried out in an appropriate and environmentally friendly manner. Notwithstanding the above, a condition requiring a construction logistics plan and construction management plan to be agreed with the Council has been recommended, in order to minimise the impacts of construction on neighbouring residents and the environment as far as practicable.

In relation to point 6 and vi, a site notice was placed at the site and 39 neighbouring properties were consulted on the application. The statutory consultation obligations for the application have been carried out. See section 6.1 of the report for further information.

In relation to point 8, there is no guarantee that the works would have an adverse impact on the sites ability to operate. Furthermore operators at the site have been consulted on the application and raised no objection to the proposed development. Additionally, if approved a condition requiring a construction management plan is recommended. The condition would include the requirement for a site operation plan, ensuring that any adverse impacts of construction do not have a permanent or significantly adverse impact on the ability of the site to function.

In relation to point 9, the development site is not within a conservation area.

In relation to point 10, there is lighting along the access road to ensure adequate levels of visibility. Car parking is included within the scheme to ensure that residents have the option of driving in and out of the site; limiting the need to walk. It should also be noted that at present the site is in mixed use and when

necessary its users may walk to and from the site via the access road, as such the new residents and users would be provided with the same level of safety.

In relation to point i, property prices are not a material planning consideration.

In relation to point ii, there is no guarantee that contractors would engage in anti social behaviour or activities which would endanger residents.

In relation to point 11, the application seeks planning consent for the provision of new residential units.

In relation to point 12, the proposal would result in an area which is occupied outside of the existing hours of operation, which would naturally increase the surveillance and safety of the area.

With regards to point 13, the proposal would result in an increase in internal light activity. The applicant has submitted an ecology assessment which indicates that the development would not result in an unacceptable level of harm to local ecology and in particular bats. A condition to restrict the implementation of additional lighting would be attached to the decision notice to ensure any further lighting required to serve the development, in particular external lighting, would require planning permission.

Internal Consultees

HIGHWAYS OFFICER:

A planning application has been received for a site at Willowtree Marina seeking permission to convert the first floor and extend the roof of an existing building to create 4no. flats together with a ground floor extension to relocate an existing Chandlery. The proposal would involve reallocating 6no. car parking spaces from the existing 63no. space car park to the residential units, 2no. of the residential car parking spaces would be provided with an active electric vehicle charge point. There is no cycle parking proposed.

Willowtree Marina hosts 90no. narrow boat berths, of which 12no. are residential, there is also a restaurant and a chandlery. The site is served by 63no. car parking spaces of which 12no. are allocated to the residential moorings. The application site is within an area with a PTAL ranking of 1a demonstrating that the application has poor access to public transport compared to London as a whole suggesting that future residents would be reliant on the private car for trip making.

As mentioned above the proposal would provide 6no. car parking spaces. The London Plan 2021 Table 10.3 - Maximum Residential Parking Standards would allow up to 1.5 parking spaces per dwelling or 7no. in total, the 6no. proposed is in accordance with the London Plan and is accepted. The London Plan Policy T6.1 requires that these spaces are leased and not sold and only requires disabled persons parking for development providing 10no. or more units. The Chandlery would be reduced in size, accordingly the maximum number of car parking spaces the London Plan would allow would fall from 6no. to 4no.

The proposal would not provide any cycle parking, this would be contrary to the London Plan (2021) Policy T5 which would require 7no. cycle parking spaces. The Highway Authority believes that there is sufficient scope for the applicant to satisfactorily address the cycle requirement and therefore could be conditioned.

As part of the proposal 6no. of the existing car parking spaces would be reallocated to the residential use, however the number of car parking spaces the Chandlery would require would fall from 4no. to 2no. With the proposal built out there would therefore be a net reduction in car parking supply to the existing uses of 4no. spaces, from 63no. to 60no. This figure is considered insignificant, sufficient car parking spaces would be retained to cater for the others uses at the Marina. However, a Car Parking Management and Design

Plan is required to show how car parking spaces would be allocated amongst the commercial tenants, residential moorings and the new dwellings. This Plan should also demonstrate how the residential car parking spaces would be allocated to units and leased not sold under a 1990 Town and Country Planning Act s.106 agreement legal agreement.

There are no highway objections to this proposal subject to the following planning conditions.

Conditions

Plans are submitted showing how the development would accommodate safe, secure and accessible parking for 6no. cycles.

REASON to be in accordance with the published London Plan 2021 Policy T5 Cycling which requires that developments should "provide cycle parking at least in accordance with the minimum standards".

The Highway Authority requires that a Parking Design and Management Plan is submitted to the Council for approval outlining how the 6no. car parking spaces would be allocated and leased.

REASON to be in accordance with the published London Plan 2021 Policy T6.1 Residential Parking.

The Highway Authority require that a Service and Delivery Plan is submitted for approval.

REASON To be in accordance with the published London Plan 2021 Policy T7 Deliveries, servicing, and construction.

CASE OFFICER COMMENT:

The Highway Engineers request for a car parking management plan is noted, however details have been submitted to demonstrate how the car park is currently used by those who use the moorings and visit the marina and those using the commercial uses within the building. Based on this information it is clear that the proposal would provide sufficient parking without compromising the other uses. Drawing ref WTMWQD_PLN_002 Rev B indicates the location of the 6 spaces to serve the residential uses therefore a condition pertaining to these spaces being allocated for use by the residential units for the lifetime of the development is considered sufficient.

ACCESS OFFICER:

This proposal for conversion of the first floor and loft space to create 3 x 2-bed and 1 x 1- bed flats has been reviewed against the requirements of the 2021 London Plan policy D7 which should not be applied to this existing building. Conclusion: no objections raised from an accessibility perspective.

NOISE OFFICER:

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.

WASTE OFFICER:

Please provide details of waste and recycling provisions to accommodate additional waste and recycling arising from the 4 proposed dwellings. With 7 additional bedrooms it is anticipated that a further 840L of waste will be produced per week. Provisions should be assessed to ensure that they are able to support 120L of waste per bedroom, per week across the whole development. Additional containers should be sourced if required, with a suitable space allocated within the current storage area for waste and recycling containers. Consideration should be made for a 140L communal food waste unit to be installed to enable residents to recycle food as well as dry mixed recycling.

PLANNING OFFICER COMMENT:

Comments from the Access Officer, Highways Officer and Waste 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. The applicant has confirmed that the main building within the site is being used as a chandlery, restaurant and nursery. It also includes toilet and shower facilities, alongside a plant room.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The NPPF (2023) and Policy GG2 of the London Plan (2021) state a requirement to encourage the effective use of land and encourage the use of previously developed, vacant and underutilised sites to maximise development potential, in particular for new housing. Chapter 5 of the NPPF supports the delivery of homes, confirming that local authorities should, through their Local Plans, demonstrate how housing targets and objectives will be met. Particular emphasis is given to housing delivery over the next five years, but authorities are also required to consider growth beyond this.

Policy GG4 of the London Plan seeks to ensure that London's housing needs are met. Policy H1 of the London Plan (2021) promotes the optimisation of housing output within different types of location. Consideration will also be given to the accessibility of the site to services and amenities. Policy H2 of the London Plan advises that Borough's should proactively support well designed homes on small sites in decision and plan making.

At local level Policy H1 of the Local Plan: Part 1 - Strategic Policies (November 2012) gives general support to housing provision to meet and exceed the Council's minimum strategic dwelling requirement.

The site comprises the Willowtree Marina which is entirely located within the Green Belt. A detailed assessment of the proposal's accordance with the Green Belt related development plan policies is set out in section 7.5 of this report.

The application proposes an extension to the existing building on site and the introduction of residential use to the upper floor comprising of 3 x 2 bed and 1 x 1 bed flats. Given the policy support for the optimisation of brownfield sites to contribute towards delivering new homes, and the planning history of the site which indicates that residential use was previously deemed to be acceptable, subject to the proposed developments compliance with other relevant planning policies and material planning considerations, the principle of extending the building to facilitate the provision of residential use in addition to the existing non-residential uses, is considered to be 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.'

3 x 2 bed and 1 x 1 bed flat are proposed. Due to the sites mixed use, constrained siting and low accessibility it is less suitable for family sized housing. Taking into consideration these points the proposed housing mix is considered to be 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 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.

7.04 Airport safeguarding

The development would have no impact on airport safeguarding.

7.05 Impact on the green belt

The proposed development site is located entirely within the Green Belt therefore the applicant is required to demonstrate that the proposal either constitutes appropriate development by meeting one or more the exceptions set out within the NPPF or that very special circumstances exist.

Policy DMEI 4 of the Hillingdon Local Plan - Development Management Policies (2020) states that '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'.

Policy G2 (A) of the London Plan (2021) states 'The Green Belt should be protected from inappropriate development: 1) development proposals that would harm the Green Belt should be refused except where very special circumstances exist'.

The NPPF was updated in 2023, as such it provides the most up to date planning guidance for how development in the Green Belt should be assessed. It is therefore considered to be a significant material consideration. Paragraph 154 of Chapter 13 provides a list of exceptions which, if met, the development will be considered appropriate. The existing building is approximately 9.5m high, 21m deep and 39m wide. Having reviewed the planning history, the building does not appear to benefit from additions therefore it is considered that exception c) and g), both are set out in detail below:

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.

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

The proposal involves the construction of a new loft dormer to the eastern elevation of the existing building, an alteration to the roof form within the set in section of the front and rear elevation nearest the gable which forms the western elevation and the construction of a ground floor extension. All of these alterations combined will facilitate the provision of new residential units to the upper floor whilst retaining the existing chandlery, nursery and restaurant.

In terms of footprint the existing building has a GEA (Gross External Area) of approximately 604m². The extended building would have a GEA of approximately 678sqm. The extended building would therefore be 12% larger at ground floor level than the existing building. At first floor level the built form would be increased from approximately 431 sqm to 531 sqm resulting an increase of approximately 100 sqm GEA (23.2%). Subsequently this amounts to an overall increase in built form of 174 sqm (16.8%). Having reviewed the planning history of the site and the historical images the building does not appear to have been extended significantly since it was originally built. Taking this into consideration and the modest increase in built form the proposal would comply with exception c) of the NPPF (2023) and therefore constitutes appropriate development within the Green Belt.

Whilst the proposal is not required to comply with more than one of the exceptions it should also be noted that the development would also be considered limited infilling on previously developed land. Apart from the modest circa 70 sqm extension at ground floor level, the additional floor space is to be contained within the upper floor level through the provision of a dormer, roof alteration and cantilever balconies/terraces. The scale of the extensions are modest, proportionate, largely hidden within the existing roof forms and the main roof ridge height would not be increased. The proposed extensions would therefore not result in a reduction in openness and given that the building is sited within an established car park heavily dominated by hardstanding it is considered that proposal would constitute the redevelopment of previously developed land. As such the proposal would also meet exception g) of the NPPF 2023.

Taking the above points into consideration, the applicant has demonstrated that the proposal constitutes appropriate development within the Green Belt, therefore no very special circumstances are required. As such the proposal meets Policy DME1 4 of the Hillingdon Local Plan - Development Management Policies (2020), Policy G2 (A) of the London Plan (2021) and paragraph 154 of the NPPF (2023).

7.06 Environmental Impact

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Paragraph 135 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 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) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.

The site is located within a residential area with dwellings located along the West Quay Drive to the south and west of the main marina building. The marina building is also visible from within the marina and canal itself therefore it is considered to be a prominent building albeit largely screened by the presence of mature trees from more distant views beyond the marina moorings and West Quay Drive.

The existing building is approximately 9.5m high, 21m deep and 39m wide. The building has been finished in cladding and tiling and is for the most part grey and brown. The proposed extended building would be approximately 9.5m high, 21m deep and 39m wide. The building would be finished in materials to match the existing building. It would also incorporate glazed balconies and dormers.

During the process of the application concerns were raised regarding the size of the proposed side dormer. The dormer has since been reduced in size and split into two to ensure that it better integrates with the existing building and does not dominate its roof. The additional balconies would add to the existing contemporary design of the building and break up the extent of the width of the front and rear facades. The proposed alteration to the roof form which is located between the main gable which forms the western elevation, and the central gable involves a form of half hip introduced which creates additional, habitable space within the upper floor roof.

Turning to the ground floor extensions, this will facilitate the relocation of the chandlery to the ground floor where at present it is only the stairwells to provide access to the existing upper floor space which are located on the ground floor. The extension would measure circa 70 sqm and would not extend beyond the existing established building lines in terms of height, width and depth. Furthermore, the extension is to be constructed using materials to match the existing building resulting in an extension which is subordinate and integrates with the existing building in terms of appearance and function.

Due to the modest scale and materiality of the extensions proposed, it is considered that the development would integrate well within this residential and marina setting. The comments received during the public consultation period included objections relating to the scale of the extensions. Given that the site is located entirely within the Green Belt, the scale of the extensions is required to be modest in order to comply with the NPPF exceptions and demonstrate appropriate development. Most of the extensions are contained within the envelope of the existing building and overall present an increase in built form of 174 sqm (16.8%). The extensions also do not extend beyond the existing established buildings lines therefore the scale of the extensions are appropriate.

If minded to approve the application, conditions pertaining to the submission of a detailed landscaping scheme and materials shall be attached to the decision notice. Taking into consideration all of the above, the proposed development would have an acceptable impact on the visual amenities of the area. As such the application complies with Policies D1, D3 and D4 of the London Plan (2021), Hillingdon Local Plan Part 1: Strategic Policies (2012) Policy BE1, Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan : Part 2 - Development Management Policies (2020) and Paragraph 135 of the National Planning Policy Framework (NPPF) 2023.

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.

It is noted that the public consultation drew objections which referred to the potential impact upon neighbouring residential properties which are located within close proximity to the site in terms of loss of outlook, privacy and loss of daylight/sunlight.

The nearest residential property is located approximately 16 metres to the west of the western elevation of the existing building. The ground floor extension is an infill extension and would not extend beyond the depth of the existing western elevation. The alteration to the roof form which involves the change to a form of half hip, would be located within the middle of the western gable and the central gable and would not extend beyond the existing ridge line and therefore would not be visible to No.47. Furthermore, the dormer would be located towards the eastern section of the building and would not feature windows directed towards neighbouring properties within 21 metres.

Due to their location towards the centre or eastern side of the building, the proposed balconies and rooflights would approximately be 28m from 47 and 48 Marina Approach and 50m from 11 Marina Approach. Due to the separation distance between the new openings and balconies, the proposal would not cause harmful loss of privacy to the mentioned neighbouring properties.

The separation distance between the site and its neighbours, as well as the fact that the ridgeline of the resulting building would be the same as the ridgeline of the existing building, would ensure the extensions cause no harmful loss of outlook to neighbouring properties.

The site is in mixed use and would continue to be post development, the addition of 4 properties in this isolated waterside location would not result in an over intensification of the sites use which would cause undue noise and disturbance to neighbours. 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:

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 London Plan (2021) advises that 2b 3p flats set over 1 storey should provide future residents with 61sqm, 2b 4p properties are required to provide 70sqm and 1bed 1 person properties 39sqm. The residential accommodation to be provided at the site is as follows:

2bed 3 person flat - 84 sqm
2bed 4 person flat - 78 sqm
1 bed 1 person flat - 54 sqm
2bed 4 person flat - 72 sqm

The residential accommodation provided would meet required floorspace standards. Residents would have habitable rooms with access to light and outlook. They would also have easy access to the services within the marina. The accommodation provided is considered to be acceptable.

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. 20sqm of amenity space should be provided for 1 bed flats and 25sqm for two bed flats. As such the proposed new residents should be provided with a minimum of 95 sqm of private, usable and well-located amenity space.

The proposal would provide the follow:

2bed 3 person flat - 10 sqm
2bed 4 person flat - 15 sqm
1 bed 1 person flat - 9 sqm
2bed 4 person flat - 22 sqm

The proposal would provide a total of 56 sqm thus would result in a shortfall of 39 sqm and would therefore provide insufficient external amenity space for new residents in terms of Local Plan standards. Notwithstanding this point, private amenity spaces would still be provided for new residents. The applicants Design and Access Statement refers to the site being located within 5 minutes' walk to public open space which could be used to offset the shortfall in on-site provision. Officers have undertaken a review of local open spaces within the local area and whether they are within adequate walking distance from the site. To the north of the site is Willow Tree Pond and Nature Reserve with Willow Tree Open Space just beyond this. To the south is an established woodland and to the west is Yeading Playground all of which are within 5-10 minutes walking distance. Finally, to the east is Craneleigh Park albeit occupants would need to locate a canal crossing to access this public open space. Overall, Officers would agree that there is sufficient open space to offset the shortfall in on-site provision.

Given the level of publicly accessible open space in this area, a reason for refusal relating to the on-site shortfall of amenity space would not be considered robust enough to defend at appeal should the Council have been minded to recommend refusal. Furthermore, the benefits of the scheme are considered to outweigh the potential harm in this regard therefore despite the policy departure, the proposal is considered to be acceptable on-balance.

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 amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

PARKING

63 parking spaces currently exist at the site. 18 spaces are allocated for the sites commercial users and 12 for residential moorings. The remaining 33 spaces are unallocated.

The London Plan (2021) advises that 1-2 bed dwellings in Outer London with a PTAL rating of 0-1 should be provided with up to 1.5 parking spaces. 6 functional parking spaces are therefore considered to be required for the proposed development. 6 of the 33 unallocated spaces are to be allocated for users of the new dwellings. The proposed parking provisions are therefore considered to be acceptable. Taking into consideration these points, the proposal would cause no loss of parking to the sites existing users and would provide sufficient parking space for users of the new flats, alongside overflow parking space.

Notwithstanding the above, as set out in the internal comments section of this report, the parking spaces to be dedicated to the development are illustrated on drawing reference WTMWQD_PLN_002 Rev B. Adequate details to demonstrate these spaces could be secured for the residential units without compromising the use of the park for the other uses on site have been provided therefore a condition to secure the spaces for the use of the residential units for the lifetime of the development is sufficient.

Overall, taking into consideration the extent of parking spaces that exist at the site, it is considered that adequate parking would be provided for all.

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. 2 ev charging points are required and shown on the submitted plans. A condition has been recommended to secure the electric vehicle charging points for the proposed dwellings, 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. 6 cycle parking spaces are required and are shown on the submitted plans. Full details of the cycle storage design 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 site's existing access would be retained and utilised for the proposed development. Concerns were raised regarding new residents walking on the existing access road. There is lighting along the access road to ensure adequate levels of visibility for road users and walkers. Car parking is included within the scheme to ensure that residents have the option of driving in and out of the site; limiting the need to walk. It should also be noted that at present the site is in mixed use and when necessary its users may walk to and from the site via the access road, as such the new residents and users of the site would be provided with the same level of safety. Issues regarding access to the site are therefore not considered to be reasons for refusing the application.

A condition is also recommended requiring the submission of a delivery and servicing plan to ensure the sites commercial uses can continue to be serviced without conflict with new residents.

CONCLUSION

The Borough's Highways Officer has raised no objection to the proposed development, subject to conditions which have been recommended for inclusion if the application is approved.

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 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

London Plan Policy D7 states:

To provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that:

1) 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'

2) 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'.

No objection has been raised by the Council's Access Officer. Policy D7 of the London Plan (2021) is not to be applied to conversions and extensions.

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.

Due to the nature of the works (extensions) and their siting (predominantly at first floor), as well as their distance from trees, the development is unlikely to cause any harm to significant trees in the area. 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.

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.

The development site neighbours the Yeading Brook Minet Country Park (a Nature Conservation Site).

Trees and greenery surrounding the site would be retained. The development proposes no works within the nature reserve or conservation site. The works would take place within the confines of the

existing building or upon existing hard standing around the building. In these locations they would have no ecological harm.

A condition requiring a construction logistics and management plan, would be added to the application in the event of an approval to ensure that noise, vehicle movements associated with construction are limited and appropriately controlled.

Additionally, the application has been supported by a preliminary bat roost assessment, which was undertaken by Cherryfield Ecology (January 2023). The assessment concludes that there were no bats or evidence of bats found on site, and that the building provides negligible potential for roosting bats due to the lack of roosting features such as gaps under the roofing tiles or gaps leading to the loft voids. Furthermore activity and noise generated within the existing mixed use building would cause noise, creating an unsuitable environment for bats.

The residential development would introduce a level of activity at evening and night time which may not exist at present within the building due to its existing hours of operation. However it should be noted that marina accommodates a number of residential and temporary moorings which would result in a similar level of activity during the evening and night time. Given that these moorings are located on the water any noise or light pollution from them would be considered more harmful than the proposed development. A condition restricting the use of external lighting would be attached to the decision notice in order to minimise any potential light spillage into the canal corridor which could have a detrimental impact upon marine life.

The development site is located approximately 95m from the Willow Tree Pond Nature Reserve and the proposed works are therefore considered to have no notable adverse impact on the Reserve.

Taking into consideration these points the proposal is considered to have an acceptable ecological impact.

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

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.

The proposed plans do not indicate where waste will be stored and collected from for both the retained uses and the new residential properties. A condition is suggested to be added to the decision notice pertaining to the submission of waste storage and collection details.

7.16 Renewable energy / Sustainability

Policy SI 2 of the London Plan (2021) states 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 2016 London Plan targets.

The proposed development is of a minor scale therefore whilst the principle of SI 2 (carbon reduction) is applicable, the London Plan Policy applies more specifically to major scale applications. The applicant is not required to submit an energy statement with the application or demonstrate a policy level of on site savings. Notwithstanding this point, the modern construction of the development would be considered as providing sufficient energy savings itself and therefore the development would comply with the principles of the carbon saving development plan policies.

A condition would be secured requiring the proposed development to achieve as a minimum, 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 option requirement defined within Approved Document G of the Building Regulations).

Subject to the above conditions, the proposal would be compliant with Policy SI 2 of the London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

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.

The development site is located within Flood Zone 1 and is therefore at low risk of flooding. In this location the proposed first floor extensions and chandlery extension would have no adverse flooding impact.

In the event of approval, a condition would be secured requiring the submission of a sustainable water management scheme. The condition 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

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. Greenery within and surrounding the site would be retained. The increased car parking movements associated with the development would be limited when compared with the sites existing use and vehicle movement capacity accommodated by its large car park, thus the development is unlikely to have any significant adverse air quality impact. Additionally the provision of infrastructure for electric vehicles would contribute positively to meeting air quality objectives as would the provision of Cycle parking which would support sustainable means of transport to and from the site, reducing the need for emission generating transport methods. The proposed parking does not exceed the London Plan maximum parking standard and overall for the reasons mentioned above this minor development is considered to be 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 creation of residential units and is CIL liable.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

PLANT

It is noted that the existing plans illustrate a plant room is located at first floor level. The proposed plans do not illustrate the re-location of this plant room and no evidence has been submitted to demonstrate that plant equipment is no longer required or the uses within the building can function without it. Furthermore, if the plant equipment does need to be re-located then its location should be assessed as it may lead to an unacceptable visual impact or increase in noise levels which could be detrimental to both local ecology and neighbouring residents. As such a condition pertaining to the submission of revised floor plans illustrating the re-location of the plant room or evidence to demonstrate that plant equipment is not required, is to be attached to the decision notice.

CONTAMINATED LAND

Policy DMEI 12 of the Local Plan (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.'

It is noted that during the public consultation contamination was raised as a concern. The marina site itself is not indicated to be land at risk of possible contamination therefore a contaminated land assessment or conditions pertaining to the submission of one post decision, is not required.

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

Planning Permission is sought for the extension and conversion of the first floor and loft space to create 3 x 2-bed and 1 x 1- bed flats. In addition, a ground floor extension is proposed for the relocation of existing Chandlery.

The site is entirely located within the Green Belt, where development will be restricted in order to protect openness and the quality of the land in accordance with it's original purpose. The proposal has been reviewed robustly against the Green Belt related policies and is considered to propose appropriate development within the Green Belt therefore no special circumstances are required.

In terms of design, the extensions are modest and will appear subordinate additions to the existing building. Conditions are to be imposed to ensure that the materials used to construct the development are of the highest quality. Furthermore the proposed development has been designed to ensure that surrounding residents are no unduly harmed in terms of loss of daylight/sunlight and overlooking/privacy.

The proposal would provide adequate internal levels of living accommodation. However the scheme does fall short of the Local Plan's minimum external amenity space standards. Notwithstanding this point Officers agree that there is adequate open space within a 5-10 minute walk from the site which would offset the on-site shortfall. Whilst this policy conflict weighs against the development, this is considered to be outweighed by the benefits of the proposal which includes the provision of new homes on previously developed land, such development is supported by the Local Plan and London Plan.

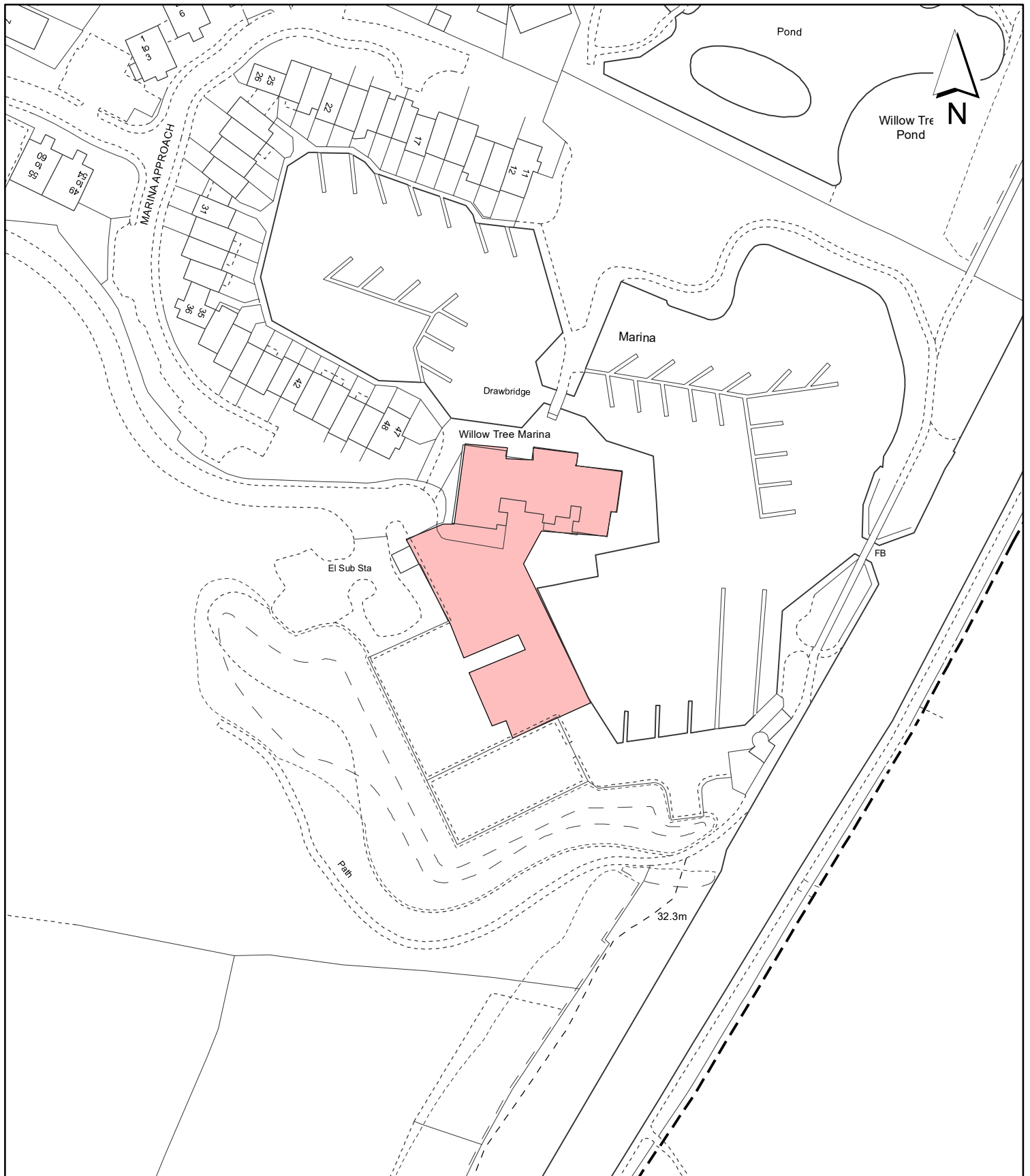
Finally the application has been reviewed by the Council's Highway Officer who has raised no objection and a condition is to be attached to the decision notice to safeguard the 6 spaces proposed for use by the new residential units for the lifetime of the development.

The benefits of the proposed development are therefore considered to outweigh the minor policy conflict and it is recommended that planning permission be granted for the proposal, 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)
NPPF (2023)

Contact Officer: Haydon Richardson **Telephone No:** 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

Willowtree Marina

LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section

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

Planning Application Ref:

46463/APP/2023/2279

Scale:

1:1,250

Planning Committee:

Minor Page 45

Date:

April 2024



HILLINGDON
 LONDON

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Report of the Head of Development Management and Building Control

Address: 34, 36, 38 GREEN LANE NORTHWOOD

Development: Partial demolition of ground floor space to the rear of number 38, and amalgamation of number 36/38 to form a larger and more coherent retail unit on the ground floor. Partial demolition of ground floor space to the rear of number 34 to facilitate the erection of a single storey E-Use workshop building. New external staircase to retained upper floor residential units. Shop front to retail to remain as existing.

LBH Ref Nos: 77897/APP/2023/2663

Drawing Nos: 19150-126
19150-127
19150-129
19150-101
19150-120
19150-102
19150-103
19150-104
19150-105
19150-106
19150-107
19150-109
19150-108
19150-110
19150-125
19150-122
19150-123
19150-124
19150-128

Date Plans received: 11-09-2023

Date(s) of Amendments(s):

Date Application valid 11-09-2023

1. SUMMARY

The site comprises three terraced buildings in a parade of eight mixed-use terraced properties with ground floor retail and first floor residential/retail on the southern side of Green Lane. It is at the western end of the Northwood (Green Lane) Town Centre and Conservation Area. The proposal involves the demolition of the rear ground floor wings of 34 and 38 Green Lane, the demolition of an

outbuilding to the rear of 36 Green Lane, the erection of a single storey, pitched roofed workshop (Class E(g)(iii)), the amalgamation (at ground floor) of 36 and 38 Green Lane.

There are 6 objections, including from Northwood Residents' Association relating mostly to loss of retail viability and resultant harm to the area (including the loss of existing retail tenants) and harm to the conservation area. There is also a petition against the proposal with 66 signatures.

The Council recently refused a similar application on this site (application ref: 77897/APP/2023/602). The Council's Urban Design and Conservation Officer had objected to the previous scheme, and the Council refused the application, because of concerns with the alterations to the shopfront and the inappropriate design and location of the workshop. The shop front features are no longer proposed to be altered and the inappropriate previously refused flat-roof design has been amended to an acceptable pitched roof. While the orientation of the workshop remains as previously proposed, this alone is not deemed to warrant a recommendation of refusal for the scheme and the Council's Urban Design and Conservation Officer has raised no objection to this application.

The Council's Planning Policy Officer does not raise any objections or concerns to the loss of retail floorspace (Class E) and the Council's Highways Officer has not objected or raised concerns on highways grounds.

The application is recommended for approval, subject to planning conditions.

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, numbers 19150-120; 19150-121; 19150-122; 19150-123; 19150-124; 19150-125; 19150-126; 19150-127; 19150-128; 19150-129 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. COM7 **Materials (Submission)**

Prior to the commencement of development, details of all materials and external surfaces 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.

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. COM9 Landscaping (car parking & refuse/cycle storage)

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

1. Details of Soft Landscaping

- 1.a Planting plans (at not less than a scale of 1:100),
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate including pollution absorbing species.

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 one active electric vehicle charging point and two passive electric vehicle charging points)
- 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 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

The approved details shall be completed before the first use of the approved development and thereafter maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 14, DMEI 1 and

DMT 6 of the Hillingdon Local Plan Part 2 (2020) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2021).

5. OM19 Construction Management Plan

Prior to the commencement of development, 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.
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the number of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

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

REASON

To safeguard the amenity of surrounding areas in accordance with Policy T7 of The London Plan and Policies DMT 1 and 2 of the Hillingdon Local Plan Part 2 (2020).

6. COM30 Contaminated Land

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

- (a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;
- (b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use.
- (c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement.

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

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policies DMEI 11 and DMEI 12 Hillingdon Local Plan Part 2 (2020).

7. NONSC **Non Standard Condition**

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

REASON

To ensure appropriate refuse storage is provided on site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with Policy EM11 of the Hillingdon Local Plan Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

INFORMATIVES

3. CONSIDERATIONS

3.1 Site and Locality

The site forms three properties on the southern side of Green Lane, forming the eastern end of a row of eight 2.5 storey terraced buildings in mixed use (ground floor retail with residential above) at the western end of the Green Lane Town Centre and Conservation Area. The site area extends to 2,000m² and includes side vehicular access to a rear parking area providing rear/back of house access (including to first floor residential properties) with a separate single storey building at the rear boundary.

Similar town centre development predominates to the north and east, with Northwood Underground Station 130m to the east. A Council-owned car park is adjacent to the west with lower density residential development beyond.

Site Constraints

- Green Lane Northwood Town Centre
- Green Lane Northwood Primary Shopping Area
- Northwood Town Centre, Green Lane Conservation Area

- Flood Zone 1
- Potentially Contaminated Land
- PTAL Rating 3

3.2 Proposed Scheme

The proposal involves the following works:

- Demolition/removal of the rear of the ground floor (and associated structures) of 34-38 Green Lane
- New single storey, pitched detached workshop building at the rear of the site with three adjacent car spaces
- Two new accesses stairs/landing to the rear of the existing first floor flats
- Associated works including new close boarded fencing, bin storage, cycle storage and other site works
- Amalgamation of 36 and 38 Green Lane into one shop

3.3 Relevant Planning History

77897/APP/2023/602 34, 36, 38 Green Lane Northwood

Demolition of existing outbuilding and partial demolition of the ground floor of nos. 34 and 38. Erection of an outbuilding for use as a workshop. Installation of an external staircase to retained upper floor residential units. Amalgamation of ground floors of nos. 38 and 36 to form a combined retail unit including a new shopfront.

Decision: 14-06-2023 Refused

Comment on Relevant Planning History

Application reference 77897/APP/2023/602 was refused 14-06-23 for the following reason: By virtue of its box form design, orientation, appearance and disruption to the pattern and rhythm of the linear parade of shops posed by the proposed workshop building and the removal of traditional characteristics to the shopfront of 38 Green Lane, the development would fail to preserve or enhance the character and appearance of the Northwood Town Centre, Green Lane Conservation Area. It would result in less than substantial and unacceptable harm to the setting and character of the Northwood Town Centre, Green Lane Conservation Area, as well as the visual amenity of the street scene. When weighing the public benefits, these would not outweigh the identified harm. The proposal is therefore contrary to Policies HE1 and BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012), Policies DMHB 1, DMHB 4, and DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies D3 and HC1 of the London Plan (2021), and Chapters 12 and 16 of the National Planning Policy Framework (2021).

It is considered that the removal of proposed works to the shopfronts and the introduction of a pitched roof to the previously flat roof design of the workshop building has overcome the previous reasons for refusal, as set out within this report.

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.

The Northwood Town Centre, Green Lane Conservation Area Appraisal has also formed part of the assessment.

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.E5 (2012) Town and Local Centres

PT1.EM1 (2012) Sustainable Waste Management

1

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:

LPP D14 (2021) Noise

LPP D4 (2021) Delivering good design

LPP D5 (2021) Inclusive design

LPP D8 (2021) Public realm

LPP E4 (2021) Land for industry, logistics and services to support London's economic function

LPP E6 (2021) Locally Significant Industrial Sites

LPP G6 (2021) Biodiversity and access to nature

LPP GG2 (2021) Making the best use of land

LPP HC1 (2021) Heritage conservation and growth

LPP SD6 (2021) Town centres and high streets

LPP SD7 (2021) Town centres: development principles and Development Plan Documents

LPP SI12 (2021) Flood risk management

LPP SI13 (2021) Sustainable drainage

LPP SI7 (2021) Reducing waste and supporting the circular economy

LPP T5 (2021) Cycling

LPP T6 (2021) Car parking

LPP T6.3 (2021) Retail parking

LPP T6.5 (2021) Non-residential disabled persons parking

LPP T7 (2021) Deliveries, servicing and construction

DMEI 14 Air Quality

DMEI 7 Biodiversity Protection and Enhancement

DMEI 9 Management of Flood Risk

DMHB 1 Heritage Assets

DMHB 13 Shopfronts

DMHB 13A Advertisements and Shop Signage

DMHB 4 Conservation Areas

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

- DMT 5 Pedestrians and Cyclists
- DMT 6 Vehicle Parking
- DMTC 1 Town Centre Development
- DMTC 2 Primary and Secondary Shopping Areas
- DMTC 3 Maintaining the Viability of Local Centres and Local Parades
- DMTC 4 Amenity and Town Centre Uses
- 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
- NPPF7 NPPF 2021 - Ensuring the vitality of town centres
- 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: 20th October 2023**

6. Consultations

External Consultees

Neighbour consultation

A total of 73 residents and the Northwood Residents Association were consulted between 15.09.2023 - 06.10.2023 with a Conservation Area site notice installed from 27.09.2023 - 18.10.2023 and an advertisement in the local press from 27.09.2023 - 18.10.2023.

A total of six submissions and one from Northwood Residents Association were received. Additionally, a petition with 66 signatures was received requesting refusal of the application. The submissions raised the following summarised issues:

- Works will affect the existing local businesses and employment
- Loss of existing business floorspace
- Loss of existing units and businesses
- Reduction in floorspace and amalgamation of 36 and 38 Green Lane will affect vitality of the area

Hillingdon Planning Committee - 11th April 2024

- The loss of floorspace creates a retail unit that is not supportive of the town centre location
- Loss of retail unit, in conflict with policy
- Workshop is unrelated to the size and scale of the town centre

Planning Officer Comments: The net loss in retail floorspace is not explicitly contrary to policy and may be considered partly offset by the increase in light industrial floor area. Both retail and the proposed workshop for light industrial use are within Use Class E.

- Loss of floorspace and depth to the retail units will affect cumulative viability and therefore the survival of the conservation area
- Will affect the heritage significance of the area

The petition cited the following topic and desired outcome:

"The block has particular historic value and so the original units should be retained. The existing businesses do not need or want any change to the retail units they occupy. Reducing the size of the retail units and taking out viable commercial space would affect the businesses that occupy these premises and reduce the quality of services they provide for the community".

Planning Officer Comments: The Council's Urban Design and Conservation Officers are satisfied that the proposed design would be acceptable in terms of heritage, conservation, design, appearance, and impact on the character of the surrounding area.

Internal Consultees

Conservation and Urban Design Officer: The proposed development has addressed the reasons for refusing the previous planning application (77897/APP/2023/602). This proposed scheme omits the unacceptable alterations to the shopfront and introduces an appropriate pitched roof to the workshop instead of the previously refused flat roof. As such, the proposed development is acceptable with regards to conservation and design.

The Highways and Planning Policy Officers did not object to the previously refused proposal (ref: 77897/APP/2023/602). Shop front alterations are no longer proposed, and the proposed workshop would have a pitched roof instead of a flat roof. Otherwise, the proposal remains the same as the previous scheme. Therefore, the internal Highways' and Planning Policy Officer's 'no objection' comments remain applicable to this application.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

- Loss of Retail

Policy SD6 of the London Plan is a strategic policy that notes that the vitality and viability of London's varied town centres should be promoted and enhanced by encouraging strong, resilient, accessible and inclusive hubs with a diverse range of uses that meet the needs of Londoners, and strengthen the role of town centres as a main focus for Londoners' sense of place and local identity in the capital. The adaptation and diversification of town centres should be supported in response to the challenges and opportunities presented by multi-channel shopping and changes in technology and consumer

behaviour, including improved management of servicing and deliveries.

Policy SD7 of the London Plan aims to ensure that commercial floorspace relates to the size and the role and function of a town centre and its catchment, is appropriately located and fit for purpose, with at least basic fit-out and not compromised in terms of layout, street frontage, floor to ceiling heights and servicing, with efficient delivery and servicing in a way that minimises negative impacts on the environment, public realm, the safety of all road users, and the amenity of neighbouring residents. It also aims to support the diversity of town centres by providing a range of commercial unit sizes, particularly on larger-scale developments.

Policy E9 of the London Plan aims to support convenience retail in all town centres to secure inclusive neighbourhoods as well as provide a policy framework to enhance local and neighbourhood shopping facilities and prevent the loss of retail and related facilities that provide essential convenience and specialist shopping.

Policy DMTC 1 of Hillingdon's Local Plan Part 2 also supports 'main town centre uses' where the development proposal is consistent with the scale and function of the centre with adequate width and depth of floorspace and appropriate servicing arrangements have been provided.

Policy DMTC 2 of Hillingdon's Local Plan Part 2 supports the provision of ground floor retail (and other specified town centre uses) provided that a minimum of 70% of the frontage is retained in retail use; the proposed use will not result in a separation of Class A1 uses of no more than 12m interruption in frontage of A1 shops or a concentration of non retail uses which could be considered to cause harm to the vitality and vibrancy of the town centre; and compliance with other relevant local plan policies.

Whilst there is a clear intent to avoid the loss of retail within designated town centres and parades, there is no actual policy against the loss of retail floorspace, net or otherwise, in a town centre. There is also no policy direction against shop amalgamation.

The three existing retail units have internal floorspaces of 115m², 138m² and 73m², with depths of about 25m. The proposal involves the demolition of the rear parts of all three buildings and the internal walls between 36 and 38 Green Lane to allow the amalgamation of these two units. It results in two retail units of 66m² and 131m². This is a net loss of one retail space and 129m² (in total floorspace terms).

It appears that the amalgamation of 36 and 38 Green Lane is an offset against the net loss of retail floorspace. At present, 38 Green Lane is 4.2m wide at its entrance but narrows to 2.6m. This is somewhat prohibitive as a retail space. Widening the space through amalgamation with 36 Green Lane offers a more flexible and attractive retail space with a double frontage. There would not be any loss in retail frontage as a result of the proposal.

The depth of the retail units is reduced from 26m at 34 Green Lane, 31m at 36 Green Lane and 24m at 38 Green Lane to 15m within both units. In terms of maintaining depth to ensure flexibility and viability in use, there are no significant constraints and the resultant units would be similar in depth/area to the ground floor premises operating at 24 and 26 Green Lane. Overall, the net loss is noted, and is unfortunate, but there are clear benefits with the refurbishment of the existing spaces to be retained and the additional width provided within 36-38 Green Lane.

Therefore, the loss of retail floor space and the amalgamation of 36 and 38 to form one retail unit is

acceptable in principle, subject to compliance with wider planning policies.

- Light Industrial Use

Policy E7 of the London Plan requires a proactive approach and encouragement for the intensification of business uses through introduction of small units, amongst other factors. Policy DME1 of the Local Plan will support light industrial within Locally Significant Employment Locations (LSELs).

There is no explicit policy encouragement towards or against the provision of light industrial uses in town centre locations and the provision of 44m² of light industrial floorspace is not opposed in principle. In principle, the proposed workshop could provide a service that is compatible and complementary to the area, particularly given the back land location behind the street frontage. It is also recognised in the planning use class order (amended 1st August 2021) that any light industrial use that is capable of being carried out in a residential area (as proposed on the application form) is Class E, the same as retail shops or any other service appropriate to this commercial locality. On this basis, no objection is raised to the principle of the proposed workshop in this location, subject to compliance with wider planning policies.

- Conclusion

Paragraph 90 of the NPPF supports the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. The proposal involves a loss of retail floorspace and provision of workshop floorspace for a net loss overall. Whilst this is generally unusual, it is not a policy departure and the associated refurbishment of the premises, increased flexibility of the retail space and diversity of use weighs in favour. Therefore, the principle of development is acceptable, subject to compliance with wider planning policies.

7.02 Density of the proposed development

Not applicable.

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

Refer to Section 7.07.

7.04 Airport safeguarding

Not applicable.

7.05 Impact on the green belt

Not applicable.

7.06 Environmental Impact

Not applicable.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan Part 1 - Strategic Policies (2012) seeks a quality of design 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 2 (2020) states that new development will be

required to be designed to the highest standards and incorporate principles of good design, including harmony in consideration of the height of surrounding structures. Policy DMHB 12 of the same plan requires integration with the surrounding area.

The site is within the Northwood Town Centre, Green Lane Conservation Area and the Council has a duty to pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area, including its setting (Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990). Chapter 16 of the NPPF requires consideration of the harm to the significance of the Conservation Area.

Policy DMHB 4 of the Hillingdon Local Plan Part 2 (2020) seeks to ensure that development within a Conservation Area preserves or enhances the character or appearance of the area, including through high quality design and resisting the loss of buildings and features. Policy HC1 of the London Plan (2021) seeks to conserve significance, by being sympathetic to the assets' significance and appreciation within their surroundings.

The Conservation Area Appraisal notes that The Pavement on the south side was the first section of shops to be completed (visible in 1914 ordinance maps) and the parades of shops are tightly packed. It is less flamboyant than its later neighbours. The parade is two and half storeys with shops on the ground floor with a red brick first floor with yellow brick decorative courses and dormer windows in the attic under slate roofs.

There is also reference to an alley that runs behind, and an interesting surviving outbuilding which is an early Victorian stable/workshop at the end of the alley. It is constructed of London stock brick with slate roofs and has three pitched roof dormers breaking through the eaves. This building falls outside of the application site. The appraisal notes that the buildings make a positive contribution to the historic and architectural character and appearance of the conservation area.

- To the rear

Notwithstanding the above appraisal, the rear of the buildings at 24-48 Green Lane is a haphazard collection of rear extensions of varying form and materials that have a clear servicing or back-of-house appearance. These extensions offer little in terms of a positive setting for the conservation area. Therefore, the demolition of these structures is not opposed.

The replacement with a modest, detached, pitched-roof, single-storey building is considered to be acceptable. While a reorientation to match the other rear buildings/extension in the terrace would be preferable this is not deemed sufficient to warrant a recommendation for refusal.

- To the street

The previously refused application (ref: 77897/APP/2023/602) involved new doors to 36 and a new shopfront to 38 Green Lane involving the removal of the door and the provision of bi-fold doors much the same as 36 Green Lane. The Council's Conservation Officer was opposed to these works with the loss of pilasters and corbel brackets harmful to the character and form of the parade of retail premises and the Conservation Area as a whole. Alterations to the shopfront are not proposed under this scheme. As such, previous shopfront concerns have been addressed.

- Conclusion

This application has addressed the previous design-based reasons for refusals.

The Council's Urban Design and Conservation Officer has been consulted on the application and considers the proposed design acceptable.

The proposed development would preserve the character and appearance of the Northwood Town Centre, Green Lane Conservation Area, and the visual amenity of the street scene.

The proposal would comply with the aims of Policies HE1 and BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012), Policies DMHB 1, DMHB 4, and DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies D3 and HC1 of the London Plan (2021), and Chapters 12 and 16 of the National Planning Policy Framework (2023).

7.08 Impact on neighbours

Policy DMHB 11 and Policy EM8 of the Hillingdon Local Plan (part 2 and part 1 respectively) seek to ensure a satisfactory relationship with adjacent dwellings and no unacceptable loss of outlook, amenity, daylight and sunlight to neighbouring occupiers or impacts of noise, odour, emissions, safety and security, refuse, parking or traffic congestion. Policy D14 of the London Plan (2021) aims to reduce, manage and mitigate noise to improve health and quality of life by avoiding significant adverse noise impacts on health and quality of life.

The proposal involves a net reduction in building footprint with the footprint of the new workshop building well removed from the existing retail and residential units, such that there is no additional dominance or loss of light.

The uses within the main building remain unchanged and the premise of the use class of the new workshop building is that the use is compatible with a residential area. Further, the openings are to the south, away from the existing retail and residential units. Whilst there are offices to the rear and residential properties beyond, the separation distance is appropriate to protect amenity.

New access stairs to each of the units, including a new shared landing for 34 and 36 Green Lane would, in theory, open up some sightlines to neighbours but when compared with the existing situation, there is no significant change and no objection raised.

7.09 Living conditions for future occupiers

Not applicable.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Site Characteristics

The site forms part of a 1930's shopping parade located within Green Lane in Northwood and the surroundings consist of a mix of commercial and residential uses.

It is proposed to reconfigure and amalgamate two established retail units at 36 and 38 Green Lane to form a single larger commercial unit with the erection of a small-scale workshop unit located to the rear of the site. Demolition of an existing outbuilding and partial demolition of the ground floor elements of 34 and 38 would be necessary to facilitate the proposal.

An established access located to the side of no. 38 is to remain to serve the rear of the site envelope affording access to 3 parking spaces and 6 formal cycle parking spaces.

The site exhibits a public transport accessibility level (PTAL) of 3 which is considered as moderate, but the Council's Highways Officer has advised that in practice the 'real world' PTAL may be somewhat higher than numerically depicted. This is due to the relative proximity of Northwood London Underground Station and a plethora of local bus services operating within the locality. There are extensive parking controls on the surrounding roadways exemplified by double yellow lines and 8am to 6.30pm - Monday to Saturday Pay & Display facilities.

Vehicular Trip Generation

Hillingdon Local Plan: Part 2 Policies DMT 1 and DMT 2 require the council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

The Council's Highways Officer has advised that as a consequence of the relatively small scale of development and limited on-plot parking, any vehicular trip generation uplift is predicted to be negligible and therefore does not give rise to any specific highway concerns.

Car Parking

Policy DMT 6 of the Local Plan requires compliance with the parking standards unless it is demonstrated that a deviation would not result in a deleterious impact on the surrounding road network.

It is apparent that the three existing retail units and the two residential units are not provided with any formal car parking. There is a substandard potential parking space at the rear of 34 Green Lane, which is not counted because of its inadequate length. It would then follow that any reduction in retail floorspace would not present any additional parking issue.

The workshop space is required to provide three spaces, with the Local Plan specifying two spaces plus one space per 50-100m² of floorspace. The proposal includes three car spaces for the workshop use which represents compliance with the parking standard.

This moderate level of provision is further supported by the aforementioned good 'real world' transport links and local parking controls in the area which act as a parking constraint and therefore encourage sustainable travel to and from the site. It is also noted that there is a public car park close to the site.

EV charging amounting to one active and two passive charging points would be secured by condition in the event of an approval.

In light of the above, the proposed level of parking is considered acceptable.

Cycle Parking

Policy DMT 5 of the Hillingdon Local Plan - Part 2 (2020) requires compliance with the cycle parking standards. The retail units are reduced in floorspace and the residential units are unchanged, such that there are no additional cycle parking requirements. The workshop use generates the need for one space, though the Highways Officer recommends three spaces be provided on the basis of the mixed use of the site.

Three cycle racks, providing parking for six cycles, are provided at the rear of the residential units. This would be an improvement on the existing situation and while there is only a requirement for one space, the cycle parking could be shared by the workshop and existing residences (or even the retail units). The cycle parking is accessible, located in a back of house location alongside the residential entrances but would need to be made secure and sheltered. An allocation strategy, including one space allocated to the workshop use, as well as details of secure and covered bike shelters could be secured by condition in the event of an approval.

Access

Chapter 9 of the NPPF and Policy T4 of the London Plan (2021) states that development proposals should not increase road danger and that development proposals should not be refused unless highways impacts are severe.

The existing alleyway/driveway serving the rear of the site is single width and serves perhaps ten formal parking spaces and a number of additional informal or ad hoc parking spaces. The proposal for three additional parking spaces would add to the trip generation along this single lane access. However, the Highways Officer has advised that with the low level of traffic (three proposed spaces), the likelihood of conflict is very low. In itself, this is a limiting factor in terms of overall activity to and from the site. Coupled with the stringent waiting restrictions around the area that would inherently restrict general activity by deterring private car travel to and from the address without envisaged measurable harm, no concerns are raised with access. In terms of manoeuvrability within the car park, there is sufficient space and visibility for turning and forward movement from the site.

Servicing

There is a relatively ad hoc servicing arrangement at the rear of the site for the existing retail units with the greater likelihood that most deliveries would occur at the street front.

The proposed workshop building would alter this rear servicing arrangement by appearing to reduce accessibility to the retail units from the rear. However, the existing access to the rear of these properties is already somewhat compromised, with either no direct access or restricted access down narrow passage ways. The proposal would introduce a more formal and clearly marked out arrangement with the car parking spaces. Any potential impact to servicing is viewed as either an improvement, commensurate or so minimal as not to warrant concern.

Construction Management Plan

A Construction Management Plan would be a requirement given the constraints and sensitivities of the immediate road network in order to avoid/minimise potential detriment to the public realm. Continued and safe pedestrian and vehicular access would also need to be maintained to the rear of the premises during the construction period. This would be conditioned in the event of an approval.

7.11 Urban design, access and security

Paragraph 96 of the NPPF and Policy DMHB 15 of the Hillingdon Local Plan Part 2 (2020) require healthy, inclusive and safe places so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion. There are no objections on these grounds.

7.12 Disabled access

Policy D5 of the London Plan requires accessible and inclusive design that is convenient and

welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment.

The amalgamation of the retail units at 36 and 38 Green Lane will improve accessibility as a small step to the existing retail unit at 36 Green Lane exists. Access to 34 Green Lane will remain unchanged and the new access points to the existing residential units will remain via staircases. The workshop can be designed in a way that it is fully accessible such that no objection is raised.

7.13 Provision of affordable & special needs housing

Not applicable.

7.14 Trees, landscaping and Ecology

No impact.

7.15 Sustainable waste management

Policy EM11 of the Hillingdon Local Plan Part 1 (2012) refers to the minimisation of waste. As part of the redevelopment at the rear of the site, a new bin store is positioned underneath the staircase at the eastern end of the site. It is intended to serve the first floor residential properties at the site, along with the three ground floor retail premises.

The dimensions appear inadequate for the likely waste generation from five properties. Also refuse storage for residential units should be kept separate from commercial uses. However, given the available space between the workshop and the rear of the retail buildings, there is adequate space for suitably located and separate (between commercial and residential) bin storage areas that would protect the character of the area and neighbour amenity. This could be conditioned.

In the event of an approval, a condition would be included requiring details of separate residential and commercial refuse and recycling storage and collection arrangements.

7.16 Renewable energy / Sustainability

Policies BE1 and DMEI 2 of the Hillingdon Local Plan (Part 1 and Part 2 respectively) seek to achieve reductions in carbon dioxide emissions through energy efficient design and effective use of low and zero carbon technologies, including the use of Sustainable Urban Drainage Strategies, water efficiency and sustainable design and construction techniques to increase the re-use and recycling of construction, demolition and excavation waste and reduce the amount disposed to landfill.

No such details have been submitted. However, given the relatively modest nature of the construction works and the open plan form of the modest workshop building, there are limited opportunities for sustainability measures beyond what is required of building regulations. On this basis, no objections are raised.

7.17 Flooding or Drainage Issues

Flooding

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. The site is in Flood Zone 1 with no identified surface flooding. The proposed workshop use is acceptable on flooding grounds. The proposal is therefore acceptable.

Drainage

Policy SI13 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 10 of the Hillingdon Local Plan Part 2 (2020) states that developments are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated.

The site is not in a Critical Drainage Area, not shown to be at risk from surface flooding and there is a net reduction in building footprint. Subject to details of hard or soft landscaping in the area between the workshop and the rear of the retail buildings to ensure that there is adequate on site infiltration, as part of broader drainage details, there is unlikely to be any adverse drainage issues. These details could be secured by condition in the event of an approval.

7.18 Noise or Air Quality Issues

Policy DMEI 14 of the Hillingdon Local Plan Part 2 (2020) states that development 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 site does not fall within the Air Quality Management Area, and given the relatively minor scale of development and continued uses, no concerns are raised.

7.19 Comments on Public Consultations

Refer to Section 6.

7.20 Planning obligations

Not applicable.

7.21 Expediency of enforcement action

None applicable.

7.22 Other Issues

Contaminated Land

The site is located on land identified as potentially contaminated. Given that the development would involve demolition to accommodate new built development in a town centre location, it is unlikely that there would be any concerns with contaminated land that could not be remediated. Therefore, in the event of an approval the appropriate conditions for investigation and remediation would be included.

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 scheme has been amended from that previously refused and is now deemed to comply with national, regional, and local planning policies and guidance. It is, therefore, recommended that the application be approved subject to planning conditions.

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 (NPPF) (2023)

National Planning Practice Guidance (NPPG)

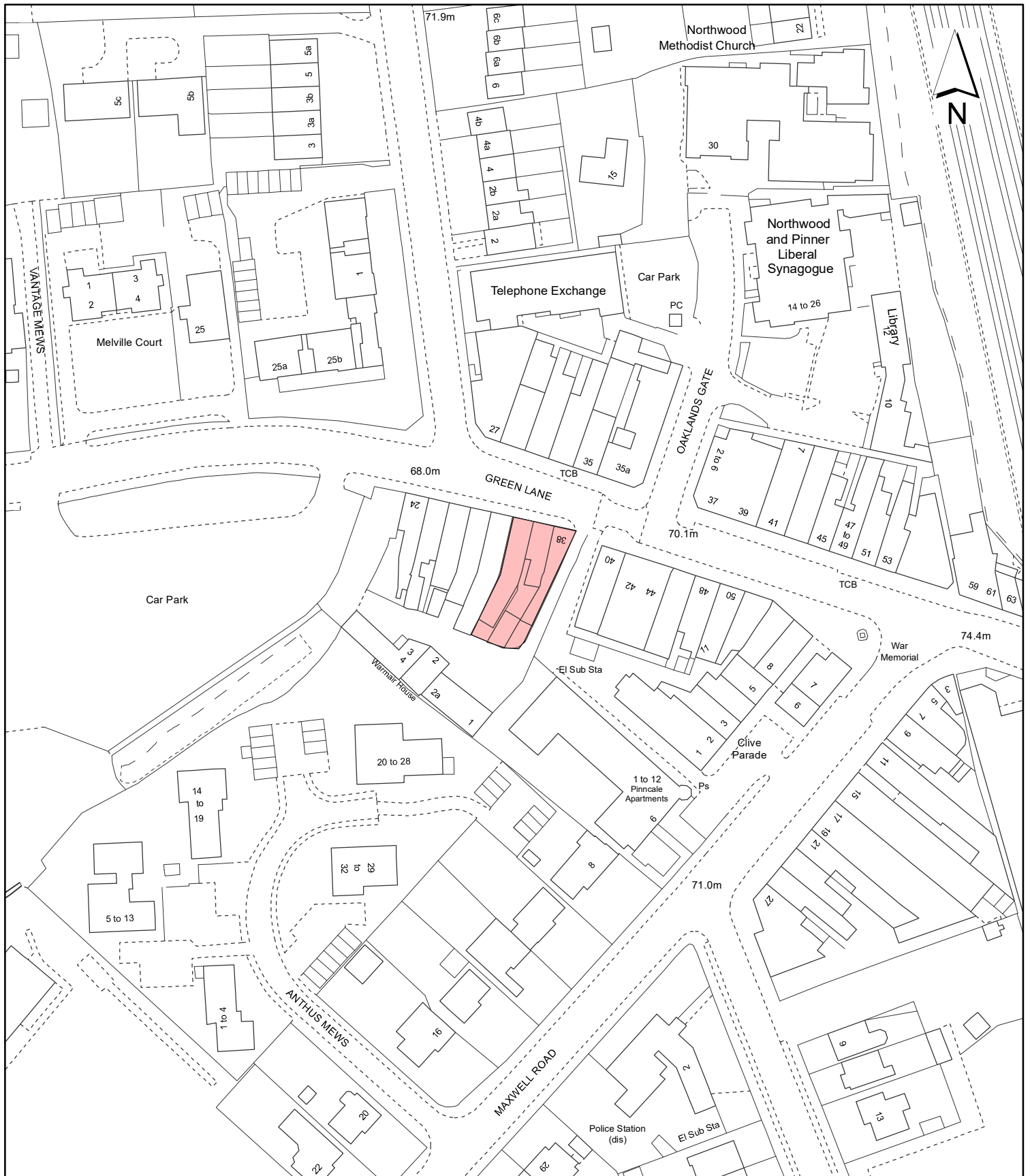
Technical Housing Standards - Nationally Described Space Standard (2015) (as amended)

Contact Officer:

Daniel Ambrose

Telephone No:

01895 250230



Notes:

 Site boundary

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Site Address:

34, 36, 38 Green Lane

LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section

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

Planning Application Ref:

77897/APP/2023/2663

Scale:

1:1,250

Planning Committee:

Minor Page 67

Date:

April 2024



HILLINGDON
 LONDON

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Report of the Head of Development Management and Building Control

Address:	90 LONG LANE ICKENHAM	
Development:	Demolition of the existing detached, single dwelling and the erection of a building consisting of 9 no. two-bedroom flats, with associated parking and amenities.	
LBH Ref Nos:	8905/APP/2023/2419	
Drawing Nos:	10523/Eles (Existing elevations) 3321-05 (Proposed upper floor plans and roof plan) Arboricultural Impact Assessment Ref TH3988 3321-01 3321-02 3321-03 Rev A 3321-04 Rev A 150523/Topo 3321-06 3321-07 Rev A 150523/Topo 150523/Grd 3321-SK1 Design and access statement dated July 2023	
Date Plans received:	11-08-2023	Date(s) of Amendments(s):
Date Application valid	11-08-2023	

1. SUMMARY

The application seeks full planning consent for the demolition of the existing detached, single, dwelling and the erection of a building consisting of 9 no. two-bedroom flats, with associated parking and amenities. Given the recent limited introduction of flatted developments on Long Lane, most notably at No.88 Long Lane, the demolition of the existing property is on balance, acceptable, in principle.

In the absence of any family sized flats (i.e. three-bedrooms or more), the proposal has failed to demonstrate that the development would provide a suitable housing mix. Given the depth, scale and massing of the proposal, the neighbouring occupiers would experience a sense of enclosure and overbearing impact. In the absence of a BRE daylight/sunlight study, the proposal fails to demonstrate that it would not result in an unacceptable loss of light or cause overshadowing issues for the existing occupiers. In addition, given the siting, size, width, scale, massing and design, the proposed development would be detrimental to the character, appearance and visual amenities of the

street scene and the setting of the Ickenham Village Conservation Area. Overall, the public benefits would fall short of outweighing the 'less than substantial harm' to the Ickenham Village Conservation Area.

It is considered that the quantity and quality of internal and external amenity space being provided would be sufficient to serve the sizes and number of proposed dwellings at the site. However, Highways have raised objections given the proposal would fail to provide acceptable pedestrian, cycle and vehicular access to the application site. Moreover, the proposal fails to demonstrate how it would achieve high standards of fire safety and emergency evacuation arrangements.

The removal of category A and B trees to the front of the site has not been fully justified. Their removal is needed to implement development and given that most of these trees are in good/normal physical and structural condition it has not been fully justified. These trees provide a level of value to the local character and contribute to biodiversity and habitat.

In the absence of a detailed fire statement or comprehensive plan demonstrating highest standards of fire safety, it has not been possible to assess whether the scheme would meet the criteria set out in Policy D12 of the London Plan

It is therefore recommended that the application be refused for the reasons set out in the following sections of this Committee Report.

2. RECOMMENDATION

REFUSAL for the following reasons:

1. NON2 Housing mix

The proposed development fails to provide any three or more bedroom (family sized) units. Robust justification has not been provided to demonstrate that the provision of family sized units would be unsuitable or unviable. The proposal would therefore not provide a suitable mix of housing to support sustainable, inclusive and mixed communities contrary to Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy H10 of the London Plan (2021) and the National Planning Policy Framework (2023).

2. NON2 Character and appearance

The proposed development, by reason of its siting, size, width, scale, massing and overall design would result in an incongruous visually prominent form of development that would fail to harmonise with the character and architectural composition of the surrounding properties, resulting in a visually dominant building which would be detrimental to the character, appearance and visual amenity of the street scene and the setting of Ickenham Village Conservation Area. The proposal therefore conflicts with Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 1, DMHB 4, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies HC1, D1, D3 and D4 of the London Plan (2021) and the NPPF (2023).

3. NON2 Neighbouring amenity impacts

Due to its depth, scale, bulk, siting and overall design, the proposed development would have an overbearing impact on the adjoining residents leading to a harmful sense of enclosure and loss of outlook to the residents of Nos 88 and 92 Long Lane. Furthermore, in the absence of a BRE daylight and sunlight assessment the application has failed to demonstrate that the proposed development would not lead to a loss of light or significant overshadowing to both adjoining neighbouring properties. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and the National Planning Policy Framework (2023).

4. NON2 Highways

The proposal would fail to provide acceptable pedestrian, cycle and vehicular access to the application site which due to the increased number of vehicular movements onto a classified road would result in danger and inconvenience which fails to concur with the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies DMT 1, DMT 2 and DMT 6 and Policies T2, T4 and T5 of the London Plan (2021) and NPPF (2023). The application also fails to concur with the Mayor's Transport Strategy which aims to encourage cycling, walking and the use of public transport.

5. NON2 Trees

The application has failed to justify the need for the layout of development which includes the removal of category A and B value trees. Accordingly, the development would result in adverse and irreversible impacts to landscaping, trees, biodiversity or other natural features of merit, detrimental to the visual amenities of the area and Ickenham Village Conservation Area, contrary to paragraph 136 of the National Planning Policy Framework (2023), Policy G7 of the London Plan (2021), and Policies DMHB 4, DMHB 11, DMHB 12 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

6. NON2 Fire safety

The proposal fails to demonstrate through a comprehensive fire statement how the development would achieve the highest standards of fire safety in regard to its design in incorporating appropriate features which reduce the risk to life in the event of a fire, its construction methods, means of escape, strategy of evacuation and providing suitable access and equipment for firefighting appropriate for the size and residential nature of the development. The proposal would therefore be contrary to Policies D5 and D12 of the London Plan (2021) and the National Planning Policy Framework (2023).

INFORMATIVES

1. I52 Compulsory Informative (1)

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

2. I74 Community Infrastructure Levy (CIL) (Refusing Consent)

This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community

Infrastructure Levy Regulations 2010 (as amended), should an application for appeal be allowed, the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012.

For more information on CIL matters please visit the planning portal page at:
www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

153 **Compulsory Informative (2)**

The decision to REFUSE 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 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMHB 1	Heritage Assets
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
DMHB 4	Conservation Areas
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D12	(2021) Fire safety
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 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 HC1	(2021) Heritage conservation and growth
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11 -23	NPPF11 23 - Making effective use of land
NPPF12 -23	NPPF12 23 - Achieving well-designed and beautiful places
NPPF14 -23	NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change
NPPF16 -23	NPPF16 23 - Conserving and enhancing the historic environment
NPPF2 -23	NPPF2 2023 - Achieving sustainable development
NPPF4 -23	NPPF4 23 - Decision making
NPPF5 -23	NPPF5 23 - Delivering a sufficient supply of homes
NPPF9 -23	NPPF9 23 - Promoting sustainable transport

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the north-western side of Long Lane, some 80m to the north-east of its junction with Swakeleys Drive. It comprises an attractive detached house, set back from the road on a large plot with a deep rear garden.

The subject dwelling along with the majority of the adjoining detached houses to the south-west (Nos. 90 to 98 Long Lane) are of individual architectural design and have a spacious character with large gardens to the rear. The dwellings are set well back from the road, in an informal setting with a staggered relationship to the road frontage. To the north east, is a flatted development at No.88 Long Lane and beyond that is the Cardinal Hume Campus of the Douay Martyrs School (which contains a locally listed building). To the south west is 92 Long Lane, another large two storey dwelling of individual architectural merit set back from the highway with gable features including a front projection and two dormer windows. Dormy House and the rear garden of No. 2 adjoins the rear boundary of the application property.

The character of the area has gained recognition through its inclusion within the Ickenham Village Conservation Area. The application site and the neighbouring property to the rear (known as Dormy House) are also covered by Tree Preservation Orders (TPOs 438 and 482a refer). The site lies in Flood Zone 1 and has a PTAL rating of 2 (Poor).

3.2 Proposed Scheme

The application proposes the demolition of the existing detached, single dwelling and the erection of a building consisting of 9 no. two-bedroom flats, with associated parking and amenities.

It is noted that the description has been revised to omit the reference to one bedroom flats as the proposal does not propose any one bedroom units.

3.3 Relevant Planning History

8905/E/78/0680 90 Long Lane Ickenham
Householder development - residential extension(P)
Decision: 28-06-1978 Approved

8905/G/80/0936 90 Long Lane Ickenham
Householder development - residential extension(P)
Decision: 02-07-1980 Approved

8905/H/86/1028 90 Long Lane Ickenham
Alterations to elevation (P)
Decision: 09-07-1986 Approved

8905/K/86/1756 90 Long Lane Ickenham
Householder dev. (small extension,garage etc) (P)
Decision: 08-12-1986 Approved

8905/M/90/0457 90 Long Lane Ickenham
Extension to existing vehicular crossover
Decision: 25-04-1990 Approved

Comment on Relevant Planning History

The relevant planning history is referenced above.

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.HE1 (2012) Heritage

Part 2 Policies:

DMCI 7 Planning Obligations and Community Infrastructure Levy

DMEI 10 Water Management, Efficiency and Quality

DMEI 2 Reducing Carbon Emissions

DMEI 7 Biodiversity Protection and Enhancement

DMEI 9 Management of Flood Risk

DMH 1 Safeguarding Existing Housing

DMH 2 Housing Mix

DMHB 1 Heritage Assets

DMHB 4 Conservation Areas

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 5 Pedestrians and Cyclists

DMT 6 Vehicle Parking

NPPF11 - NPPF11 23 - Making effective use of land
23

NPPF12 - NPPF12 23 - Achieving well-designed and beautiful places
23

NPPF16 - NPPF16 23 - Conserving and enhancing the historic environment
23

NPPF14 - NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change
23

NPPF2 - NPPF2 2023 - Achieving sustainable development
23

NPPF4 - NPPF4 23 - Decision making
23

NPPF5 - NPPF5 23 - Delivering a sufficient supply of homes
23

NPPF9 - NPPF9 23 - Promoting sustainable transport
23

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 GG2 (2021) Making the best use of land

LPP GG4 (2021) Delivering the homes Londoners needs

LPP DF1 (2021) Delivery of the Plan and Planning Obligations

LPP D12 (2021) Fire safety

LPP G7 (2021) Trees and woodlands

LPP H1 (2021) Increasing housing supply

LPP H10 (2021) Housing size mix

LPP HC1 (2021) Heritage conservation and growth

LPP SI12 (2021) Flood risk management

LPP SI13 (2021) Sustainable drainage

LPP SI2 (2021) Minimising greenhouse gas emissions

LPP T5 (2021) Cycling

LPP T6 (2021) Car parking

LPP T6.1 (2021) Residential parking

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: 20th September 2023

5.2 Site Notice Expiry Date: 19th September 2023

6. Consultations

External Consultees

45 neighbouring properties were consulted by letter on 21st of August 2023. The consultation period expired on 12th of September 2023. 8 objections were received. Their comments are summarised as follows:

- 1) Density concerns
- 2) Character and appearance - Not in keeping with the area; the overall scale of the building and design greater than anything within the area.
- 3) Impact on Ickenham Village Conservation Area
- 4) Set a precedence for similar developments (flats inappropriate development on this site) Different site context to no.88
- 5) Loss of family dwelling
- 6) Loss of light / overshadowing; Loss of privacy

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- 7) Traffic / Parking concerns (during and after construction)
- 8) Pollution / Sustainability concerns
- 9) Environmental and ecological concerns
- 10) No energy or carbon savings demonstrated
- 11) Concerns regarding damage / loss of trees on site and on adjoining land
- 12) Concerns regarding flooding
- 13) Noise concerns, including from waste collections and the location of cycle storage; construction disruption
- 14) Devalue neighbouring properties
- 15) Concerns regarding anti-social behaviour / criminal activity
- 16) Concerns regarding foundations of neighbouring dwellings

PLANNING OFFICE RESPONSE: In regards points 1-13, these are addressed in the main section of the report under the relevant headings. The proposal's impact on the character and appearance of the area and Conservation Area, neighbouring residential amenities, parking, trees, flooding and refuse storage are covered in the main body of this Committee Report.

In regards points 7 and 13, if the application were to be approved, a condition can be secured requiring the submission of a Construction Management Plan to minimise noise, disruption and pollution. The Highway's Officer has assessed carparking and access concerns within the Highway/Car parking section of the report.

In terms of point 14 regarding the valuation of property, this is not a material consideration in the planning assessment.

In regards points 15, it has been noted from the comments received that the site had some previous criminal activity however this current application does not propose any illegal activities. In terms of security by design, Officers are satisfied that the scheme would create new units thereby improving the security of the site due to the level of presence and surveillance from windows. This is likely therefore to reduce any potential anti-social behaviour if the site is occupied.

Point 16 raises concerns of the structural implications of the new and existing buildings. Were planning permission to be granted for the removal and rebuild of the building, a construction management plan would be secured via condition. The development would also need to comply with regulations outside the realms of the planning assessment including the Building Act and Environmental Regs. The Building Act would deal specifically with the structural side of any new development. If this application had been recommended for approval, an informative would have been included regarding Control of Environmental Nuisance from Construction Work.

PETITION:

A petition in objection to the application has been received (21 signatures). The petition states the signatories are against the application and the application should not be granted.

ICKENHAM RESIDENTS ASSOCIATION:

We would like to draw your attention to the fact that the application references erection of a building consisting of 9no. one and two bedroom flats. The plans show all the flats to be 2 bedrooled.

We are aware that the Inspectorate had removed the 10% rule allowed for flats in residential roads, but it is worrying to think of the extra traffic and parking involved, should this development go ahead especially

given the flat development at no. 88. There would be a minimum of 9 cars adding to the traffic congestion, which is already extremely high in Long Lane.

The Association strongly objects to this application.

PLANNING OFFICER RESPONSE: The points raised by Ickenham Residents' Association have been noted. Material planning considerations are discussed in the following sections of this report.

Internal Consultees

ACCESS OFFICER:

This proposal involving the demolition of a single dwelling house and its replacement with a three-storey building comprising 9 flats has been assessed against the requirements of London Plan Policy D7 and H2 with no accessibility concerns raised. The size of the plot is approximately 0.22 hectares and therefore falls within the criteria of a small site as prescribed by London Plan Policy H2. As lift access is not a requirement in such circumstances, Policy D7 requires the ground floor units to meet the Technical Requirements set out in Approved Document M to the Building Regulations 2010 (2015 edition). The plans are satisfactory and there are no accessibility concerns at this stage of development control. However, the following conditions should be 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 development hereby approved shall ensure that all ground floor units 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:

The application site is located on B466 Long Lane, a classified road with a 30mph speed limit which is subject to single yellow line parking restrictions Monday - Saturday between 8am and 6.30pm. An advisory cycle lane runs along Long Lane across the site frontage.

The application site is located in an area with a PTAL ranking of 2 indicating that the proposal would be located in an area with poor access to public transport which fails to concur with National Planning Policy Framework (NPPF) 9: Promoting Sustainable Transport and The Mayor's Transport Strategy which aims to encourage people to walk, cycle and travel by public transport.

Access

Vehicular and pedestrian access to the site will be gained over the existing gated access which is located 2m back from the adopted highway which will not be acceptable as vehicles entering or leaving the site will be required to wait on B466 Long Lane whilst gates are opened or closed, causing obstruction and

affecting the free flow of traffic on Long Lane to the detriment of highway safety. Gates should be located a minimum of 5m back from the highway boundary to allow a vehicle to wait off the highway.

The proposed access also fails to concur with The Mayor's Transport Strategy (2022) which aims to make walking and cycling more appealing to all Londoners and The London Plan (2021) - Chapter 10 Transport as the proposal will put pedestrians and cyclists in conflict with cars. An additional access gate will therefore be required for pedestrians/cyclists which should be wide enough to allow a cyclist pushing a cycle to pass and to comply with the London Cycling Design Standards (LCDS) 8.5.3 Residential Cycle Parking which requires cycle parking to be well located, close to the entrance of the property and avoiding obstacles such as narrow doorways (less than 1.2 metres wide) and tight corners. Revised drawings will be required.

Parking

The London Plan (2021) Table 10.3 - Maximum Residential Parking Standards requires all dwellings in Outer London PTAL 2 to have a maximum 0.75no. spaces. Drawing 3321-04 Rev A Proposed Site and Ground Floor Layout shows 9no. parking spaces which will be acceptable, however, the parking spaces will be required to be allocated and leased to the dwellings which should be secured under a s.106 agreement. A Parking Management Plan will be required.

Electric Vehicle Charging Points (EVCPs)

The London Plan (2021) requires that an EVCP is provided for the proposed parking spaces. The Application form states that 9no. passive EVCPs will be provided which will not be acceptable. 20% of the EVCPs should be active and therefore the application form should be amended and the EVCPs shown on a revised drawing.

Cycle Parking

The published London Plan (2021) Table 10.2 - Minimum Cycle Parking Standards requires two- bedroom dwellings to have a minimum of 2no. cycle parking spaces and that developments of 5-40 dwellings provide 2 visitor cycle parking space which should be provided with acceptable access between the dwelling, the cycle storage and the adopted highway. Drawing 3321-04 Rev A Proposed Site and Ground Floor Layout shows 18no. cycle spaces which is an acceptable level of cycle parking for the dwellings, however, 2 visitor cycle parking spaces will be required which should be located close to the main access to the flats. 1no. 'Sheffield' type cycle stand would be acceptable.

Following further discussions, Highways recommended that the following recommendation should apply:

Recommendation

There are highway objections to this proposal and therefore the Highway Authority would recommend a refusal on the failure to provide acceptable pedestrian, cycle and vehicular access to the application site which fails to concur with

- The London Plan (2021) Policy T2: Healthy Streets, Policy T4 Assessing and Mitigating Transport Impacts and Policy T5 Cycling
- NPPF 9: Promoting Sustainable Transport Paragraphs 115 and 116
- London Borough of Hillingdon Local Plan Part 2 - Development Management Policies Policy DMT 1: Managing Transport Impacts, Policy DMT 2: Highways Impacts and Policy DMT 5: Pedestrians and Cyclists
- The application also fails to concur with the Mayor's Transport Strategy which aims to encourage cycling, walking and the use of public transport.

The applicant has also failed to provide details of 1no. active 7Kw EVCP or a Parking Management Plan which fails to concur with the published London Plan (2021) Policy T6 Car Parking although which could be

conditioned.

Drawing 3321-03 Rev A shows the location of the waste and recycling storage which would be acceptable, however, the location is likely to require relocation subject to the relocation of the access and gates.

Due to the location of the application site on a classified road with unacceptable, restricted access a Construction Logistics Plan (CLP) would be required, which could be conditioned, that clearly demonstrates how all risks to personal safety would be managed. It should also detail how interaction between construction traffic and vehicles already on the network would be planned which should concur with Construction Logistics and Community Safety (CLOCS) Construction Logistics Planning (CLP) Guidance Version: v1.2 (April 2021).

As a minimum the CLP should include but not be restricted to the following:-

- Site working hours.
- Number of vehicle movements generated by the construction phase of the development and type/size of vehicles.
- Drawings and documentation showing location and quantity of contractor parking and off-street parking facilities for all vehicles linked to the site.
- Drawings and documentation showing contractor compound including office, welfare facilities, materials and waste storage.
- HGV routes to and from the site.
- The contractor will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt. All vehicles must pass through a wheel wash facility. Details will be required.
- There will be no daytime or overnight parking of lorries within the vicinity of the construction site.
- All vehicles shall have their engines switched off while not in use to avoid idling and any vehicles carrying waste and dusty materials will be adequately sheeted or covered.
- The CLP must ensure construction deliveries are between the hours of 10:00 and 15:00 to avoid congestion during school drop off and collection times.
- Contact details of site person in charge when the site is open and out of hours must be provided to the Borough.

TREE OFFICER:

The site is within a conservation area and TPO 482A at the rear. The TPO trees are not near the property and are shown as protected from the development. The development requires the removal of an A category tree T38 which is currently highly visible from the public highway. This is considered as unacceptable.

CONSERVATION AND URBAN DESIGN OFFICER:

The Conservation Officer raised concerns regarding the size, scale, design and siting of the proposal including concerns regarding the removal of tree(s) to the front boundary and siting of refuse storage.

It's important that the new addition respects the massing and scale of the existing buildings in the conservation area. The proposed barn to the rear should be carefully considered to ensure it remains subordinate to the main structure, respecting the character of the conservation area. Its appearance would benefit from a simplification of forms and detailing to more closely reflect the utilitarian nature of traditional barn architecture. Materials are crucial in conservation areas, and as such, the use of traditional timber framing, handcrafted tiles, and reclaimed bricks would be more appropriate for the extension's integration into the setting. Substituting the modern resin cladding and UPVC windows with materials such as treated

wood for cladding and leaded glass for windows would enhance the historical value and visual coherence of the extension with the existing buildings.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Paragraph 123 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. Policy GG4 of the London Plan (2021) seeks to ensure that more homes are delivered. This is reinforced by Policy H1 of the Local Plan: Part 1 - Strategic Policies (2012) which gives general support to housing provision to meet and exceed the Council's minimum strategic dwelling requirement, where this can be achieved in accordance with other Local Plan policies.

Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012) states that the Council will support development proposals that would not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas and increase the risk of flooding through the loss of permeable areas.

Policy DMH 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the net loss of existing self-contained housing will be resisted unless the housing is replaced with at least equivalent residential floorspace. Policy DMH 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that residential conversions and the redevelopment of dwellings into new blocks of flats will only be permitted where:

- i) It is on a residential street where the proposal will not result in more than 10% of properties being redeveloped into flats;
- ii) On residential streets longer than 1km the proposed redevelopment site should be taken as the midpoint of a 1km length of road for assessment purposes;
- iii) The internal floor area of the original building to be converted is at least 120 sqm; and
- iv) Units are limited to one unit per floor for residential conversions.

Paragraph 4.11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the redevelopment of dwellings into new blocks of flats can enable more effective use of sites to be achieved. However, this type of development must seek to enhance the local character of the area. In recent years, large concentrations of flats have resulted in a range of problems, including increased on-street parking and resultant congestion on roads, the loss of front gardens, reductions in privacy, significant changes to the street scene, and loss of family accommodation.

Regarding criterion (i) of Policy DMH 4, the proposed development would not result in more than 10% of properties within the area redeveloped into flats. It is noted that there is an existing conversion at the neighbouring property at No 88 Long Lane which received planning permission in 2016 for the existing dwelling to be demolished and replaced with flats (29164/APP/201/4622). In the immediate area, this appears to be the sole property that has been converted to flats in recent years. Along a stretch of 1km from the application site, the majority of properties are dwelling houses and as such there would not lead to an overconcentration of flat developments within the area. The existing property is greater than 120 sq.m in floorspace and although this is being replaced, it would meet that criteria set out for redevelopment of dwellings. Although there would be more than one flat per floor, these are considered suitable quality and it is designed to provide a high-quality of internal

accommodation in accordance with Policy D6 of the London Plan (2021). It is, therefore, considered that the proposal passes the relevant tests set out in Policy DMH 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

There is no objection, in principle, to the creation of additional residential units in this location in land use terms. However, this would be subject to the proposal being in accordance with all relevant planning policies and guidance in the Development Plan.

HOUSING MIX:

Policy H10 of the London Plan (2021) states that schemes should generally consist of a range of unit sizes and sets out a number of factors which should be considered when determining the appropriate housing mix on a particular scheme. This includes local evidence of need.

Family housing is defined within the glossary of the London Plan (2021) and outlines it must generally be of a size that has three or more bedrooms. It is also worth noting that the Secretary of State directed changes to Policy H10, in order to address the need for new family housing, to prevent families from being forced to move outside of London. These changes were incorporated into the final version of the London Plan (2021). It should be noted that the adoption of the Local Plan: Part 2 (2020) and London Plan (2021) policies on housing size mix are a significant shift from previous iterations of the development plan.

Policy DMH 2 of the Hillingdon Local Plan: Part 2 - 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 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 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), developments should demonstrate how the provision of family housing has been optimised, to address local needs.

The proposed development would provide 9 x two-bedroom units. The existing dwelling on site is a family sized dwelling house and as such, there would be a loss of a larger unit which is in significant demand within the borough. Furthermore, the overall size of the replacement building that is proposed would have been sufficiently large enough to accommodate at least the same provision of family sized units (as what is existing on site) if not even more 3 bed units which would have provided a more balanced mix. The scheme is skewed towards the provision of 2-bedroom units and a more appropriate housing mix should be explored.

Paragraph 60 of the NPPF 2023 states that "the overall aim should be to meet as much of an area's identified housing need as possible, including with an appropriate mix of housing types for the local community." The over-concentration of two bedroom units would therefore not be supported in this instance given the loss of the existing larger unit which is in the demand. No robust justification has been provided as to why the proposal fails to provide any three-bedroom units. The proposal would therefore fail to provide an appropriate housing mix which would undermine the Council's housing strategy, and conflict with Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy H10 of the London Plan (2021).

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 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

Refer to the section of the report titled 'Impact on the character & appearance of the area'.

7.04 Airport safeguarding

Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will ensure that uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.

The proposed development would be within the Northolt RAF 3km Perimeter Buffer Zone. However, as it would be part of other residential properties within this zone, it is considered that visibility and audibility of aircraft operations associated with the aerodrome would not be of significant harm to the living conditions of the future occupants. It is therefore considered that it would be unreasonable to refuse the application on the ground of harm to the residential amenity of future occupiers, in respect to aircraft noise associated with Northolt RAF.

7.05 Impact on the green belt

Not applicable.

7.07 Impact on the character & appearance of the area

The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the tests for dealing with heritage assets in planning decisions. S72 of this Act relates to Conservation Areas and requires Local Planning Authorities to pay special attention to 'the desirability of preserving or enhancing the character or appearance of that area'.

Paragraph 135 of the 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.

Policy HC1 of the London Plan (2021) 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.

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 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (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.

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) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.

The application site is located within Ickenham Village Conservation Area in a predominantly residential area. The existing building is an attractive detached dwelling, one and a half storeys in height and contributes positively to the overall character and appearance of the Conservation Area and street scene of Long Lane. Douay Martyrs School Cardinal Hume Campus is located to the north east, which includes a Locally Listed building. The Ickenham area is characterised by spacious and maturely landscaped residential developments. The frontage to Long Lane comprises of individually designed dwellings, which positively contribute to the appearance of the street scene. Whilst buildings vary in architectural style and design, Ickenham in general, particularly the area surrounding the site,

comprises of detached and semi-detached dwellings appropriately positioned on large plots with long rear gardens. Buildings along Long Lane, are mostly set back from the road behind green verges and mature front gardens, creating a spacious character and appearance to the area. The existing site comprises of a large front and rear garden, which is well characterised with mature trees and shrubs. Vegetation along the frontage provides natural, soft screening from the street scene. The property is proportionately sized and appropriately situated within the plot.

Notably, a flatted development at the neighbouring site, Number 88 Long Lane, has been recently built out following planning approval (ref: 29164/APP/2016/4622). While some inspiration for the current scheme has been taken from the neighbouring dwelling, the proposed is significantly wider and appears significantly more bulkier than this neighbouring site. The proposed development would be significant in massing due to the additional height, width, built form and bulk proposed.

The proposed building would measure approximately 20m wide along the front elevation with a height of approximately 10m and a depth of 23.5m over three floors. Although the building would be set in 2.7m from the side with No 88 and 6.1m from the side with 92 Long Lane, it would continue to appear quite imposing due to its size, massing and scale which appears significantly greater than any of the existing buildings within the immediate area. As a result, the proposed development would appear disruptive and incongruous within the street scene.

Consequently, the proposed development would result in a cramped form of development as compared to the looser urban grain and pattern of development found on Long Lane. Although the building line proposed would reflect the prevailing character with its staggered footprint, this would not be sufficient to reduce the buildings overall massing when viewed from both public and private viewpoints. It would not overcome the concerns with the scale of built-development proposed given its overall width, height and depth. It is considered that this proposal would result in a cramped form of overdevelopment and a significant reduction in the overall size and scale of the building would be required.

The transition in scale between the proposed building and the modest dwelling at No. 92 Long Lane would be unduly harsh, and represent a visually obtrusive and awkward juxtaposition. The development would therefore fail to integrate appropriately to its immediate surroundings, due to its bulk, prominence and poor relationship to the neighbouring dwelling to the south west of the site. The footprint of the proposed building would project beyond the rear of the existing building and subsequently both neighbouring dwellings. The development would be seen from both direct and long views on Long Lane, noting in particular the somewhat staggered building line. It is therefore considered that the proposal would cause harm to the setting of Ickenham Village Conservation Area.

In terms of design, whilst it is noted that the applicant has attempted to draw reference to the neighbouring building, mimicking the mock Tudor design, this has not been entirely successful. The mock Tudor detailing to the front is basic and is not considered to represent high quality design. The lack of detail to the rear exacerbates the excessive fenestration which proposes a variety of window sizes, appearing unduly prominent and failing to align with the more restrained and utilitarian appearance of historical barns. As a result, the proposed development would have a negative impact upon the character and appearance of the area as well as failing to preserve or enhance the setting of the wider Conservation Area.

Having regard to the above, it is considered that the siting, size, width, scale, massing and design of the proposed development would have a harmful impact on the character, appearance and visual amenities of the local area, and would neither preserve nor enhance the setting of Ickenham Village

Conservation Area. The proposal therefore conflicts with Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 1, DMHB 4, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies HC1, D3 and D4 of the London Plan (2021) and the NPPF (2023).

The harm arising from the proposed development to the Ickenham Village Conservation Area is considered to be less than substantial. In line with paragraph 208 of the NPPF (2023), the public benefit of the proposal must be weighed against the harm. (Please refer to section 7.22 of this report for the 'planning balance' assessment).

7.08 Impact on neighbours

Paragraph 135 of the NPPF (2023) states 'Planning policies and decisions should ensure that developments:

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.'

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.

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that: "The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that: "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".

PRIVACY:

The front elevation windows of the proposed dwellings would front the main road which would retain an approx. 50m distance between properties and therefore are considered to cause no adverse impact to the privacy of the occupiers adjacent.

There are no concerns raised regarding loss of privacy due to the ground floor side windows, given

the 2m high boundary fencing which limit views below 1.8m. If this application had been recommended for approval, a condition would have been secured requiring the proposed side windows of the first and second floor to be obscure glazed and non-opening up to 1.8 metres of the finished floor level. A condition of this nature would not have unduly impacted the quality of internal accommodation for future occupiers given that the side windows serve as secondary windows. Given the balcony would be inset, there would be no concerns regarding overlooking. The outlook from the proposed rear windows / balconies would not be dissimilar to the existing views from this elevation.

LIGHT AND OUTLOOK:

The proposed dwellings would not dissect a line drawn at 45 degrees from the front or rear habitable room windows of neighbouring properties (or each other). However, the proposed building would project significantly beyond the main rear wall of both neighbouring residential dwellings at Nos. 88 and 92 Long Lane. There are a number of windows on both neighbouring properties where the outlook would be compromised by the extended depth beyond established rear building line. Officers would note that the existing building reduces in height and scale towards the rear of the property which ensures that the residents on both sides outlook and light is protected.

In terms of the replacement building, its overall height is consistent from the front to the rear with little visual relief to the neighbours along the rear building lines. Whilst the rear roof projects a barn profile to the rear, it retains a height of approximately 10m at its highest point. This further exasperates the overall scale of the building when viewed from the neighbours gardens and living spaces. It is also noted that the neighbouring property at No 92 contains a dining room and conservatory facing onto this development. Whilst it is acknowledged the building is set in from this neighbours boundary, given the overall height and scale, it would lead to a sense of enclosure and potentially impact on this residents daylight. Similarly in regard to the flat development at No 88 Long Lanes, there are several windows at ground floor facing onto the boundary as well as lounge which would have its outlook compromised. As a result, the existing occupiers would experience a sense of enclosure and overbearing impact, given the bulk of the proposal. Given the overall height of the building, Officers would have concerns that the depth beyond the rear building line of Nos 88 and 92 would impact the daylight sunlight to both adjoining residents. In the absence of a BRE daylight/sunlight study, the proposal fails to demonstrate that it would not result in an unacceptable loss of light or cause overshadowing issues for the existing occupiers.

ACTIVITY AND DISTURBANCE:

The development site is located within a dense residential area with smaller and larger homes. The additional homes and parking would not lead to any increase in people movements that would be out of character or harmful to residents enough to warrant refusal of the application. If the application is approved, a condition has been recommended to ensure that the construction process is managed in a manner which limits the developments impact on neighbours. Whilst the comments raised by the objections regarding waste and cycle storage are noted, the impact in terms of noise and disturbance from the use of these facilities would not cause significant noise over and above what would be expected from a residential building.

CONCLUSION:

In light of the above, it is considered that the proposed development would cause unacceptable harm to the living conditions of the existing occupiers at No.92 Long Lane and flatted development at No.88 Long Lane. The proposed development would therefore be contrary to Policy DMHB 11 of the

Hillingdon Local Plan: Part Two - Development Management Policies (2020) and paragraph 135 of the NPPF (2023).

7.09 Living conditions for future occupiers

INTERNAL AMENITY SPACE PROVISION:

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 out 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 (2020) states that all housing development should have an adequate provision of internal space to provide an appropriate living environment. To achieve this all-residential development or conversions should:

- i) meet or exceed the most up to date internal space standards, as set out in Table 5.1; and
- ii) in the case of major developments, provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users.

Within Table 3.1 of London Plan (2021) Policy D6 requires the following:

- One storey 2-bed 4 person unit should provide a minimum of 70 square metres GIA;

The above is also supported by Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

Based on the plans submitted, all nine of the proposed flats would meet the minimum 70 square metre requirement set by Table 3.1 of the London Plan (2021). The proposed double bedrooms would have a width of at least 2.75 metres and would have a floor area in excess of 11.5 square metres, in compliance with parts 2) and 4) of Policy D6 of the London Plan (2021). The overall layout and floor to ceiling height would ensure a suitable standard of accommodation for future occupants. Each new residential flat would have their aspect to the front or rear of the building with uninterrupted outlook. Secondary windows along the flanks would provide a level of dual aspect which would contribute to improve ventilation and additional light. The floor to ceiling heights serving flats would meet both London Plan and National Space Standards criteria. Whilst the two loft apartments would have some areas of restricted head room given their location, the overall size of both these residential units is significantly greater than 70sqm. Both units would be over 100 sqm in size. Although the floorspace would have restricted headroom towards the sides of the barn style roof, the floor to ceiling height within the living spaces are substantially higher than the minimum requirement. From surveying the floorplans, officers are satisfied that the vast majority of the top floor flats would meet the minimum floor to ceiling heights set out in the Housing Technical Standards (2.3m). On balance, given the additional size, both these units would be suitable head to ceiling heights for future occupants.

DAYLIGHT AND SUNLIGHT ADEQUATE:

The open plan kitchen/living rooms would be served by glazed doors leading onto a balcony or large unobscured windows. The ground floor bedrooms would benefit from unobscured side facing windows. The first and second floor bedrooms would benefit from outlook despite the secondary side windows being obscured glazed. It is therefore considered that future occupants would receive an

adequate level of outlook and natural light. Given the above, the proposed development complies with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) and Policy D6 of the London Plan (2021).

PRIVATE 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 2-bedroom flats should provide a minimum of 25 square metres of amenity space.

Three of the proposed flats would have balconies measuring approximately 6 to 7 square metres, which is below the minimum private amenity space standards set out in Table 5.3 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020). Four of the flats would not benefit from private amenity space. There is however a large communal garden space provided to the rear which would be suitably landscaped. A condition can be attached to ensure that these details are provided if the application is approved. The flats would also include sufficient defensible space to the outside of the patio and winter garden arrangements. This would ensure that the spaces are usable.

Based on a proposal for 9 X 2 bed units, the proposal should provide a minimum of 225 square metres of private usable and well designed amenity space.

Flat 1 - no patio

Flat 2 - no patio

Flat 3 - private patio measuring approx. 16sqm

Flat 4 - private patio measuring approx. 16sqm

Flat 5 - no balcony

Flat 6 - no balcony

Flat 7 - two balconies measuring total 14.6sqm

Flat 8 - private balcony measuring 6.8sqm

Flat 9 - private balcony measuring 6.8sqm

Total - 60.2sqm

Based on the submitted plans, the proposed development would provide over 600sqm of communal amenity space. A soft and hard landscaping scheme would be conditioned, in the event of an approval, to ensure the standard and quality of the communal space is good.

Given the communal space is large and usable, the short fall of private amenity space would be, on

balance, acceptable.

On balance, it is considered that the quantity and quality of external amenity space being provided would be sufficient to serve the sizes and number of proposed dwellings at the site. The proposal therefore complies with Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D6 of the London Plan (2021) and paragraph 130(f) of the NPPF (2023).

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 amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

PARKING:

The London Plan (2021) Table 10.3 - Maximum Residential Parking Standards requires all dwellings in Outer London PTAL 2 to have a maximum 0.75no. spaces. Drawing 3321-04 Rev A Proposed Site and Ground Floor Layout shows 9no. parking spaces which would be acceptable, however, the parking spaces would be required to be allocated. Therefore, a Parking Management Plan would be required, which could be secured via condition in the event of an approval. It is acknowledged, concerns have been raised from the public representations regarding parking and congestion. The

scheme however does meet the minimum standards required for this level of units. The use of the Parking Management Plan condition would ensure that the final parking arrangements is overseen by the Planning and Highways team prior to occupation of the development.

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. The London Plan (2021) requires that an EVCP is provided for the proposed parking spaces. It is noted that 20% of the ECVPS should be active, in the event of an approval. The Highway's Officer is satisfied that this could be secured via condition were the scheme otherwise acceptable.

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. The London Plan (2021) Table 10.2 - Minimum Cycle Parking Standards requires two- bedroom dwellings to have a minimum of 2no. cycle parking spaces and that developments of 5-40 dwellings provide 2 visitor cycle parking space which should be provided with acceptable access between the dwelling, the cycle storage and the adopted highway.

It is noted that 3321-04 Rev A (Proposed Site and Ground Floor Layout) shows 18no. cycle spaces which is an acceptable level of cycle parking for the number of residential units proposed. Further cycle parking (2 visitor cycle spaces) would be required for visitors. This cycle parking could be positioned to the front of the site and a Sheffield type cycle stand would be acceptable in this instance. Were the scheme recommended for approval, a condition would be attached securing this additional visitor cycle parking.

ACCESS:

The Highway Officer has raised an objection to the access arrangements for both vehicle and pedestrians. Vehicular and pedestrian access to the site will be gained over the existing gated access which is located 2m back from the adopted highway. This level of clearance would not meet the required standards necessary to ensure safe access. In its current arrangement, it could vehicles entering or leaving the site having to wait on the busy B466 Long Lane whilst gates are opened or closed. Such arrangement would cause adverse impact on the highway network affecting the free flow of traffic on Long Lane to the detriment of highway safety. To alleviate this highway safety risk, the gates should be located a minimum of 5m back from the highway boundary to allow a vehicle to wait off the highway. As the scheme was considered unacceptable in its current form, amendments were not sought and any such amendment potentially impacted on the level of parking provision available were the scheme to comply.

The proposed access also fails to concur with The Mayors Transport Strategy (2022) which aims to make walking and cycling more appealing to all Londoners and The London Plan (2021) - Chapter 10 Transport as the proposal will put pedestrians and cyclists in conflict with cars. An additional access gate would therefore be required for pedestrians/cyclists which should be wide enough to allow a cyclist pushing a cycle to pass and to comply with the London Cycling Design Standards (LCDS) 8.5.3 Residential Cycle Parking which requires cycle parking to be well located, close to the entrance of the property and avoiding obstacles such as narrow doorways (less than 1.2 metres wide) and tight corners. Similarly such amendment had the potential to impact on the overall design of the front

boundary treatment whilst also potentially impacting parking provision. As such, given the scheme was already unacceptable on several grounds, these amendments were not sought.

The Highway's Officer also confirmed that both access concerns could not be secured by condition and given the safety concerns, it would be contrary to policy.

CONSTRUCTION LOGISTICS:

It was recommended a Construction Logistic Plan (CLP) be secured by condition were the scheme considered acceptable. This is due to the site's location on a classified road. The CLP would need to clearly demonstrate how all risks to personal safety would be managed. It should also detail how interaction between construction traffic and vehicles already on the network would be planned which should concur with Construction Logistics and Community Safety (CLOCS) Construction Logistics Planning (CLP) Guidance Version: v1.2 (April 2021).

CONCLUSION:

Overall, it is concluded that the proposal would fail to provide acceptable pedestrian, cycle and vehicular access to the application site which fails to concur with the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies DMT 1, DMT 2 and DMT 6 and Policies T2, T4 and T5 of the London Plan (2021) and NPPF (2023). The application also fails to concur with the Mayor's Transport Strategy which aims to encourage cycling, walking and the use of public transport.

7.11 Urban design, access and security

FIRE SAFETY:

Policy D12 of the London Plan (2021) states that 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. Policy D5 part B of the London Plan (2021) states development should be designed to incorporate safe and dignified emergency evacuation for all building uses.

The accompanying supporting text states (Para 3.12.1) states that fire safety of the developments should be considered from the outset. How the building will function in terms of fire, emergency evacuation and the safety of all users. Whilst Officers acknowledge that this is largely covered within building regulation applications, given the overall number of units proposed and the fact it would spread over several floors, it would be necessary to have some details of how each floor would be evacuated in the case of a fire. The London Plan is clear that the applicants should demonstrate on a site plan that space have been identified for appropriate appliances. Site Layouts should be planned around issues of fire safety and a robust strategy for evacuation from the outset. No information about fire safety has been provided as part of the application submission. Given the number of units and the layouts,

Officers do not consider that this could be addressed through a suitable worded condition without seeing the fire evacuation strategy upfront. It would be necessary to examine this information from the outset given the number of occupants and flats involved and the fact there is a reliance on one stairs. The proposal has therefore failed to demonstrate appropriately how the proposed development would achieve high standards of fire safety and emergency evacuation arrangements. The proposal would therefore conflict with Policies D5 and D12 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.

Paragraph 3.7.6 of the London Plan (2021) states that in exceptional circumstances the provision of a lift to dwellings may not be achievable. In the following circumstances - and only in blocks of four storeys or less - it may be necessary to apply some flexibility in the application of this policy:

- Specific small-scale infill developments (see Policy H2 Small sites).
- Flats above existing shops or garages.
- Stacked maisonettes where the potential for decked access to lifts is restricted.

Paragraph 3.7.7 of the London Plan (2021) states that if it is agreed at the planning stage (for one of the reasons listed above) that a specific development warrants flexibility in the application of the accessible housing standards M4(2) and M4(3), affected dwellings above or below ground floor would be required to satisfy the mandatory building regulations requirements of M4(1) via the Building Control process. M4(2) and M4(3) dwellings should still be required for ground floor units.

It is acknowledged that the proposed development would not contain a lift, which means that the upper floor flats would only be able to meet Building Regulation M4(1).

Policy D7 of the London Plan (2021) states:

A) To provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that:

- 1) 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'
- 2) 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'.

In accordance with Policy D7 the ground floor units are required to meet the Technical Requirements set out in Approved Document M to the Building Regulations 2010 (2015 edition). The proposed floor plans demonstrate compliance. The application has been reviewed by the Council's Accessibility Officer who has raised no objection subject to conditions pertaining to the submission of details to demonstrate step free access would be provided and that the ground floor units would meet the part M4(2) accessible standards. The proposal, subject to the imposition of these conditions would comply with broad aims of Policies D5 and D7 of the London Plan (2021).

7.13 Provision of affordable & special needs housing

Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) states that housing provision is expected to include a range of housing to meet the needs of all types of households, and the

Council will seek to maximise the delivery of affordable housing from all sites over the period of the Local Plan. For sites with a capacity of 10 or more units, the Council will seek to ensure that the affordable housing mix reflects housing needs in the borough, particularly the need for larger family units. This is supported by Policy DMH 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

The proposal is for less than 10 residential units and does not meet the threshold in order to require affordable housing provision. As such, the proposal is not contrary to Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) and Policy DMH 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) in this respect.

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.

Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) also 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.

Currently there are a number of mature trees along the frontage with Long Lane which contribute significantly to the visual amenities of the area and Ickenham Village Conservation Area. To the boundary and rear there are also a number of mature trees and a Tree Preservation Order to the rear (TPO 482a).

An Arboricultural Report has been submitted as part of this planning application. There were 33 individual trees and 5 tree groups surveyed on-site or immediately adjacent to the site boundary. There are currently some trees of modest to high value on site, most of which are A, B and C category trees. A total of 3 no. trees are protected by the TPO at the rear of the site and the remainder are protected by the Ickenham Village Conservation Area designation.

The proposal involves the removal of 2 'category U' trees and the removal of 3 'category B' trees and works to one and the removal of 1 'category A' tree. The trees are protected by their Conservation Area designation and visually contribute to the character and appearance of the area.

No significant justification has been provided by the applicant for the removal of the trees. A total of six trees would be removed which are largely located to the front along the boundary and where the potential car parking would be situated. The trees are a mixture of Cypress type trees including *Chamaecyparis lawsoniana* "Ellwoodii"; *Cupressocyparis leylandii* and a *Larix decidua* Larch tree. The tree survey report that accompanies the application indicates that the 2 category U trees are dead and as such the removal of both these trees would be acceptable in principle. The remaining 4 trees however, are both Category A and B2 trees which are either high or moderate quality.

The Category A tree (T38 *Chamaecyparis lawsoniana*) is situated within the area set aside for parking and is of normal physical and structural health. The reasoning for its removal within the report

is to facilitate the development. The Category B trees (T1, T8 & T9 *Chamaecyparis lawsoniana* & 'Ellwoodii' *Cupressocyparis leylandii* (LeylandCypress)) are all considered normal in terms of their physical and structural condition. The reasoning for their removal would be to facilitate the development. Further crowning works are also proposed to T10, T11 which are both category B trees. The reasoning for these work is to reduce branches and provide clearance to the side of the building.

Officers have concerns that little justification has been given to removal of these high and moderate quality trees. Their location to the front also contributes to the leafy character of the area. The Councils Trees and Landscaping Officer has also raised concerns with the removal of trees and impact the proposed development. More specifically, concerns are raised with regards to the removal of tree(s) to the front elevation which contribute significantly to the visual amenities of the Conservation Area. Whilst replanting of replacement trees can occasionally overcome the concerns regarding the loss of trees, in this instance, Officers would consider that the current value of the trees being removed (which are both structurally and physically normal health) as well as their positioning to the front within a conservation area adds further value for their retention. The reasoning provided for their removal has not been fully justified.

The application has failed to justify the need for the layout of development which includes the removal of category A and B value trees. Accordingly, the development would result in adverse and irreversible impacts to landscaping, trees, biodiversity or other natural features of merit, detrimental to the visual amenities of the area and Ickenham Village Conservation Area, contrary to paragraph 136 of the National Planning Policy Framework (2023), Policy G7 of the London Plan (2021), and Policies DMHB 4, DMHB 11, DMHB 12 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

IMPACT ON PROTECTED SPECIES:

Policy G6 of the London Plan (2021) states that 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.

The site does not contain any ponds, open woodland or dense scrub and shrubbery. Both Ickenham Marsh and Park Wood (both of which are designated Nature Conservation Sites) are sufficient distance away from the site to impact on their protected species. Whilst it is noted that there are trees to both the front and rear of the site, these are largely retained and there is no evidence to take that protected species used these landscaped areas as their habitat. Therefore, it is considered unlikely that protected species are present, making an ecology assessment unnecessary. This approach aligns with 'Circular 06/05: Biodiversity and Geological Conservation- Statutory Obligations and their Impact within the Planning System' which states that, "...bearing in mind the delay and cost that may be involved, developers should not be required to undertake surveys for protected species unless there is a reasonable likelihood of the species being present and affected by the development."

If approved, an informative would be secured advising if protected species are found at the site, the applicant(s) must comply with the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2017 (as amended).

7.15 Sustainable waste management

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.

It is noted that waste storage is proposed to be located to the front of site. However, there are no details provided and it is noted that the location is likely to require relocation due to concerns regarding access and gates. It is important given the site is located within Ickenham Village Conservation Area that the waste storage is not visible to the street scene. The details of the waste storage would be secured by condition in the event of an approval to ensure the distance would be in line with the Council's waste collection points whilst also ensuring the structure does not impact the character of the conservation area.

Thus, the proposed development is expected to offer a convenient location for refuse and recycling facilities, in accordance with Policy DMHB11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

7.16 Renewable energy / Sustainability

Policy SI 2 of the London Plan (2021) states 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 2016 London Plan targets.

No details of the sustainability credentials of the proposed development or the type of renewable technologies that would be utilised have been provided. However, it is considered that this matter could be resolved by the imposition of a planning condition, if planning permission were to be granted. Also, a condition would be secured requiring the proposed dwellings to achieve as a minimum, a water efficiency standard of no more than 105 litres per person per day, maximum water consumption.

Subject to the above conditions, the proposal would be compliant with Policy SI 2 of the London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

7.17 Flooding or Drainage Issues

Policy SI 12 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.

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

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.

The site lies within Flood Zone 1 of the Environment Agency's Flood Risk Map. This means the site is classified as being at low risk and defined as having a less than 1 in 1,000 probability of fluvial and tidal flooding. As such, there are no restrictions on development, including more vulnerable uses such as residential units, in this location, in terms of fluvial and tidal flood risk.

The rear garden is partially identified as being in an area of surface water flood risk. If planning permission was to be granted, a condition could be secured requiring the submission of a sustainable water management scheme, that incorporates sustainable urban drainage systems (SuDs), to be submitted to the Council for consideration. Also, the landscaping condition would have been worded in such a manner to ensure that permeable hard surfacing is used for the front forecourt and parking area.

With these conditions, the proposed development is not expected to increase flood risk on-site or elsewhere, in accordance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies SI 12 and SI 13 of the London Plan (2021).

7.18 Noise or Air Quality Issues

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.

Whilst there would be some potential for increased levels of on-site activity to generate noise and disturbance, the site would nevertheless continue to be used in an exclusively residential capacity. The proposed provision of the flats at the site is not considered to lead to such a significant change in the local noise environment.

It is noted that the kitchen/living/dining rooms of the proposed flats on the first floor level would be stacked above the bedrooms of the ground floor. However, the requirement of Approved Document E of the Building Regulation are deemed adequate for sound insulation transmission loss between floors and walls of adjoining residential dwellings. Had the application otherwise been considered acceptable, no planning conditions related to the above matter would be considered necessary as they are part of Building Regulations.

It is therefore considered that the proposal would not cause harm to the residential amenities of neighbouring occupiers, in terms of noise and disturbance.

Notwithstanding the above, a condition could have been secured requiring the submission of a Construction Management Plan, in the event of an approval. This condition is necessary to ensure that noise and pollution are minimised as far as practicable during the construction phase.

AIR QUALITY:

Policy SI 1 of the London Plan (2021)

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

states that proposals should demonstrate appropriate reductions in emissions. It adds that, development proposals should, as a minimum:

- i) be at least "air quality neutral";
- ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and
- iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The site is designated within an Air Quality Management Area. If planning permission was to be granted, a condition could be secured requiring the submission of an Air Quality Management Assessment detailing how the proposed development would achieve air quality neutral. Also, a condition could be secured requiring the submission of a Construction Management Plan (as noted above) to minimise air and other emissions caused during the construction phase. In light of these conditions, and noting the minor scale of the proposal, it is considered that it would not be necessary, fair or reasonable to require an air quality contribution to be secured through a legal agreement.

7.19 Comments on Public Consultations

Covered in other sections of this Committee Report.

7.20 Planning obligations

COMMUNITY INFRASTRUCTURE LEVY:

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

The Council adopted its own Community Infrastructure Levy (CIL) on 1st August 2014. The Hillingdon CIL charge for residential developments is £95 per square metre of additional floor space. This is in addition to the Mayoral CIL charge of £60 per square metre. CIL rates are index linked. The proposal involves the erection of new dwellings and is therefore CIL liable if planning permission were to be granted.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

PLANNING BALANCE:

Paragraph 208 of the NPPF (2023) states that "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."

The proposal would contribute to the Council's delivery of housing and provide some economic benefits during the construction stages. However, the scheme is only for 9- two bedroom private market flats, which would cause harm to the residential amenities of neighbouring occupiers and is unacceptable in design terms, even if there were no adverse impacts on an adjacent conservation area. The overall mix of housing is also not in line with the borough need and the loss of

one family sized dwelling reduces some of the benefit from creation of more residential units.

Whilst noting that some weight should be given to the delivery of housing, the Council is currently able to demonstrate a five-year supply of deliverable housing sites. The weight to be attached to housing delivery is substantially diminished by the adverse impacts of the scheme as set out above. Limited weight should be given to the proposals social and economic contribution. The NPPF requires that great weight be attached to any harm to a designated heritage asset. Overall, the public benefits would fall short of outweighing the 'less than substantial harm' to the Ickenham Village Conservation Area.

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

For the reasons set out in this report, it is considered that the proposed development would conflict with national, regional and local planning policies and guidance. It is therefore recommended that the application be refused on the grounds set out in section 2 of this Committee Report.

11. Reference Documents

National Planning Policy Framework (2023)

The London Plan (March 2021)

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

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

Hillingdon Local Plan Accessible Hillingdon Supplementary Planning Document (September 2017)

Technical Housing Standards - Nationally Described Space Standard (March 2015)

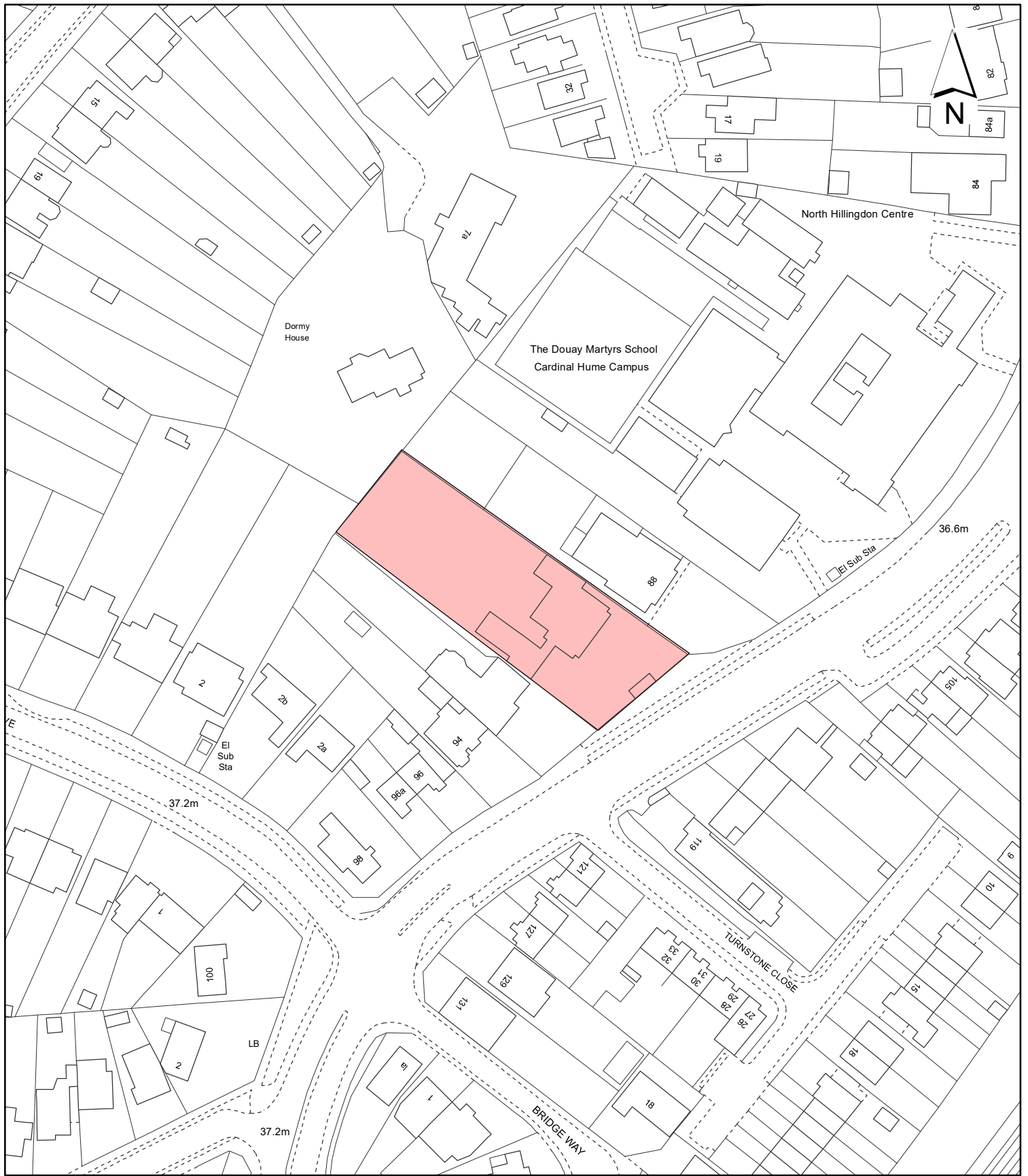
Circular 06/05: Biodiversity and Geological Conservation - Statutory Obligations and Their Impact Within The Planning System

Contact Officer:

Emilie Bateman

Telephone No:

01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

90 Long Lane

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

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

Planning Application Ref:

8905/APP/2023/2419

Scale:

1:1,250

Planning Committee:

Minor Page 102

Date:

April 2024



HILLINGDON
 LONDON

Agenda Item 9

Report of the Head of Development Management and Building Control

Address:	MEADOW HIGH SCHOOL ROYAL LANE HILLINGDON		
Development:	Temporary redevelopment of the site to provide a single storey temporary modular classroom (Use Class F1)		
LBH Ref Nos:	3348/APP/2024/74		
Drawing Nos:	TVC0024-NOV-V4-XX-IM-A-PL31 Rev. P01 TVC0024-NOV-V4-XX-IM-A-PL32 Rev. P01 Planning Statement Rev. P02 (Dated 22nd January 2024) Site Inspection Request & Preconstruction Information HD/13642/01 TH 4452 Arboricultural Impact Assessment Method Statement & Tree Protection Plan (to BS:5837 2012) (Dated 25th January 2024) TVC0024-NOV-V4-XX-DR-A-PL27 Rev. P01 TVC0024-NOV-V4-01-DR-A-PL25 Rev. P01 TVC0024-NOV-V4-00-DR-A-PL24 Rev. P01 TVC0024-NOV-V4-XX-DR-A-PL28 Rev. P01 TVC0024-NOV-V4-XX-DR-A-PL26 Rev. P01 TVC0024-NOV-V4-00-DR-A-PL34 Rev. P01 TVC0025-NOV-V4-XX-RP-A-PL33 Rev. P01 Design & Access Statement (Dated 20th December 2023) TVC0024-NOV-V4-XX-IM-A-PL29 Rev. P01 TVC0024-NOV-V4-XX-IM-A-PL30 Rev. P01 Construction Logistics Version 1 (Dated 15th March 2024) Construction Logistics Plan Rev. 4 (Dated 14th March 2024) TVC0024-NOV-V4-00-DR-A-PL20 Rev. P01 TVC0024-NOV-V4-00-DR-A-PL21 Rev. P01 TVC0024-NOV-V4-00-DR-A-PL22 Rev. P01 TVC0024-NOV-V4-00-DR-A-PL23 Rev. P01 Cover Letter (Dated 10th January 2024)		
Date Plans received:	11-01-2024	Date(s) of Amendments(s):	11-01-2024
Date Application valid	22-01-2024		22-01-2024
			24-01-2024
			27-02-2024

1. SUMMARY

This application seeks planning permission for the installation of a single-storey temporary classroom (Use Class F1) for a period of 24 months. The classrooms are required until the new facility at the Harefield Academy site is completed (approved under application ref. 17709/APP/2023/2673, dated 8th February 2024), which is anticipated to be in 2025. A temporary period of 24 months allows sufficient time for the buildings to be installed on site and then removed once the pupils and staff have moved into the new building at Harefield Academy.

The application is needed to support uninterrupted provision of SEND school places within the borough. On the basis that temporary permission is granted and subject to conditions, this application is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1. COM3 **Temporary Building - Removal and Reinstatement**

The development hereby permitted shall be removed within 24 months of the date of this planning permission and the area where the development sat shall be restored to a space of at least equivalent quality as the pre-existing space, including the tree planting provisions detailed on approved drawing reference "TVC0024-NOV-V4-00-DR-A-PL34 Rev. P01 Removal Reinstatement Plan".

REASON

The buildings, by reason of their temporary design, are not considered suitable for permanent retention in compliance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020). Also, the site should be restored to a condition fit for purpose and in accordance with the tree planting provisions secured under previous planning applications permitted.

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-V4-00-DR-A-PL20 Rev. P01;

Proposed Plans

TVC0024-NOV-V4-00-DR-A-PL22 Rev. P01;

TVC0024-NOV-V4-00-DR-A-PL24 Rev. P01;

TVC0024-NOV-V4-XX-DR-A-PL26 Rev. P01;

TVC0024-NOV-V4-XX-DR-A-PL28 Rev. P01; and

TVC0024-NOV-V4-00-DR-A-PL34 Rev. P01.

Thereafter, the development shall 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 and operated except in accordance with the specified supporting documents:

TVC0025-NOV-V4-XX-RP-A-PL33 Rev. P01 Design & Access Statement (Dated 20th December 2023);
Planning Statement Rev. P02 (Dated 22nd January 2024);
Construction Logistics Plan Rev. 4 (Dated 14th March 2024);
Construction Logistics Version 1 (Dated 15th March 2024); and
TH 4452 Arboricultural Impact Assessment Method Statement & Tree Protection Plan (to BS:5837 2012) (Dated 25th January 2024).

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

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

4. 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 DME1 14 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 1 of the London Plan (2021).

5. NONSC Fire Safety

Prior to first operation of the development, fire safety details shall be submitted to and approved in writing by the Local Planning Authority. These details shall ensure that they:

- i) identify suitably positioned unobstructed outside space:
 - a) for fire appliances to be positioned on;
 - b) appropriate for use as an evacuation assembly point;

ii) 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;

iii) are constructed in an appropriate way to minimise the risk of fire spread;

iv) provide suitable and convenient means of escape, and associated evacuation strategy for all building users;

v) develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in; and

vi) provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

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

REASON

To achieve the highest standards of fire safety and ensure the safety of all building users, in accordance with Policy D12, part A), 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. I70 **LBH worked applicant in a positive & proactive (Granting)**

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. I15 **Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

4.

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.

5. 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.

I53 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMCI 1 Retention of Existing Community Sport and Education Facilities

DMCI 1A	Development of New Education Floorspace
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 14	Air Quality
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
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 G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP S3	(2021) Education and childcare facilities
LPP S5	(2021) Sports and recreation facilities
LPP S11	(2021) Improving air quality
LPP S12	(2021) Flood risk management
LPP S13	(2021) Sustainable drainage
LPP S12	(2021) Minimising greenhouse gas emissions
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 T7	(2021) Deliveries, servicing and construction
NPPF11 -23	NPPF11 23 - Making effective use of land
NPPF12 -23	NPPF12 23 - Achieving well-designed and beautiful places
NPPF14 -23	NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change

NPPF15 -23	NPPF15 23 - Conserving and enhancing the natural environment
NPPF2 -23	NPPF2 2023 - Achieving sustainable development
NPPF4 -23	NPPF4 23 - Decision making
NPPF8 -23	NPPF8 23 - Promoting healthy and safe communities
NPPF9 -23	NPPF9 23 - Promoting sustainable transport

3. CONSIDERATIONS

3.1 Site and Locality

Meadow High School is a Special Education Needs and Disabilities (SEND) School located on the west side of Royal Lane. The site measures approximately 2.1 hectares in area and currently comprises of a cluster of low-rise buildings, hard surface play areas and a sports field. The site is bounded by residential properties to the north, east and south, with properties located on Benson Close, Royal Lane and Clarkes Drive. The school has a substantial area of hard surfacing to the front of the site which currently facilitates car parking. Designated Green Belt land is located to the west of the sports field and the site has a low Public Transport Accessibility Level (PTAL) of 2.

3.2 Proposed Scheme

This application seeks planning permission for the installation of a single-storey temporary classroom (Use Class F1) with a total floor area of 93sq.m (GIA)/97sq.m (GEA). The installation would comprise two classrooms each of 46sq.m and will accommodate up to 10 students in each (20 students in total), both supported by 2 members of staff each (4 staff in total).

It is proposed that the temporary classrooms will be installed in the summer 2024 ready for occupation in September 2024. The classrooms will be required until the new facility at the Harefield Academy site is complete anticipated to be in 2025. Planning permission is being sought for a temporary period of 24 months which allows for sufficient time for the buildings to be installed on site and then removed once the pupils and staff have moved into the new building at Harefield Academy.

The classrooms will be sited within the northern section of the site, within the courtyard area of the two storey sixth form block, adjoining Benson Close and Peel Way. The development would be located on a concrete pad requiring minimal intrusive work with lightweight surfacing used around the buildings to provide access.

The installation of the temporary classrooms is proposed to take a period of 6 weeks and would be done during school holidays to avoid disruption to teaching. The temporary classrooms would be brought to the site using the front car park area where a crane would be sited to lift the classrooms into place.

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

17709/APP/2023/2673 Lord Adonis House Harefield Academy Northwood Way Harefield

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.

Decision: 08-02-2024 Approved

3348/APP/2012/2433 Meadow High School Royal Lane Hillingdon

Removal of existing modular units and the construction of a new two storey sixth form block with associated hard & soft landscaping

Decision: 04-12-2012 Approved

3348/APP/2020/1589 Meadow High School Royal Lane Hillingdon

Demolition of existing buildings and replacement with a new two storey building, sports hall, multi use games court, hard play areas, substation and revised vehicular access, pupil drop off and parking

Decision: 19-08-2020 Approved

3348/APP/2023/138 Meadow High School Royal Lane Hillingdon

Erection of a two-storey academic building (Use Class F1), demolition of existing temporary modular structures and partial demolition of existing main teaching building to facilitate connections to the main school, redevelopment of external hard and soft landscaped areas and associated works

Decision: 29-03-2023 Approved

3348/APP/2023/2809 Meadow High School Royal Lane Hillingdon

Non-Material Amendment to planning permission ref. 3348/APP/2023/138, dated 02-06-2023, (Erection of a two-storey academic building (Use Class F1), demolition of existing temporary modular structures and partial demolition of existing main teaching building to facilitate connections to the main school, redevelopment of external hard and soft landscaped areas and associated works) to amend Condition 2 (Accordance with Approved Plans) in order to make alterations to the design and to amend the trigger point of Condition 14 (Energy).

Decision: 19-10-2023 Approved

3348/APP/2023/419 Meadow High School Royal Lane Hillingdon

Temporary redevelopment of site including removal of existing external spaces to provide a temporary two-storey academic building (Use Class F1).

Decision: 29-03-2023 Approved

Comment on Relevant Planning History

Temporary Permissions:

Application reference 3348/APP/2006/549 granted temporary 2-year planning permission for the retention of a single storey detached temporary building, located immediately to the north of the school's western wing. This permission expired 17th May 2008 and the building is being removed as part of the development permitted under application reference 3348/APP/2023/138.

Application reference 3348/APP/2008/1544 granted temporary 5-year planning permission for the erection of two portacabins as temporary classrooms within the northern section of the school site, adjoining the access off Benson Close/Peel Way. This permission expired 1st July 2013 and the building is being removed as part of the development permitted under application reference 3348/APP/2023/138.

Application reference 3348/APP/2020/899 granted permission for the construction of two temporary single storey modular classroom units. This permission expired on 1st August 2022. Based on a site visit carried out in February 2023, these temporary units are no longer in situ.

Application reference 3348/APP/2023/419 granted permission for the redevelopment of site to provide a temporary two-storey academic building. This permission expires on 31st March 2025.

Permanent Planning Permissions:

Application reference 3348/APP/2010/1210 granted temporary 3-year planning permission for the erection of building for use as classrooms within the northern section of the school site.

Application reference 3348/APP/2012/2433 granted permission for the removal of existing modular units and the construction of a new two storey sixth form block within the northern section of the school site. This permitted the permanent retention of the modular unit granted as part of application reference 3348/APP/2010/1210.

Application reference 3348/APP/2020/1589 granted permission for the demolition of existing buildings and replacement with a new two storey building, sports hall, multi use games court, hard play areas, substation and revised vehicular access, pupil drop off and parking. This permission has been implemented and is currently in operation.

Application reference 3348/APP/2023/138 granted permission for the erection of a two-storey academic building (Use Class F1), demolition of existing temporary modular structures and partial demolition of existing main teaching building to facilitate connections to the main school, redevelopment of external hard and soft landscaped areas and associated works. This permission is being implemented at the time of the current submission.

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.CI1 (2012) Community Infrastructure Provision
PT1.CI2 (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

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

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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

DMCI 1 Retention of Existing Community Sport and Education Facilities

DMCI 1A Development of New Education Floorspace

DMCI 7 Planning Obligations and Community Infrastructure Levy

DMEI 7 Biodiversity Protection and Enhancement

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 T1 (2021) Strategic approach to transport

LPP T2 (2021) Healthy Streets

LPP T5 (2021) Cycling

LPP T6 (2021) Car parking

DMEI 9 Management of Flood Risk

DMHB 11 Design of New Development

DMHB 14 Trees and Landscaping

DMHB 15 Planning for Safer Places

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 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 T4 (2021) Assessing and mitigating transport impacts

LPP T7 (2021) Deliveries, servicing and construction

NPPF11 - NPPF11 23 - Making effective use of land
23

NPPF12 - NPPF12 23 - Achieving well-designed and beautiful places
23

NPPF14 - NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change
23

NPPF15 - NPPF15 23 - Conserving and enhancing the natural environment
23

NPPF2 - NPPF2 2023 - Achieving sustainable development
23

NPPF4 - NPPF4 23 - Decision making
23

NPPF8 - NPPF8 23 - Promoting healthy and safe communities
23

NPPF9 - NPPF9 23 - Promoting sustainable transport
23

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: Not Applicable

5.2 Site Notice Expiry Date: Not applicable

6. Consultations

External Consultees

A total of 250 no. letters have been sent to neighbouring residents as part of the public consultation

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exercise. A site notice displayed on site and an advert was posted in the local newspaper. All forms of consultation expire on 8th March 2024.

One comment from a neighbouring resident has been received and is summarised below:

- No consideration has been taken in planning and designing the building.
- Neighbours have had to deal with constant building works for years.
- Trees have been replaced with an ugly fence with netting attached.
- The unit should be located somewhere else.

PLANNING OFFICER COMMENT:

All material planning considerations are addressed within the main body of the report.

Specifically, the proposed temporary classrooms unit is proposed to be sited in the northern section of the site adjacent to the sixth form block as it is the only feasible location within the site. The remaining sections of the site are subject to construction works, are occupied by school buildings or tree planting, or are used to provide space for play and sport. There are no other locations within the site which could feasibly deliver the proposal without adversely impacting on the education of the students.

It is also noted that the fencing comprises weld mesh fencing which is generally considered to be acceptable design on school sites. The netting attached to the fence is to be replaced with wooden screening which is considered to be a betterment in the interim.

LONDON FIRE BRIGADE:

No comments received.

Internal Consultees

ACCESS OFFICER:

This proposal is for permission to site a single storey temporary modular classroom. The proposed classroom appears to be fundamentally accessible to disabled children using a wheelchair, however there is no toilet accommodation close by. No accessibility objection is raised on the understanding that the classroom is required to support the construction phase and would be removed once the new school building is completed and occupied. **CONCLUSION:** acceptable.

HIGHWAYS OFFICER (Initial Comments):

Site Description

The application site is located on Royal Lane, a mainly residential road with a 30mph speed limit, and lies to the north of Baitul Aman Mosque. School Keep Clear zig zag markings which prevent stopping Mon-Fri 7-11am and 1.30-5.30pm are located on Royal Lane outside the school. The application site is located within Parking Management Scheme HH which restricts parking to permit holders only Mon-Fri 9am-5pm with some pavement parking provision allowed in marked bays. Royal Lane is also subject to single and double yellow line waiting restrictions.

Transport for London use a system called PTAL (Public Transport Accessibility Level) to measure access to the public transport network. PTAL assesses walk times to the nearest public transport location taking

into account service frequency. The location is then scored between 0 and 6b where 0 is the worst and 6b the best. According to the Transport for London WebCAT service the application site has a PTAL ranking of 2 indicating access to public transport is poor compared to London as a whole, suggesting that most trips to and from the application site would be made by the private motor car which fails to concur with the published London Plan (2021) and the Mayors Transport Strategy (2022)

Access

The application proposes to provide a temporary building with an area of 93m² providing 2no classrooms of 46m² each accommodating up to 10no. pupils and 2no. teaching staff per classroom which, as students would arrive by minibus, would be unlikely to impact on highway safety or capacity.

Car Parking

The additional 4no. teaching staff that would be employed at the proposed temporary building would not be provided with additional car parking spaces, however, the school has an acceptable Travel Plan which would allow for staff to use alternative forms of transport which would therefore be unlikely to increase parking stress and would likely be acceptable.

Proposed Works

The applicant has submitted a Construction Logistics Plan (CLP) Rev 1 dated 16th January 2024 which states that works are expected to take six weeks and would be carried out during the summer school holidays when the car park at the front of the school would be available which would be acceptable, however, the period of work should be conditioned to minimise impact on the local highway network should works overrun.

The CLP 2.2 Vehicle Delivery Routes states 'A 3 day parking suspension will be required to Violet avenue for the duration of the delivery period week commencing 12th August 2024' which would be likely to be acceptable as similar proposals were allowed under highway comments to application ref. 3348/APP/2023/138. The cost of making any necessary changes to the Traffic Order must be borne in full by the applicant and secured through a 1990 Town and Country Planning Act s.106 legal agreement, however, the applicant should be aware that the application may be refused if the traffic order cannot be amended for any reason e.g., objection.

The CLP 3 Construction Programme and Methodology provides Site Working Hours and Delivery Times which would be acceptable but should be amended to 'Holidays Only'. Works during term times would be likely to have increased impact on the local highway network which may not be acceptable.

The CLP 3.1 Construction Programme Phases provides details of plant and machinery that would be used on site which would be acceptable. A mobile crane would be required to lift and position the temporary cabins.

The Design and Access Statement ref TVC0025-NOV-V4-XX-R -A-PL33 Rev P01 5.1 Use provides a site layout drawing indicating locations of the proposed temporary building and crane and entrance and exit routes, however, it is noted that construction vehicles would be likely to use the existing 'exit' as an access which would be acceptable during holiday times when the school is not operational, however, all vehicles should enter and leave the site in a forward gear which should be conditioned.

Recommendation

The Highway Authority are satisfied that the proposal would not discernibly exacerbate congestion or parking stress and would not raise any measurable highway safety concerns and would therefore offer no objection to the application but would require the following conditions to be applied to any approval:

Conditions

1) No works shall commence on site until a Temporary Traffic Regulation Order secured through a 1990 Town and Country Planning Act s.106 legal agreement to suspend parking on Violet Avenue for 3 days commencing 12 August 2024 has been secured

REASON: To be in accordance with the published London Plan (2021) Policy T4 Assessing and Mitigating Transport Impacts and Policy T7 Deliveries, Servicing and Construction

2) No works shall commence on site until a Construction Logistics Plan to concur with Construction Logistics Planning (CLP) Guidance Version: v1.2 (April 2021) has been submitted to and approved in writing by the Highway Authority.

REASON: To be in accordance with the published London Plan (2021) Policy T4 Assessing and Mitigating Transport Impacts

3) No works to the temporary redevelopment of the site or loss of car parking required to install the single storey temporary modular classroom are to be undertaken during term time

REASON: To be in accordance with the published London Plan (2021) Policy T4 Assessing and Mitigating Transport Impacts and Policy T7 Deliveries, Servicing and Construction

4) All vehicles must enter and leave the site in a forward gear

REASON: To be in accordance with the published London Plan (2021) Policy T4 Assessing and Mitigating Transport Impacts and Policy T7 Deliveries, Servicing and Construction

PLANNING OFFICER COMMENT:

Parking suspensions are secured via a Temporary Traffic Regulation Order (TTRO) which is separate to the planning process. It is not necessary to secure this through a S106 legal agreement.

All matters relating to construction, including the recommended conditions 1 to 4 above have been addressed by the amended Construction Logistics Plan submitted.

The Council's Highways Officer has reviewed the amended Construction Logistics Plan and does not raise any objections to the proposal.

AIR QUALITY OFFICER:

I have no air quality concerns in regards to this temporary application.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

PROPOSED EDUCATION FACILITY AND SPORT/RECREATION IMPACT

Meadow High School is at capacity with 257 pupils and there is a need to provide improved and additional school SEND places. Currently, there are only three schools in Hillingdon that support children with SEND requirements 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.

Paragraph 99 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.

Policy S5 of the London Plan (2021) requires that existing sports and recreation facilities should be retained unless the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.

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) establishes the principle that development should not result in the loss of an existing community facility. Policy DMCI 1A of the Hillingdon Local Plan: Part 2 (2020) also 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.

This application seeks planning permission for the installation of a single-storey temporary classroom unit (Use Class F1) for a period of 24 months. The classrooms are required until the new facility at the Harefield Academy site is completed (approved under application ref. 17709/APP/2023/2673, dated 8th February 2024). The application is needed to support uninterrupted provision of SEND school places within the borough. Evidently, the proposal would not result in the loss of a community facility, and forms part of a development programme which would suitably provide a new school facility on previously developed land.

The development would take place within the courtyard area of the sixth form block. It would not be

permanent development, however, and a planning condition would be secured, if approved, requiring that the area where the development sat shall be restored to a space of at least equivalent quality as the pre-existing space, including the tree planting provisions detailed on approved drawing reference "TVC0024-NOV-V4-00-DR-A-PL34 Rev. P01 Removal Reinstatement Plan".

Subject to the above planning condition, the development is considered to be acceptable in principle.

7.02 Density of the proposed development

Not applicable to the consideration of the application.

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

Not applicable to the consideration of the 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 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 application site is not located within an air safeguarding zone. As such, the proposed development is not considered likely to pose any safeguarding impacts and 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 the application.

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 proposed single-storey temporary classroom would be sited in the northern portion of the school site, in the courtyard area serving the sixth form block, adjoining Benson Close and Peel Way. The structure would measure 13.42m by 7.15m and 3m in height. The structure would utilise steel panels in goosewing grey as the main facing material, alongside blue grey windows and a slate grey door. The development would be located on a concrete pad requiring minimal intrusive work with lightweight surfacing used around the buildings to provide access.

Whilst the temporary unit would be visible from Benson Close, it would not be considered as imposing as the adjoining sixth form block. It would be subordinate to this building and due to the proposed temporary willow screening which is to be attached to the existing boundary fencing, the unit would not be fully visible from the street scene. It is noted that such screening would give privacy to both students and neighbouring residents.

The temporary nature of the development means that only a temporary planning permission is considered appropriate. Based on the grant of a temporary planning permission, requiring the removal of the development at a later date, the proposed development is not considered contrary to the requirements of Policy BE 1 of the Hillingdon Local Plan: Part 1 (2012) and 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 classrooms would be sited within the northern section of the site, within the courtyard area of the two storey sixth form block, adjoining Benson Close and Peel Way. The development would be located circa 22m away from the closest properties on Benson Close, including numbers 1 to 11 Benson Close, and circa 25m from number 47 Peel Way. Screening is also to be fixed to the existing 1.8m high fence and would prevent any intervisibility between the classrooms and neighbouring properties. In light of this, the development is considered unlikely to pose a detrimental impact in terms of amenity, outlook or daylight and sunlight, in accordance 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 the 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 2 (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 Policy T6 of the London Plan (2021).

Paragraph 115 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).

The application proposes to provide a temporary building with an area of 93m² providing 2no classrooms of 46m², accommodating up to 20no. pupils and 4no. teaching staff. As students would arrive by minibus it is considered unlikely that this increase would result in a detrimental highway safety impact. The additional 4no. teaching staff would not be provided with additional car parking spaces, however, the school Travel Plan would encourage staff to use alternative forms of transport and it would therefore be unlikely to result in an unacceptable increase to parking stress.

The applicant has submitted a Construction Logistics Plan which states that works are expected to take six weeks and will be carried out during the summer school holidays when the car park at the front of the school will be available. A 3 day parking suspension will also be required to Violet avenue

for the duration of the delivery period week commencing 12th August 2024. Following the receipt of a revised Construction Logistics Plan, the Highway Authority have confirmed no objection.

Accordingly, the proposed temporary development would not be considered contrary to Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T6 of the London Plan (2021).

7.11 Urban design, access and security

URBAN DESIGN

Please see Section 07.07 of the report.

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).

The development would not compromise the security of the school site and would be located within a contained area of the site, with boundary fencing separating the development and Benson Close. The development is considered to 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.

An accessibility ramp is proposed and would provide level access to the classroom units. The Access Officer notes that the development does not provide an accessible toilet accommodation but is accepted on the basis that the development is temporary. On balance, the proposal is considered to accord with reasonable requirements of Policy D5 of the London Plan (2021).

7.13 Provision of affordable & special needs housing

Not applicable to the consideration of the application.

7.14 Trees, landscaping and Ecology

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.

Whilst not protected by a TPO or Conservation Area designation, there is a line of trees a short distance to the north of the proposed development. The classrooms are not located within the root protection area (RPA) of the trees on Benson Close and only require small pad foundations with minimal intrusive work required. The access ramp and platform is nearer to the RPA but again not considered to be within it and requires an even less intrusive foundation to provide support.

Planning permission reference 3348/APP/2012/2433 secured the provision of tree planting in the area of the site which is proposed to accommodate the temporary unit. It is understood that this tree planting was never provided. A post development restoration plan has therefore been submitted and confirms the provision of three trees once the development has been removed. This includes one Magnolia Grandiflora and two Conifers. This is accepted and supported.

Subject to compliance with the detail submitted, the proposal would accord with Policy DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

7.15 Sustainable waste management

The proposed development would not impact on sustainable waste management operating at the school site and is considered acceptable.

7.16 Renewable energy / Sustainability

Not applicable to the consideration of the application.

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).

The sustainable water management measures for the area of the site affected by the proposal have already been implemented and the proposed development would not have a material impact on this consideration. As such, the proposal is not considered contrary to Policies SI 12 and SI 13 of the London Plan (2021), 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).

7.18 Noise or Air Quality Issues

NOISE

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.

As existing, the application site facilitates a breaktime space for sixth form students. The proposed development would therefore displace this use to another area of the school site, further away from neighbouring residents located along Peel Way and Benson Close. Unlike the current situation, the outdoor area would only be used by staff and students accessing the classrooms, therefore resulting in less disturbance.

The temporary development would be located over 22 metres from the nearest residential properties located on Benson Close and Peel Way. In light of this, the proposed units and their associated use would not pose a detrimental impact in terms of noise, particularly as the activities associated with the classrooms would be internal as opposed to the existing external use of the play space.

It is noted that there would be noise impacts associated with the construction of the development, but this is controlled by The Control of Pollution Act 1974, the Clean Air Acts and other related legislation.

Given the considerations above, the proposed development would not be contrary to the requirements of Policy D14 of the London Plan (2021) and Policy EM8 of the Hillingdon Local Plan: Part 1 (2012).

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 in the Hillingdon Air Quality Management Area and within the catchment of the Hillingdon Hospital Air Quality Focus Area which is located circa 300m to the north-east. The proximity of Hillingdon Hospital is regarded as a sensitive receptor in regard to the impacts of pollution from both the demolition and construction phases, and in the operational phase, from any impacts caused by any increases in traffic generation and/or exacerbation of congestion in the local area.

Whilst the proposed development would increase the number of staff by 4 and pupils by 20, the pupils would access the site by minibus and the school Travel Plan is proposed to encourage sustainable travel by staff. In view of the temporary permission sought, no significant air quality harm is anticipated. The Council's Air Quality Officer has confirmed no objection to the proposals.

In terms of construction, the development would be subject to a Construction Logistics Plan that would seek to minimise the impacts of construction traffic, controlled by condition, and the proposed works, which would be limited by their scale and nature, should be carried out in accordance with the Mayor of London's Control of Dust and Emissions during Construction and Demolition SPG. This includes the requirement to comply with the Non Road Mobile Machinery Low Emission Zone regulations.

Given the above considerations, the proposed development would not be considered contrary to Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) and Policy EM8 of the Hillingdon Local Plan: Part 1 (2012).

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 not considered reasonable to request any planning obligations.

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 the application.

7.22 Other Issues

FIRE SAFETY

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.

B) 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.

It is noted that the proposed development does not constitute major scale development and as such a Fire Statement does not technically need to be submitted as per part B) of Policy D12. This policy does, however, require that the highest standards of fire safety are achieved under part A). This is especially important given the proposed school use of the development.

The Planning Statement states that a Fire Strategy is in place at Meadow High School to ensure the safe escape of pupils and staff in the event of a fire or other emergency. This new facility would be required to operate in accordance with this established strategy. The temporary classrooms themselves would be built to be fully compliant with the relevant Building Regulations with regard to fire safety.

If recommended for approval, details to accord with Policy D12, part A), of the London Plan (2021) shall be secured by planning condition.

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 installation of a single-storey temporary classroom (Use Class F1) for a period of 24 months is required until the new facility at the Harefield Academy site is completed (approved under application ref. 17709/APP/2023/2673, dated 8th February 2024), which is anticipated to be in 2025. The application is needed to support uninterrupted provision of SEND school places within the borough. On the basis that temporary permission is granted and subject to conditions, this application is recommended for approval.

11. Reference Documents

National Planning Policy Framework (December 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)

Accessible Hillingdon Supplementary Planning Document (September 2017)

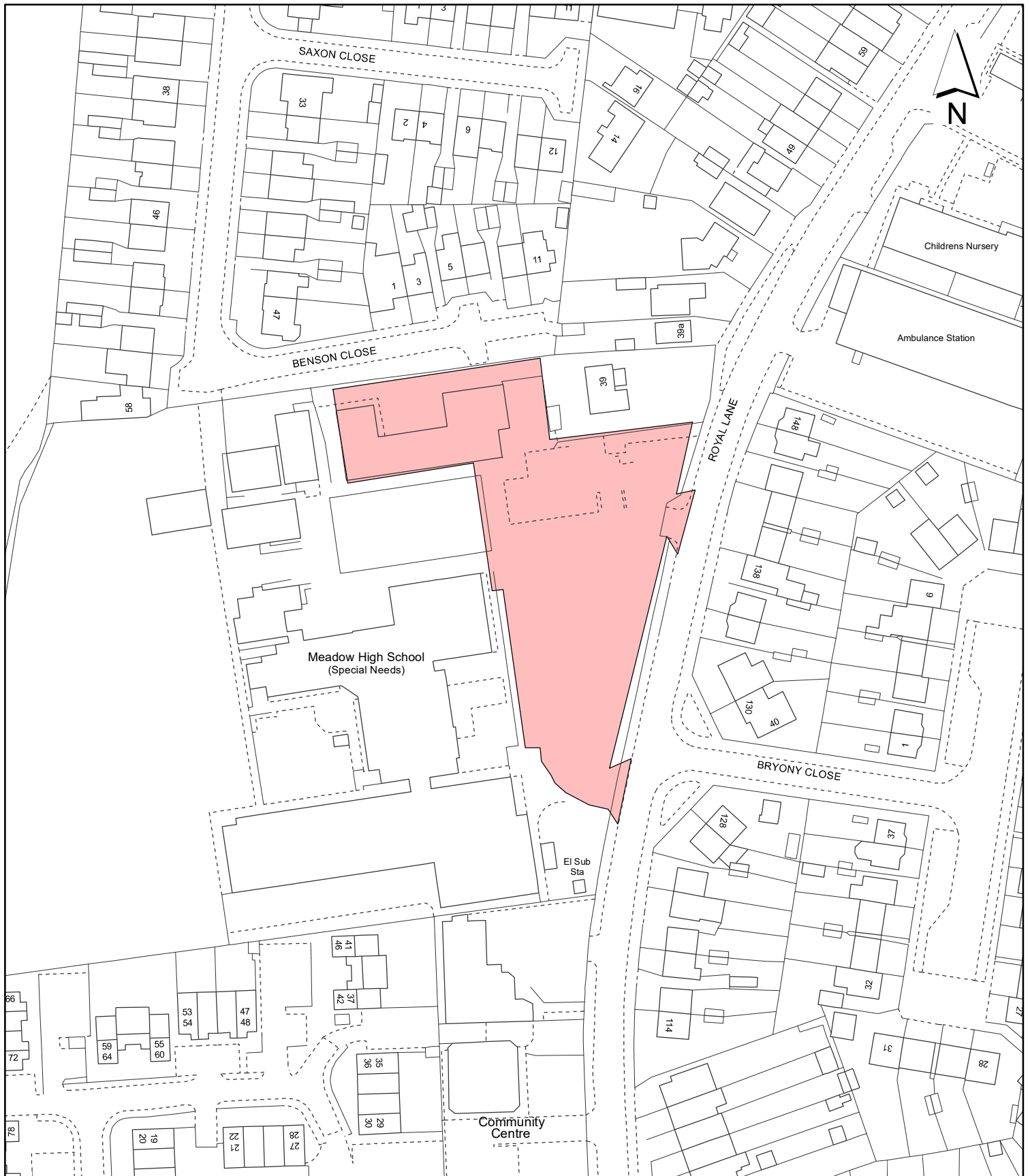
Planning Obligations Supplementary Planning Document (July 2014)

Contact Officer:

Michael Briginshaw

Telephone No:

01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

Meadow High School

Planning Application Ref:
3348/APP/2024/74

Planning Committee:
Minor Page 129

Scale:
1:1,250

Date:
April 2024

LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section

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



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Report of the Head of Development Management and Building Control

Address: FORMER GARAGES SITE REAR OF SULLIVAN CRESCENT HAREFIELD

Development: Variation of Condition 2 (Approved Plans) of planning permission ref. 60653/APP/2022/531, dated 10-03-23 (Erection of no. 4 x two storey terraced houses and no.2 x two storey semi-detached houses, with associated car parking and landscaping works) to alter footprint and design of Plot 5 to accommodate fully accessible dwelling to meet M4(3) technical specification.

LBH Ref Nos: 60653/APP/2024/295

Drawing Nos: 2021/D/320/P/03 Rev E
2021/D/320/P/06 Rev H
2021/D/320/P/07 Rev E

Date Plans received: 05-02-2024 **Date(s) of Amendments(s):**

Date Application valid 06-02-2024

1. SUMMARY

The application seeks a variation to Condition 2 (Approved Plans) of planning permission ref. 60653/APP/2022/531, dated 10-03-23 (Erection of no. 4 x two storey terraced houses and no.2 x two storey semi-detached houses, with associated car parking and landscaping works).

The purpose of the current application is to amend the design of the dwelling which will occupy Plot 5 which involves a modest extension to the front and side of the property measuring 20.3m². In addition, a new window is proposed within the ground floor southeast elevation which serves the kitchen and a minor alteration to the height of the roof.

The amendment has been proposed to enhance the accessible standards of the dwelling and assist with meeting the (M4(3) technical specification, whilst retaining the number of bedrooms (3).

The proposed amendments to the scheme are minor in scale and as such, this application is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1. RES3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of the original permission (10 March 2026).

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:

2021/D320/P/01

2021/D320/P/02

2021/D/320/P/04 Rev. B

2021/D/320/P/05 Rev. A

2021/D/320/P/08 Rev. A

2021/D/320/P/03 Rev E

2021/D/320/P/06 Rev H

2021/D/320/P/07 Rev E;

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

3. RES6 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

4. OM19 Construction Management Plan

The development hereby permitted shall not be carried out except in complete accordance with the Demolition and Construction Management Plan, by YES Engineering Group Limited dated October 2023 and Traffic Management Plan (Figure 4.3 - TMP) approved in application reference 60653/APP/2023/3003 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To safeguard the amenity of surrounding areas in accordance with Policies DMT 2 and DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

5. NONSC Land Contamination

The development hereby permitted shall not be carried out except in complete accordance with the details approved in application reference 60653/APP/2023/3178 for Condition 5i (a, b and c) i.e. (Desk Study, Site Investigation and Remediation Method Statement).

Parts 5ii, iii and iv are still relevant given Condition 5 was only partially discharged and remains as follows:

(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 in writing 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 in writing 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.

6. NONSC Sustainable water management and water efficiency

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management and water efficiency has been 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 which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

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

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

7. NONSC Materials

Prior to the commencement of any works above damp proof course level, details of all materials and external surfaces shall 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 Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan Part 2 (2020).

8. NONSC Energy & Sustainability

The development hereby permitted shall not be carried out except in complete accordance with the Full SAP Calculation printout (Issued on date 28.09.23) and Technical Note Energy & Sustainability (dated 24.10.23, Ref: J2992) approved in application reference 60653/APP/2023/3178 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development contributes to minimising the effects of, and can adapt to a changing climate in accordance with Policies DMEI 2 and DMEI 10 of the Hillingdon Local Plan: Part 2- Development Management Policies (2020) and Policy SI 2 of the London Plan (2021).

9. 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.

REASON

To ensure housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).

10. NONSC Building Regulations standards

At least one dwelling hereby approved shall be constructed in accordance with the technical specifications for an M4(3) dwelling. The remaining dwellings shall be constructed in accordance with the technical specifications for an M4(2) dwelling as set out in Approved Document M to the Building Regulations (2010) 2015.

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.

11. NONSC Tree Protection Measures

The demolition and construction works of the development hereby approved shall be carried out strictly in accordance with the tree protection measures specified in the document titled 'Report regarding the impact on trees of proposals for development at Garages Site, Sullivan Crescent, Harefield UB9 6NL' reference S1016-J3-IA-1, approved as part of application reference 60653/APP/2022/531.

REASON

To ensure that trees and other vegetation can and will be retained 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. RES9 Landscaping (car parking & refuse/cycle storage)

Notwithstanding the details specified on the approved drawings, and prior to the commencement of any works above damp proof course level, a landscape scheme shall have 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), including revised siting and details of the proposed 8 new trees as specified in the application

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

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

2. Details of Hard Landscaping

2.a Refuse storage (including the dimensions, design and external finish)

2.b Cycle storage (including the dimensions, design and external finish)

2.c Means of enclosure/boundary treatments

2.d Car parking layouts (including 3 active and 9 passive electric charging points, and at least 1 disabled parking space measuring 2.4m x 4.8m plus a 1.2m transfer zone)

2.e Permeable hard surfacing materials which must be used for the access road and 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 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

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, and DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and Policies G5 and T6.1 of the London Plan (2021).

13. RES22 Parking Allocation

The residential units hereby approved shall not be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. The parking allocation scheme shall, as a minimum, include a requirement that all on-site car parking shall be allocated and dedicated for the use of each of the residential units hereby approved and shall remain allocated and dedicated in such a manner for the life-time of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy DMT 6 of the Hillingdon Local Plan Part Two 2 (2020) and Policy T6 of the London Plan (2021).

14. 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.

15. RES13 Obscure Glazing

Notwithstanding the details specified on the approved drawings, the first floor side windows serving the dwellings on Plots 1 and 4 and the first floor angled window panel serving the dwellings on Plots 5 and 6 and facing the rear gardens of numbers 34 to 40 Sullivan Crescent 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).

16. RES12 No additional windows or doors

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

REASON

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

17. RES14 Outbuildings, extensions and roof alterations

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification); no garage(s), shed(s) or other outbuilding(s), nor extension or roof alteration to any dwellinghouse(s) shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

To protect the character and appearance of the area and amenity of residential occupiers in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

INFORMATIVES

1. I70 LBH worked applicant in a positive & proactive (Granting)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

2. 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).

3. I73 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by

submitting an Assumption of Liability Notice) to the Council at planning@hillington.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.

4. I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

5. 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.

6. 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.

7. 12 Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application 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.

8. 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.

9.

The submitted Flood Risk Assessment (FRA) identifies the site as not being susceptible to groundwater flooding and the risk is therefore deemed low. Nevertheless the FRA recommends that further groundwater monitoring be carried out to establish local ground water depths across the site prior to construction. This monitoring should be carried out, as recommended.

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
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 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing

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 G7	(2021) Trees and woodlands
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H2	(2021) Small sites
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 T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11 -23	NPPF11 23 - Making effective use of land
NPPF12 -23	NPPF12 23 - Achieving well-designed and beautiful places
NPPF14 -23	NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change
NPPF2 -23	NPPF2 2023 - Achieving sustainable development
NPPF4 -23	NPPF4 23 - Decision making
NPPF5 -23	NPPF5 23 - Delivering a sufficient supply of homes
NPPF9 -23	NPPF9 23 - Promoting sustainable transport

3. CONSIDERATIONS

3.1 Site and Locality

The application site is an irregular shaped parcel of land measuring 0.53 hectares. It is located on the eastern side of Sullivan Crescent and comprises a former garage court and a relatively small patch of well-maintained grassed space adjacent to numbers 42/44 Sullivan Crescent. The site is enclosed by residential properties and gardens on three sides and Green Belt land to the east. The site is currently derelict and is gated with bollards to prevent access.

The surrounding area and approach to the site is predominantly residential with two-storey semi detached dwellings and maisonettes. The northern boundary of the site adjoins the rear gardens of numbers 191 and 193 Ash Grove. The western site boundary adjoins the rear gardens of 34 to 40

Sullivan Crescent and the side passageway of the maisonette at number 42/44 Sullivan Crescent. The southern site boundary adjoins the external amenity space of numbers 1 to 5 Knightscode Close.

The site falls within Flood Zone 1 and is partially designated within a Surface Water Management Zone. There are trees on and adjoining the site; however, none of which are protected by a Tree Preservation Order. The site has a Public Transport Accessibility Level rating of 1a (Very Poor).

3.2 Proposed Scheme

On the 10th of March 2023 planning permission was granted for the erection of 4 x two storey terraced houses and 2 x two storey semi-detached houses, with associated car parking and landscaping works (ref: 60653/APP/2022/531).

It should be noted that the above application was a re-submission following the lapse of the granted planning permission reference 60653/APP/2011/907 (refer to Section 3.3 for the planning history).

The current application seeks permission for amendments to Plot 5 to alter footprint and design of Plot 5 to accommodate fully accessible dwelling to meet M4(3) technical specification, while retaining the 3-bed unit. The proposed extension is to the front and side of the property which would extend up to two stories in height and provide an additional 20.3 m² of internal floor area. An additional window is proposed to the southeast elevation which will serve the kitchen and a minor increase in the main ridge height.

3.3 Relevant Planning History

- | | |
|-----------------------------|--|
| 60653/APP/2007/889 | Land At Garages Rear Of 34 - 44 Sullivan Crescent Sullivan Crescent Harefield |
| | ERECTION OF A TWO STOREY TERRACED BLOCK (COMPRISING 2, THREE BEDROOM AND 1, TWO BEDROOM HOUSES) AND A PAIR OF SEMI-DETACHED BUNGALOWS (1, ONE BEDROOM AND 1, TWO BEDROOM) WITH ACCESS FROM SULLIVAN CRESCENT INCLUDING ASSOCIATED PARKING. (INVOLVING DEMOLITION OF EXISTING GARAGES) |
| Decision: 22-09-2008 | No Further Action(P) |
| 60653/APP/2011/2430 | Former Garages Site Rear Of 34 - 44 Sullivan Crescent Harefield |
| | Approval of details in compliance with conditions Nos.3, 4, 5, 6, 8, 10, 12, 13, 15, 19 and 20 of planning permission ref: 60653/APP/2011/907 dated 06/06/2011 (Erection of a terrace of 3 two-storey, three bedroom houses and a detached four bedroom house with associated car parking and landscaping) |
| Decision: 28-06-2012 | Refused |
| 60653/APP/2011/907 | Former Garages Site Rear Of 34 - 44 Sullivan Crescent Harefield |
| | Erection of a terrace of 3 two-storey, three bedroom houses and a detached four bedroom house |

with associated car parking and landscaping.

Decision: 06-06-2011 Approved

60653/APP/2022/531 Former Garages Site Rear Of Sullivan Crescent Harefield

Erection of no. 4 x two storey terraced houses and no.2 x two storey semi-detached houses, with associated car parking and landscaping works

Decision: 10-03-2023 Approved

60653/APP/2023/1614 Former Garages Site Rear Of Sullivan Crescent Harefield

Non-material amendment to planning permission ref. 60653/APP/2022/531 dated 10-03-2023 (Erection of no. 4 x two storey terraced houses and no.2 x two storey semi-detached houses, with associated car parking and landscaping works) to amend the accommodation schedule to coordinate with approved plans.

Decision: 16-06-2023 Approved

60653/APP/2023/3003 Former Garages Site Rear Of Sullivan Crescent Harefield

Details pursuant to the discharge of Conditions 4 (Construction Management Plan) of planning permission ref. 60653/APP/2022/531, dated 10-03-23 (Erection of no. 4 x two storey terraced houses and no.2 x two storey semi-detached houses, with associated car parking and landscaping works)

Decision: 05-01-2024 Approved

60653/APP/2023/3178 Former Garages Site Rear Of Sullivan Crescent Harefield

Details pursuant to the discharge of Conditions 5 (Contamination), 8 (Sustainability and Energy) of planning permission ref. 60653/APP/2022/531, dated 10/03/2023 (Erection of no. 4 x two storey terraced houses and no.2 x two storey semi-detached houses, with associated car parking and landscaping works)

Decision: 12-02-2024 Approved

60653/APP/2024/42 Former Garages Site Rear Of Sullivan Crescent Harefield

Details pursuant to the discharge of Conditions 3 (Site Levels Plan) and 6 (Sustainable Water Management Scheme) of planning permission ref. 60653/APP/2022/531, dated 10-03-2023 (Erection of no.4 x two storey terraced houses and no.2 x two storey semi-detached houses, with associated car parking and landscaping works)

60653/APP/2024/491 Former Garages Site Rear Of Sullivan Crescent Harefield

Details pursuant to the discharge of Conditions 7 (Materials), 9 (Step Free Access) of planning permission ref. 60653/APP/2022/531, dated 10/03/2023 (Erection of no. 4 x two storey terraced houses and no.2 x two storey semi-detached houses, with associated car parking and landscaping works)

Comment on Relevant Planning History

Planning application 60653/APP/2022/531 was granted on 10th of March 2023 for the erection of 4 x two storey terraced houses and 2 x two storey semi-detached houses, with associated car parking and landscaping works.

Planning application 60653/APP/2011/907 proposed the erection of a terrace of 3 two-storey, three-bedroom houses and a detached four-bedroom house with associated car parking and landscaping. Planning permission was granted on 6th June 2011 and has subsequently lapsed unimplemented.

Subsequent details applications have been submitted and approved in order to discharge condition 4 (constructing management plan), 5 (contamination), 8 (sustainability and energy) attached to the main planning consent attached to the main planning consent.

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.H1 (2012) Housing Growth

Part 2 Policies:

- DMAV 1 Safe Operation of Airports
- 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 7 Biodiversity Protection and Enhancement
- DMEI 9 Management of Flood Risk
- DMH 2 Housing Mix
- DMH 7 Provision of Affordable Housing
- 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 G7 (2021) Trees and woodlands
- LPP H1 (2021) Increasing housing supply
- LPP H10 (2021) Housing size mix
- LPP H2 (2021) Small sites
- 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 T5 (2021) Cycling

LPP T6 (2021) Car parking

LPP T6.1 (2021) Residential parking

NPPF11 - NPPF11 23 - Making effective use of land
23

NPPF12 - NPPF12 23 - Achieving well-designed and beautiful places
23

NPPF14 - NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change
23

NPPF2 - NPPF2 2023 - Achieving sustainable development
23

NPPF4 - NPPF4 23 - Decision making
23

NPPF5 - NPPF5 23 - Delivering a sufficient supply of homes
23

NPPF9 - NPPF9 23 - Promoting sustainable transport
23

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: Not Applicable

5.2 Site Notice Expiry Date: **6th April 2024**

6. Consultations

External Consultees

56 neighbouring properties, Denham Aerodrome and Harefield Tenants and Residents' Association were consulted on 19-02-24. The consultation period expired on 04-04-24. A site notice was displayed for 21 days expiring on 06-04-24.

One representation was received in objection to Plot 5 being increased from a 2 bed to 3 bed.

Planning Officer comment:

It is noted that there is no increase in housing mix or density. Plot 5 was approved as a 3 bed, two storey, dwelling in application reference 60653/APP/2022/531. The proposed changes relate solely to the design and footprint, retaining the approved 3 bedrooms.

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.

Planning Officer comment:

Please see section 07.04.

Hillingdon Friends of the Earth:

Hillingdon Friends of the Earth would like the Planning Committee to action these comments please, because as much as possible needs to be done to reduce the impact of new developments on climate change: - Please require that the fabric goes above and beyond current Building Regulations so the dwellings are well insulated, highly efficient and zero carbon (passivhaus or equivalent) to avoid being retrofitted later. Include heat recovery ventilation to avoid damp issues owing to being highly insulated. - Please require one shared/community highly efficient heating system for the building (heat pump, ground source if possible). - Sustainable materials should be used for the construction and the whole life cycle of carbon should be taken into consideration and accordingly measures should be taken to reduce the carbon emissions from the whole cycle. - Please require that electrical appliances which are fitted must be certified energy saving products and all lighting is LED. - Ensure all suitable roof space has photovoltaic or solar thermal installed and that all rainwater is harvester for grey water use. - Explore battery storage for the property. - Ask Transport for London to review the nearby bus routes to ensure they have capacity. - Create segregated cycle lanes from the development to the nearest Tube station large developments. - Ensure the property is easily accessible to good walking routes and not just a car park - Ensure plentiful cycle storage - Limit parking spaces to the minimum for less able bodied people and ensure all parking spaces have electric vehicle charging points - Ensure as many trees are planted in the landscaping as possible and that no plastic fake lawn is allowed. - All external paved surfaces should be porous to allow drainage and reduce flooding. - Ensure it is very easy to recycle (easier than to dispose of general waste) including adequate storage in communal areas, Kitchen designs to include separate bins, etc - Ensure there is onsite composting - Ensure fixtures and fittings are durable, so replacements are not needed frequently - All paved areas to include space for vegetation - Existing mature trees to be retained wherever possible and additional trees to be planted - Provision for wildlife such as nesting boxes, bat boxes and wildlife tunnels

Planning Officer comment:

The above comments from Hillingdon Friends of the Earth are noted and relevant conditions will seek to ensure the dwellings are of high quality and sustainable in nature.

Internal Consultees

ACCESS OFFICER:

his application has been reviewed to amend the approved scheme to incorporate an additional M4(3) wheelchair accessible unit as per the council's decision. The Accessibility Officer has worked closely with the council's Principal Architect to draw up the revised scheme as per the submission. No additional

comments are deemed necessary at this stage. Conclusion: acceptable

CONTAMINATED LAND:

Having consider the nature of the proposed development (Variation of Condition 2 (Approved Plans)), please be advise that we have no comment in relation to the application on land contamination but the existing land contamination condition recommend for the original approved planning application 60653/APP/2022/531 is still applicable to the development.

HIGHWAYS:

As the variation is only related to the alteration of the footprint for plot 5, there is no issue or comment raised.

CONSERVATION AND DESIGN:

No comments.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

PRINCIPLE OF DEVELOPMENT:

The principle of development has already been established through the main planning consent for the redevelopment of this brownfield site to provide new residential dwellings. This application seeks to modestly increase the internal floor area of Plot 5 to enhance the provision of accessible homes and meet the technical specifications of the m4(3) standards. The proposed amendments do not impact the principle of development.

HOUSING MIX:

The original consent provided the provision of 2 x three-bedroom semi-detached houses and 4 x two-bedroom terraced houses, which would contribute towards the Borough's need for family sized housing. The current application seeks to retain these provisions; accordingly, it is considered that the proposal would consist of an appropriate housing mix.

7.02 Density of the proposed development

The density of development has been assessed as part of the main planning consent and considered to be acceptable. This application seeks to increase the internal living space of 1 unit and would not result in an increase in the number of units or habitable rooms proposed. As such the proposal does not result in a change to the approved density of development.

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

Not applicable.

7.04 Airport safeguarding

Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will ensure that uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.

The application site is within 3km buffer of the Denham Aerodrome Zone. However, as the site is within an established residential area within this zone, it is considered that visibility and audibility of aircraft operations associated with Denham Aerodrome would not be of significant harm to the living conditions of future occupiers. It is therefore considered that it would be unreasonable to refuse the application on the ground of harm to the residential amenity of the future occupiers, in respect to aircraft noise associated with Denham Aerodrome.

7.05 Impact on the green belt

The application site is not designated within the Green Belt; however, its eastern boundary adjoins the Green Belt. Refer to Section 7.07 of this Committee Report for further details.

7.06 Environmental Impact

Not applicable.

7.07 Impact on the character & appearance of the area

Policies D3 and D4 of the London Plan (2021) require development proposals to be of a high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.

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

Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.

The proposal would involve the erection of a row of four x terraced dwellings (Plots 1 to 4) adjacent to numbers 42/44 Sullivan Crescent, and two x semi-detached dwellings (Plots 5 and 6) behind the rear garden of numbers 34 and 36 Sullivan Crescent. Given the nature of the application there are no changes to Plots 1, 2, 3, 4 and 6. As such, the previous assessment is still relevant.

The current application seeks changes to Plot 5 to facilitate the implementation of M4(3) accessibility standards in Condition 10 of the approved scheme. The alterations include increasing the footprint of the dwelling at ground and first floor. The front elevation would be brought marginally forward with level access and canopy, while retaining a staggered building line. To the rear, there would also be a marginal increase in depth at first floor to ensure a good standard of accommodation, while widening the landing. In addition, there would be a minor increase in height and width of the dwelling to allow for wheelchair access to both floors.

As above, due to their backland location, views of the proposed semi-detached dwellings would be limited from the street scene on Sullivan Crescent. The design would be in keeping with the previously approved scheme and any harm would be outweighed with the benefits of the accessibility of the dwelling.

Full details of the external finishes and materials would be secured by condition, in the event of an approval (Condition 7). Also, hard and soft landscaping details would be secured by condition (Condition 12). Refer to Section 7.13 of this Committee Report for the planning assessment in respect

to trees and landscaping.

It is acknowledged that the eastern site boundary adjoins the Green Belt. However, as set out in the committee report approved by the main planning consent, the application site itself does not fall within this designation. Moreover, the impact upon the Green Belt was assessed and considered to be negligible when determining the main planning consent. Given the modest scale of the proposed extension to the Plot 5 and the benefits arising from the contribution the dwelling will make in terms of housing designed to the highest level of accessible standards, the proposal would not give rise to additional impacts upon the Green Belt or street scene.

In light of the above, it is considered that the siting, scale, height and design of the proposed dwellings would be acceptable on design grounds and that a high-quality development would be delivered. The proposal would not cause harm to the character and appearance of the street scene of the surrounding area. The proposal therefore accords with Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies D3 and D4 of the London Plan (2021) and the NPPF (2023).

7.08 Impact on neighbours

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

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

Specifically, paragraph 5.38 of the Hillingdon Local Plan: Part 2 - Development Management Policies (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 - Development Management Policies (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.**"

As this applications seeks to amend Plot 5, the previous assessment of the site in terms of Plots 1-6 is still relevant.

At the closest point, there would be a separation distance of approximately 26 metres between the proposed windows on Plots 1 to 4 and the rear windows of the neighbouring maisonettes at numbers 187/189 and 191/193 Ash Grove and the two-storey dwelling at number 195 Ash Grove. Given this separation distance, it is considered that the proposal would not adversely impact upon the residential amenities of numbers 187/189, 191/193 and 195 Ash Grove, in terms of light, outlook and enclosure. This is notwithstanding the representation received about the changes in ground levels between the application site and the properties fronting Ash Grove.

It is acknowledged that the proposed dwellings on Plots 1 to 4 would contain windows and dormers in their rear elevation. However, as stated above, there would be a rear-to-rear separation distance of

26 metres, which exceeds the recommended '21 metre' prescribed by Hillingdon Local Plan: Part 2 - Development Management Policies (2020). A mutual degree of overlooking between rear gardens and first floor windows already exists at numbers 42/44 Sullivan Crescent. As such, it is considered that the proposal would not give rise to an unreasonable loss of privacy or overlooking for the occupiers of the aforementioned neighbouring properties.

In terms of the proposed dwellings on Plots 5 and 6, there would be a separation distance of approximately 20 metres between these proposed buildings and the first floor windows at numbers 34 to 40 Sullivan Crescent. Upon Officers' request, revised drawings were submitted showing new partially obscured angled first floor windows in the front elevations of the proposed dwellings on Plots 5 and 6. This is to prevent any potential issues with overlooking or a loss of privacy for the occupiers at numbers 34 to 40 Sullivan Crescent and their associated private amenity space.

The proposed dwelling on Plot 6 would be set-in approximately 1 metre (at the closest point) from the rear garden boundary shared with number 34 and 36 Sullivan Crescent. However, the proposed dwellings on Plots 5 and 6 have been carefully designed with a hipped roof profile in order to reduce the overall bulk and massing of these buildings. Whilst the occupiers at numbers 34 and 36 Sullivan Crescent would experience a change in outlook, the overall separation of approximately 20 metres between the dwellings would ensure that the proposal would not have an unacceptable overbearing or enclosing effect on these neighbouring occupiers.

There would be a separation distance of approximately 20 metres (at the closest point) between the rear windows of properties on Knightscode Close and the proposed rear windows on Plots 5 and 6. Although this would marginally fall below the recommended '21-metres', it is considered that the proposed separation distance is sufficient to prevent an unacceptable loss of outlook or loss of privacy for the occupiers at Knightscode Close (particularly as it is noted the windows would face at an angle). The proposed first floor rear windows would be relatively close to the shared boundary with Knightscode Close (approximately 1.5m - 9m) but would overlook a communal landscaped garden area that already experiences mutual overlooking.

The site would be used in an exclusively residential capacity. It is therefore considered that the provision of 6 dwellings and associated parking would not give rise to unreasonable levels of noise and disturbance for neighbouring occupiers."

Given the location and site context of Plot 5 the proposed amendments would not give rise to any additional concerns with regard to neighbouring amenity, subject to conditions discussed above.

Having regard to the above, it is considered that the proposal would not cause unreasonable harm to the living conditions of neighbouring residents, in compliance with the objectives of Policy DMHB 11 part B) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

7.09 Living conditions for future occupiers

INTERNAL AMENITY SPACE PROVISION:

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) states:

- A two storey dwelling comprising three bedrooms, 4 person occupancy must have a minimum gross internal area of 84 square metres
- A three storey dwelling comprising three bedrooms, 6 person occupancy must have a minimum

gross internal area of 108 square metres

· A three storey dwelling comprising four bedrooms, 6 person occupancy must have a minimum gross internal area of 112 square metres

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. The space standards set out in Table 5.1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) are the same as those found in Table 3.1 of the London Plan (2021).

Parts 3) and 4) of Policy D6 of the London Plan (2021) require double bedrooms to have a floor area of at least 11.5 square metres, and for single bedrooms to have a floor area of at least 7.5 square metres.

Given the nature of the current application there would be no alterations to Plots 1, 2, 3, 4, and 6 in terms of internal amenity space. Therefore, the below will only assess Plot 5, which is the subject of the application.

The proposed dwelling on Plot 5 is split over two-storeys. The proposed development would provide the following:

Plot 5 - A three-bedroom, 4 person occupancy measuring 108.5 square metres

As demonstrated above, all the proposed dwelling would exceed the London Plan's minimum space standards found in Table 3.1. All the proposed bedrooms (including those within the loft space) would exceed the minimum floor area standards set out in parts 3) and 4) of Policy D6 of the London Plan (2021).

The proposed dwellings on Plots 5 and 6 would have staggered front and rear building lines. The two-storey front building line of Plot 5 therefore projects beyond the front bedroom window of Plot 6 by 2.67 metres, which while this is increased given the alterations, it would not be significantly worse than the previously approved relationship. Vice versa, the proposed rear building line of Plot 6 projects beyond the ground and first floor habitable windows of Plot 5 by 1 metres, marginally less than previously approved. Therefore, given the orientation of the proposed dwellings on Plots 5 and 6, their internal layout and previous permission, it is considered, on balance, that future occupiers would receive an adequate level of outlook and light (despite the staggered relationship).

In light of the above, it is considered that the proposed dwellings would provide satisfactory internal living conditions for future occupants, in accordance with Policy D6 of the London Plan (2021) and Policies DMHB 15 and DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

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, which requires houses with three bedrooms should provide a minimum of 60 square metres of private useable amenity space, and four bedroom or more houses should have a minimum of 100 square metres.

Given the nature of the current application there would be no alterations to Plots 1, 2, 3, 4, and 6 in terms of external amenity space. Therefore, the below will only assess Plot 5, which is the subject of the application. The proposed alterations do not reduce the amount of private amenity space which was previously approved under application reference 60653/APP/2022/531 and therefore, the previous assessment is still relevant:

"The proposed development would provide the following private amenity space provision:

Plot 5 (a three bedroom house) - 55 square metres of rear garden space

It is noted that the proposed site plan includes annotated amenity space figures that differ from those noted above. However, the figure quoted above does not include the side passageways leading to the rear garden because this area do not constitute as 'useable private amenity space'. Planning Officers are therefore of the view that the measurements quoted above more accurately reflect the amount of genuinely useable private amenity space that would be afforded to future occupiers.

It is acknowledged that the quantum of private amenity space afforded to proposed Plot 5 falls below the private amenity space standards found in Table 5.3 by a deficit of 5 square metres. However, this short fall is considered to be relatively minor when compared to the overall amount of rear garden space that would be afforded to the future occupiers of Plot 5. Additionally, there are material considerations which need to be weighed against the conflict with the Council's standards:

There is a public park and children's playground which can be accessed through the walkway between numbers 31 and 33 Sullivan Crescent. This public open space is within a safe and easy walking distance from the site. The presence of this local facility provides enhanced amenity for the future occupiers of the proposed dwellings. To a considered degree this minimises any shortfalls of external amenity space provision arising from the proposed development. Furthermore, a condition would be secured removing permitted development rights from the site to ensure that external amenity space provision is not undermined by any future extensions to the proposed dwellings. Overall, taking into account the proximity to the public park and children's playground, there is an acceptable provision of open space that would be afforded to the future occupiers of the proposed dwellings."

Notwithstanding the material considerations highlighted above, the proposal would conflict with Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020). This disadvantage of the scheme would need be weighed against the benefits of the scheme as part of the planning balance assessment discussed in section 1 of this Committee Report."

As above, concerns were raised regarding the conflict with Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020). However, it was found to be on balance acceptable given the site is within walking distance of a public park and children's playground.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The application does not involve an increase in the number of units or habitable rooms above that which has already been granted planning consent as part of application ref: 60653/APP/2022/531. The proposal would therefore not give rise to additional movements above those already considered

acceptable and the proposal would not create a demand for additional parking provision. In summary the proposals would not result in an additional impact upon the highway network in terms of parking demand or pedestrian and cyclists safety.

A parking allocation and a construction management plan (CMP) condition were attached to the previous consent. The CMP condition has been discharged under planning reference 60653/APP/2023/3003. The framework of the CMP will not change therefore given the minor scale of the proposed amendment to the approved scheme, the re-imposition of this condition of not necessary.

7.11 Urban design, access and security

Covered in the other sections of this Committee Report.

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 dwellings meeting Category M4(2) 'accessible and adaptable dwellings'.

Having regard to the above policies, the proposal would need to provide 1 dwelling that is Building Regulation requirement M4(3) 'wheelchair user dwellings' compliant, with the remaining 5 meeting Category M4(2) 'accessible and adaptable dwellings'. The applicant has provided details on the proposed floor plans to demonstrate Plot 5 would be compliant with M4(3) regulations. Also, a condition would be secured in respect to step-free access details (as per the Access Officer's recommendations- refer to Section 6 for further details) (Condition 9). Subject to such conditions, the proposed development would comply with Policies D5 and D7 of the London Plan (2021).

7.13 Provision of affordable & special needs housing

Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) states that housing provision is expected to include a range of housing to meet the needs of all types of households, and the Council will seek to maximise the delivery of affordable housing from all sites over the period of the Local Plan. For sites with a capacity of 10 or more units, the Council will seek to ensure that the affordable housing mix reflects housing needs in the borough, particularly the need for larger family units. This is supported by Policy DMH 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

The proposal is for less than 10 additional new residential units and therefore does not meet the threshold in order to require affordable housing provision. As such, the proposal is not contrary to Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) and Policy DMH 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) in respect of affordable housing provision.

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

states that landscaping and tree planting should enhance amenity, biodiversity and green infrastructure. This is supported by Policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) which 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.

A condition was attached to the main permission in order to secure more comprehensive landscaping details. It is noted this condition is yet to be discharged. It is suggested that the condition be re-imposed if committee are minded to approve the application in order to ensure the soft and hard landscaping scheme referred to in the previous consent is submitted in more detail for approval and then delivered.

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.

An ecological assessment was provided in support of the main planning consent and considered to be acceptable in terms of the developments impact upon local ecology. However 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. It is suggested that the informative be included in the decision notice if committee are minded to approve the application.

7.15 Sustainable waste management

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. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

An assessment of the schemes waste and recycling management was undertaken when determining the main planning consent. However it was concluded that additional information would be required to ensure that the proposal met the councils waste collection standards. As such in the event of an approval, full details of the refuse/recycling stores (including their dimensions, external finishes and design) would be secured by re-imposing condition (Condition 12).

Subject to the above condition, it is considered that the proposed development would be able to provide a convenient location for refuse and recycling facilities in accordance with Policy DMHB 11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020)."

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.

Since the previous approval, the applicant has discharged Condition 8 (Sustainability Strategy) under application reference 60653/APP/2023/3178, which was attached to secure the submission of a Sustainability Strategy to demonstrate that the proposed dwellings would achieve an energy efficiency standard of 10% CO2 improvement over Building Regulations requirements Part L 2013 (TER Baseline). Compliance with the Sustainability Strategy will be secured by condition (Condition 8).

A condition would be secured requiring the proposed dwellings to achieve as a minimum, 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 option requirement defined within Approved Document G of the Building Regulations) (Condition 6).

Subject to the above conditions, the proposal would be compliant with Policies DMEI 2 and DMEI 10 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

Policy SI 12 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.

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

The site partially falls within a Surface Water Management Zone. During the course of the application a Flood Risk Assessment (dated 19.05.2022) prepared by The Environmental Protection Group Ltd was submitted. The report confirms that:

- The site is located within Flood Zone 1 and the proposed use is appropriate for development of the site.
- The site is not susceptible to groundwater flooding; however, further monitoring boreholes will need to be carried out to establish the groundwater levels prior to construction.
- A drainage strategy needs to be produced in order to demonstrate the development will provide a betterment on the existing brownfield runoff rate.
- A mitigation measure needs to be put in place to maintain the surface water flow path that cuts across the site. Alternatively, the drainage system for the site could be designed to accommodate the surface water that flows from Sullivan Crescent onto the site during the extreme events.

The proposal involves the construction of an extension which results in a modestly larger footprint. In the event of an approval, a condition would be secured requiring the submission of a sustainable water management scheme, that incorporates sustainable urban drainage systems (SuDs), to be

submitted to the Council for consideration (Condition 6). This would need to take into account the surface water flow path referred to above, and how surface water run off onto the site would be managed during extreme events. Also, the landscaping condition has been worded in such a manner to ensure that permeable hard surfacing is used for the parking areas serving the proposed dwellings (Condition 12). As noted above, the site is not susceptible to ground water flooding and therefore the risk to the proposed development is low. Nevertheless, the submitted FRA recommends that further monitoring boreholes be carried out to establish groundwater levels prior to construction. This recommendation has been included as an informative.

Subject to the recommended conditions, it is considered that the proposed development would not increase the risk of flooding on the site or elsewhere in accordance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies SI 12 and SI 13 of the London Plan (2021)."

7.18 Noise or Air Quality Issues

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 site would be used in an exclusively residential capacity. As such, in terms of the operational phase of the proposed development, no significant issues are considered to be raised by the proposal, in respect to noise.

The previous application attached a condition securing the submission of a Construction Management Plan to minimise noise and other emissions caused during the construction phase as far as practicable.

Since the previous approval, the applicant has discharged Condition 4 (Construction Logistics Plan) under application reference 60653/APP/2023/3003. Compliance with the Construction Logistics Plan will be secured by condition (Condition 4).

AIR QUALITY:

According to the Council's GIS, the site is not designated within an Air Quality Management Zone. As such, there is no need to secure an Air Quality Management Plan, in the event that planning permission were to be granted.

7.19 Comments on Public Consultations

Covered in other sections of this Committee Report.

7.20 Planning obligations

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

The Council adopted its own Community Infrastructure Levy (CIL) on 1st August 2014. The Hillingdon

CIL charge for residential developments is £95 per square metre of additional floor space. This is in addition to the Mayoral CIL charge of £60 per square metre. CIL rates are index linked. The proposal involves the erection of new dwellings and is therefore CIL liable, if planning permission were to be granted.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

LAND CONTAMINATION:

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

Since the previous approval, the applicant has partially discharged Condition 5 (Contamination) under application reference 60653/APP/2023/3178, which was attached to the original permission given the historic use as garages and the possibility that contaminants may be present at the site. Compliance with the approved land contamination details will be secured by condition and further details relating to 5(ii, iii and iv) of the condition are required in order to fully discharge the condition (Condition 5).

Subject to such a condition, the proposal is unlikely to pose land contamination risk to future occupants in accordance with Policy DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

OTHER MATTERS:

In the event of an approval, a condition would be secured removing permitted development rights from the site to ensure that garages, sheds or other outbuildings, nor extensions or roof alterations to the proposed dwellings at the site are erected without the written consent of the Council. This is considered to be necessary in the interest of safeguarding the character and appearance of the area and amenity of residential occupiers.

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

For the reasons set out in this Committee Report, it is considered that the proposal would comply with the objectives of national, regional and local planning policies and guidance. It is therefore recommended that the application be approved, subject to the imposition of the conditions set out in Section 2 of the Committee Report.

11. Reference Documents

National Planning Policy Framework (2023)

The London Plan (March 2021)

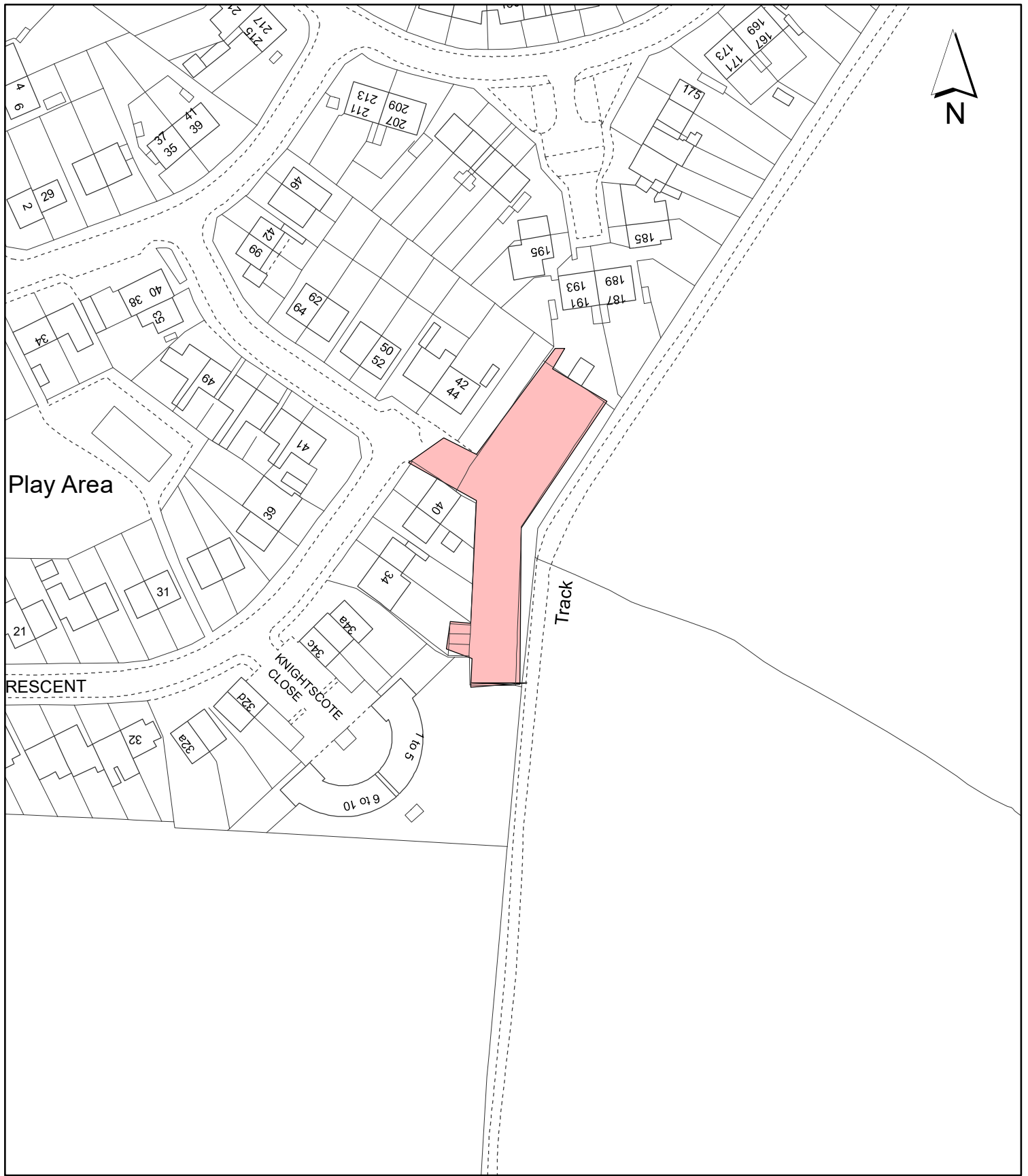
Hillingdon Local Plan: Part One - Strategic Policies (November 2012)



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

Hillingdon Local Plan Accessible Hillingdon Supplementary Planning Document (September 2017)

Planning Obligations Supplementary Planning Document (July 2014)
Technical Housing Standards - Nationally Described Space Standard (March 2015)
Government Circular: Biodiversity and Geological Conservation- Statutory Obligations and their
Planning System (2005)

Contact Officer: Emilie Bateman **Telephone No:** 01895 250230



<p>Notes:</p>  Site boundary	Site Address: Former Garages Site Rear of Sullivan Crescent		<p>LONDON BOROUGH OF HILLINGDON Residents Services Planning Section Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 01895 250111</p>  <p>HILLINGDON LONDON</p>
	Planning Application Ref: 60653/APP/2024/295	Scale: 1:1,250	
	Planning Committee: Minor Page 160	Date: April 2024	

Hillingdon Planning Committee

Thursday 11th April 2024



HILLINGDON
LONDON

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Report of the Head of Development Management and Building Control

Address:

WILLOWTREE MARINA WEST QUAY DRIVE HAYES

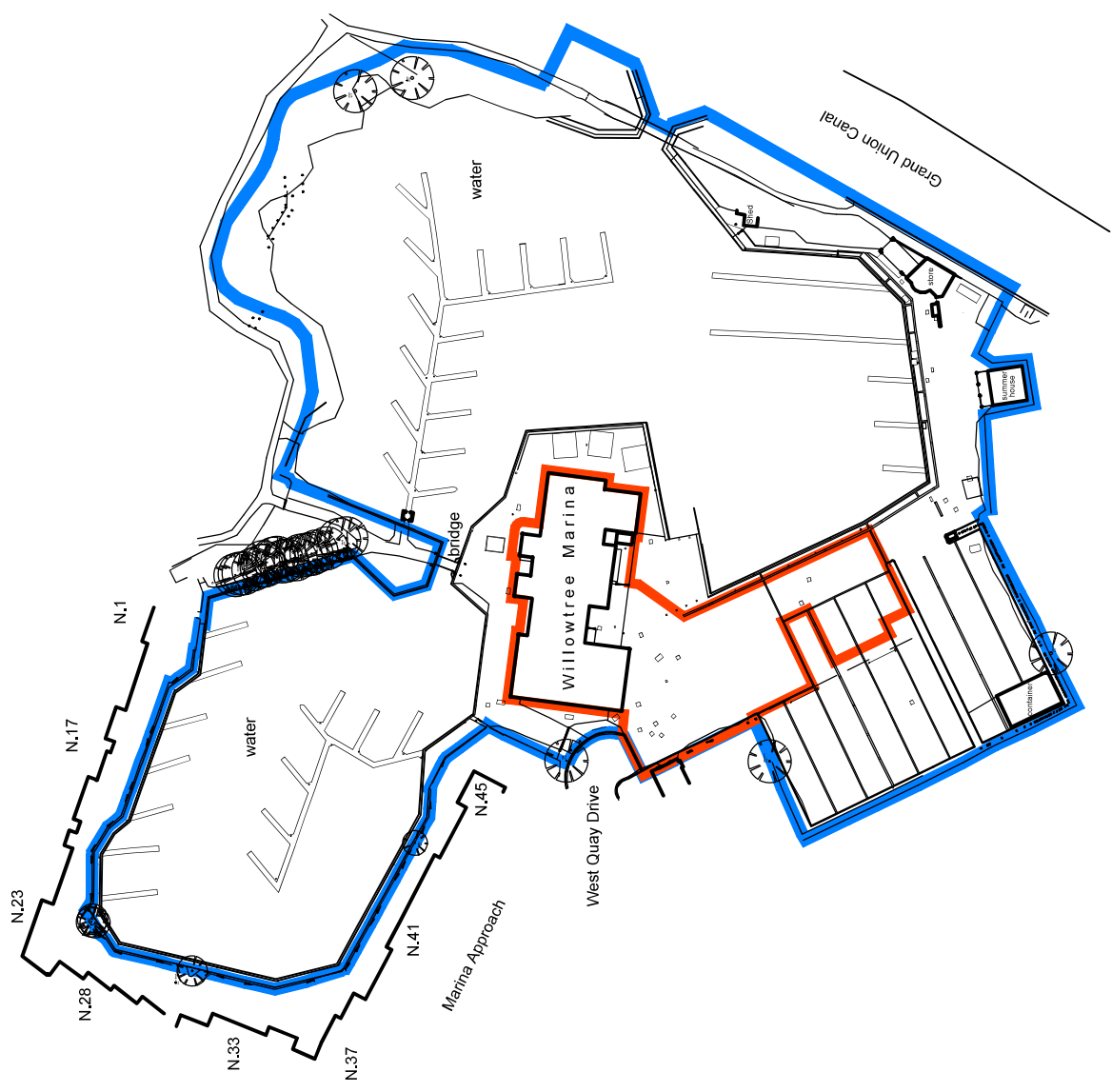
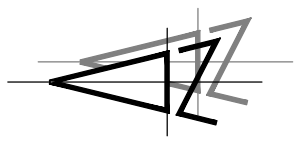
Development:

Conversion of the first floor and loft space to create 3 x 2-bed and 1 x 1- bed flats with ground floor extension for relocation of existing Chandlery

LBH Ref Nos:

46463/APP/2023/2279

Drawing Nos:



Rev	Date	Description
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Project
 Willowtree Marina, West Quay Drive,
 Yeading, UB4 9TB.

Planning

Drawing

Site Location Plan

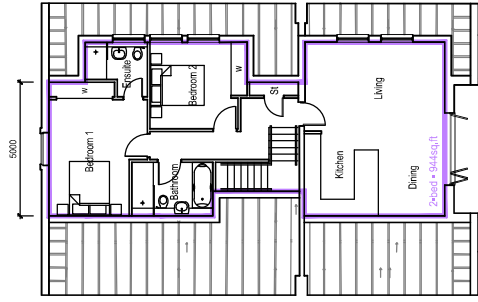
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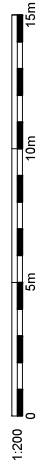
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Revision
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PROPOSED LOFT PLAN



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Project
Willowtree Marina, West Quay Drive,
Yeading, UB4 9TB

Planning

Drawing

Proposed Floor Plans

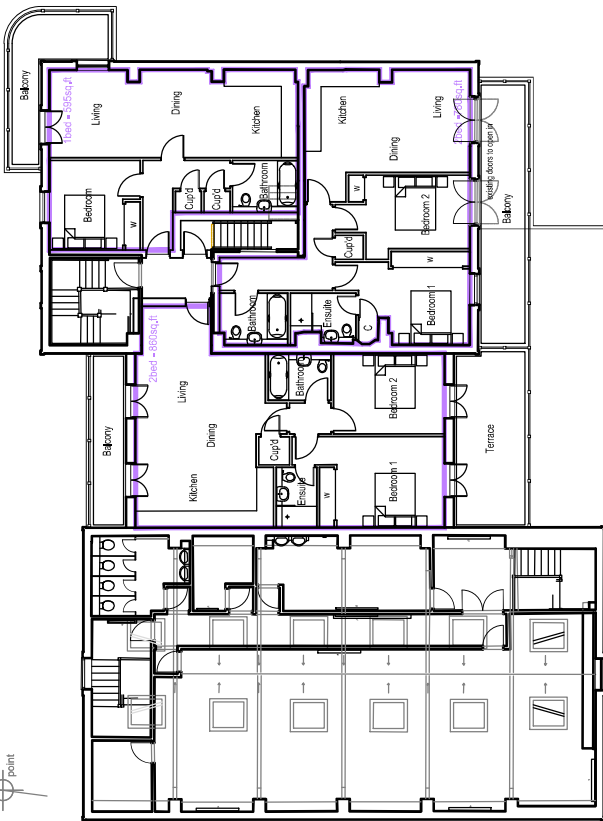
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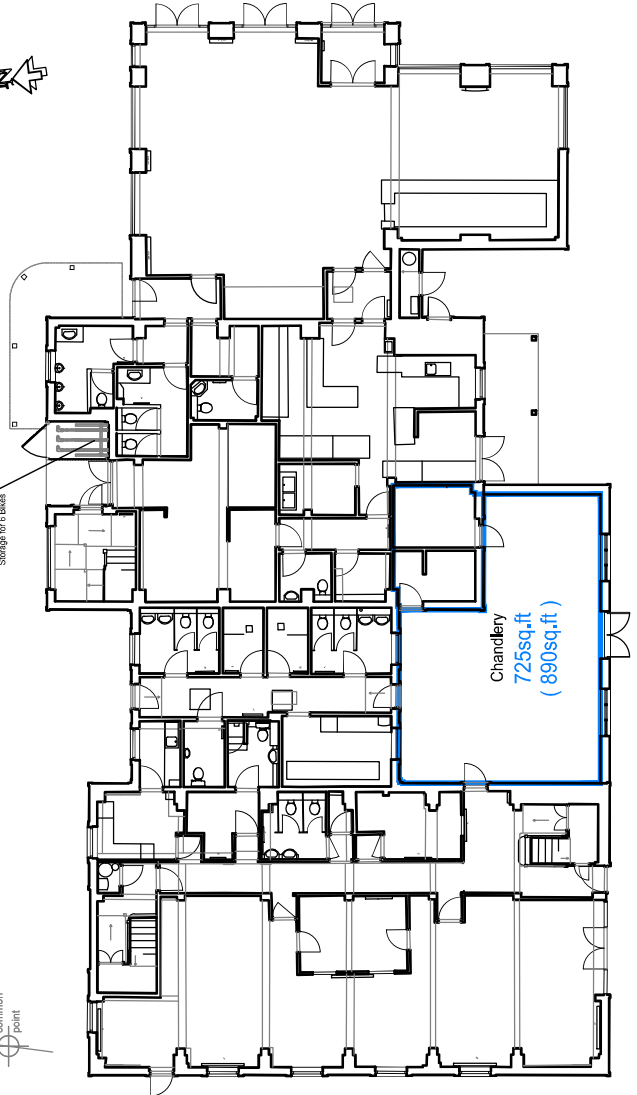
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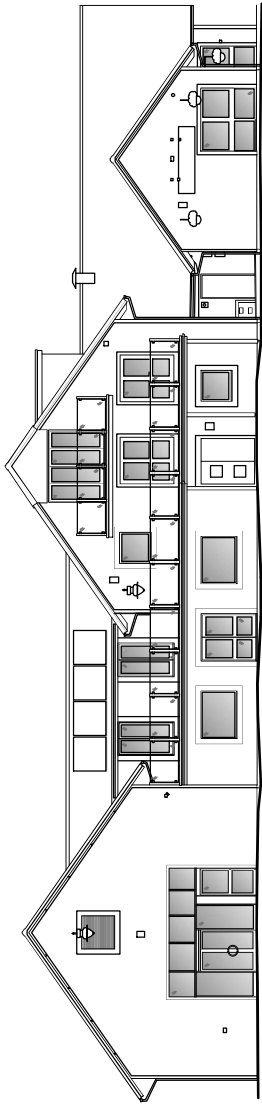
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PROPOSED FIRST FLOOR PLAN

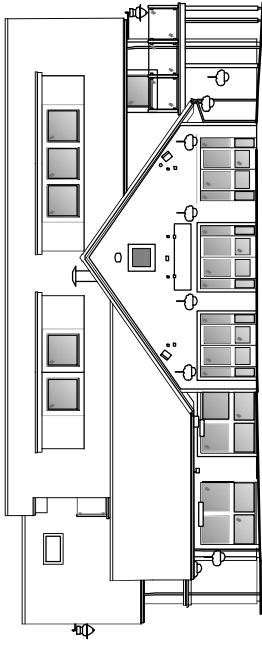


PROPOSED GROUND FLOOR PLAN



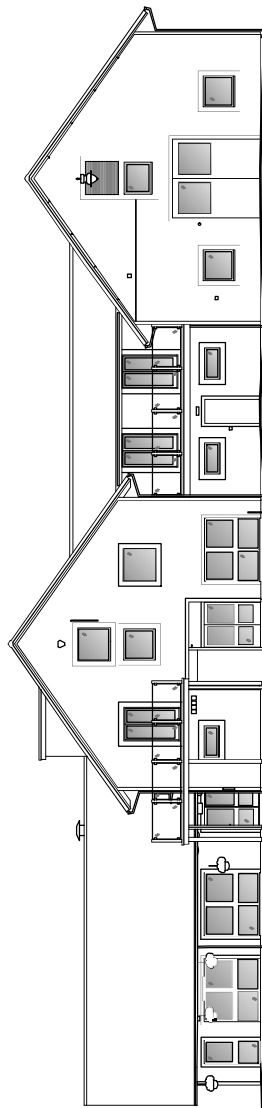
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DATE: 29.06.2023



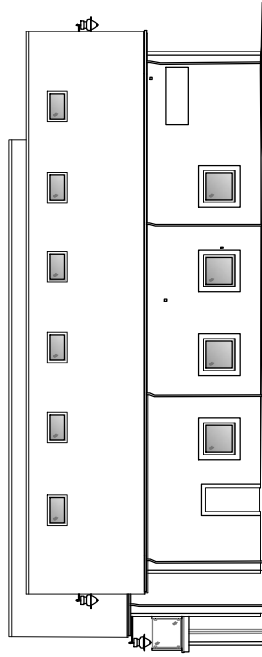
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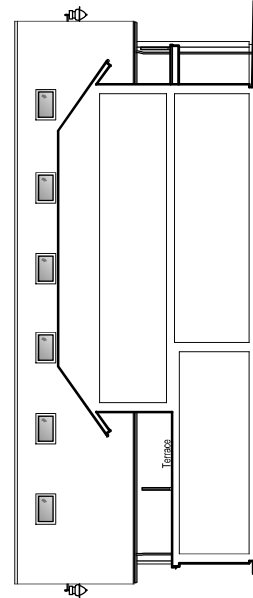
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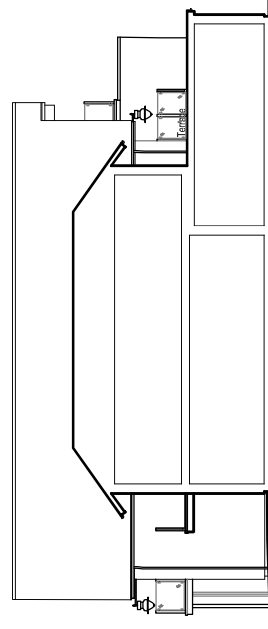
PROPOSED ELEVATION 4

DATE: 29.06.2023



PROPOSED ELEVATION-SECTION 5

DATE: 29.06.2023



PROPOSED ELEVATION-SECTION 6

DATE: 29.06.2023



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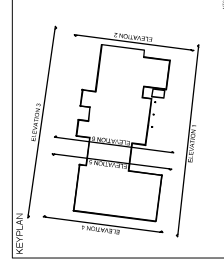


Project
Willowtree Marina, West Quay Drive,
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Planning

Drawing

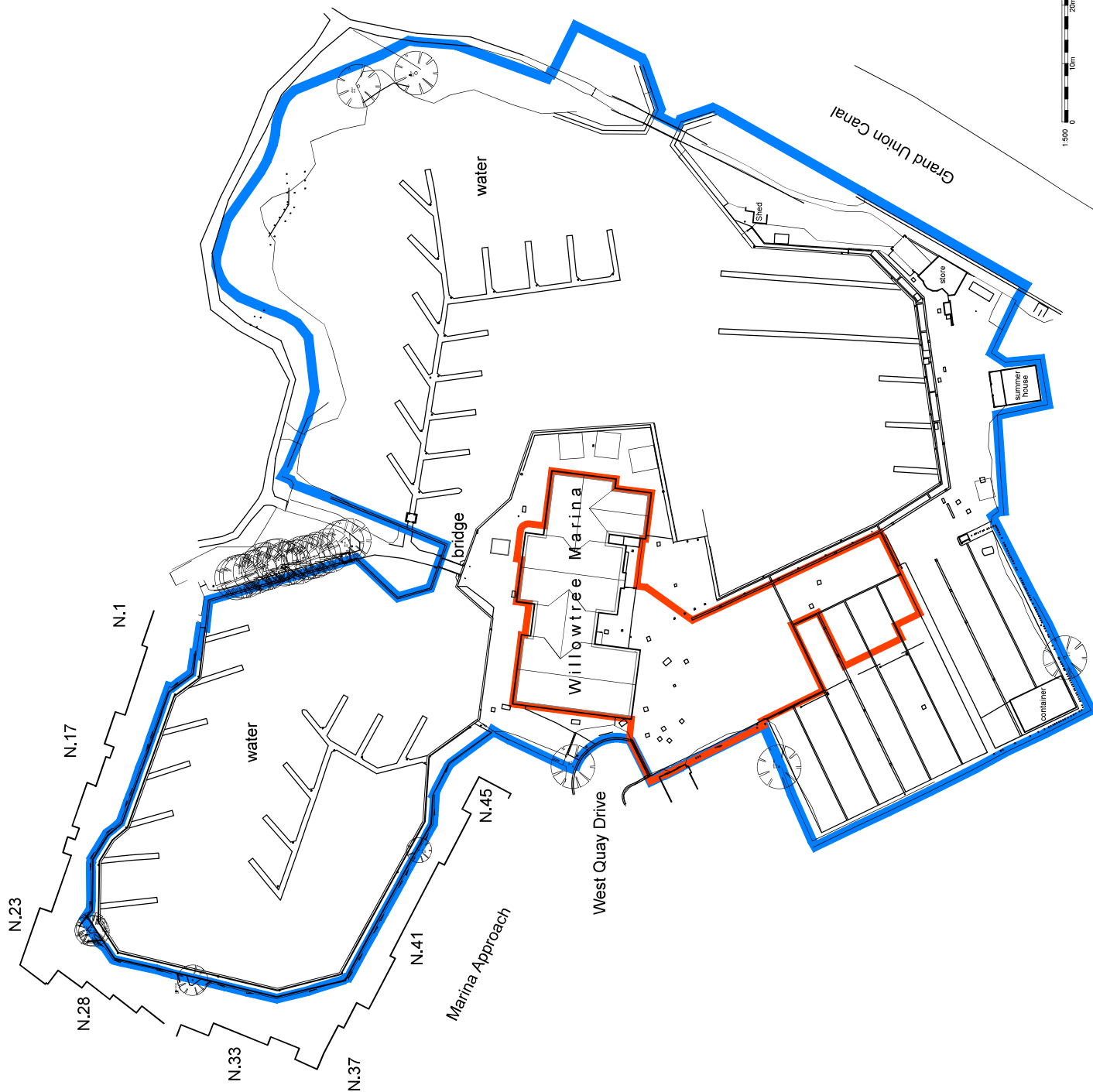
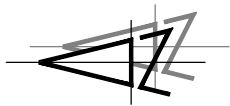
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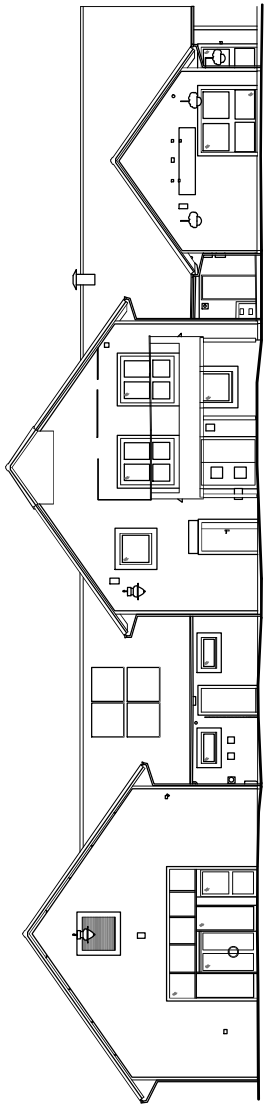


Project
 Willowtree Marina, West Quay Drive,
 Yeading, UB4 9TB.

Planning
 Drawing

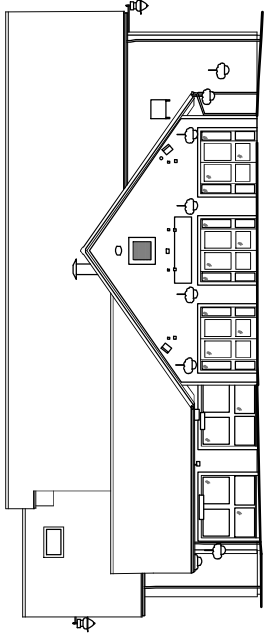
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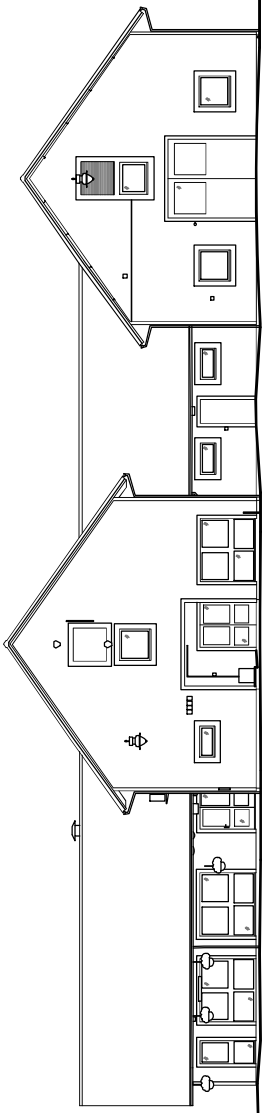
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16/03/2023



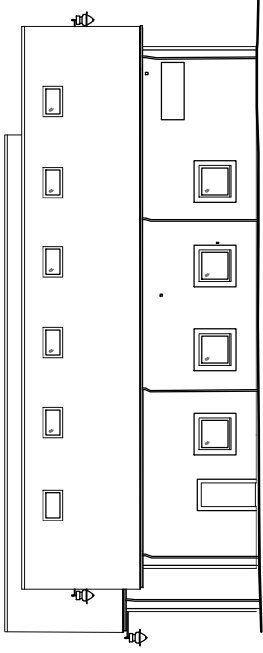
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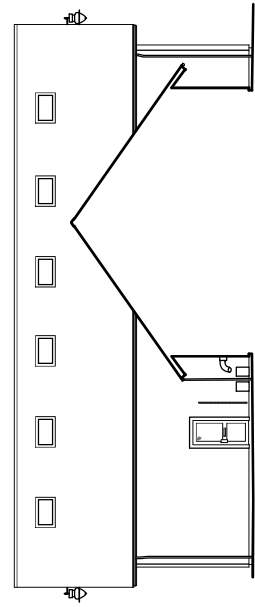
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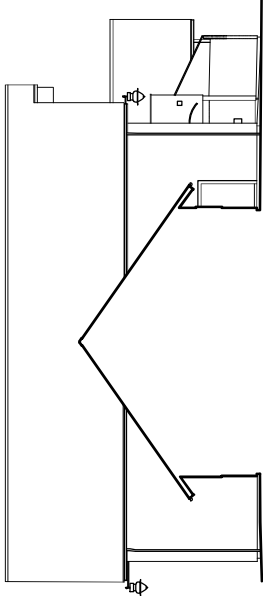
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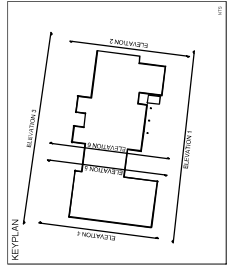
EXISTING ELEVATION 5

16/03/2023



EXISTING ELEVATION 6

16/03/2023



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1	16/03/2023	Issue for planning

SORBON
ESTATES

Project
Willowtree Marina, West Quay Drive,
Yeading, UB4 9TB

Planning

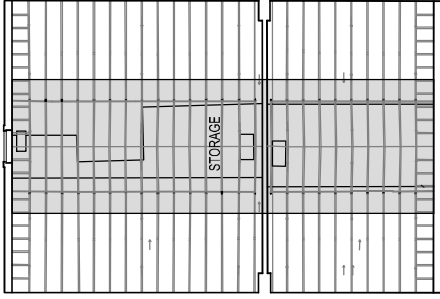
Drawing

Existing Elevations

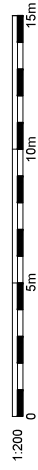


1:200

Date	16.03.2023	Scale @ A3	1:200	Drawn	jd
Drawing number	WTMWQD_PLN_005	Revision	-		



EXISTING LOFT PLAN



Rev.	Date	Description
0	**	***



Project
 Willowtree Marina, West Quay Drive,
 Yeading, UB4 9TB

Planning

Drawing

Existing Floor Plans

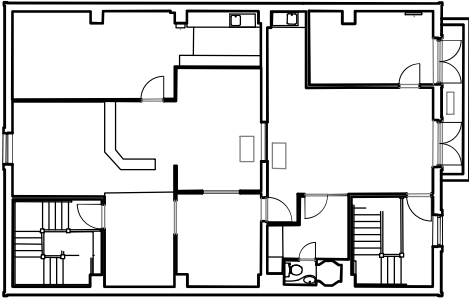
Date
 16.03.2023

Scale @ A3
 1:200

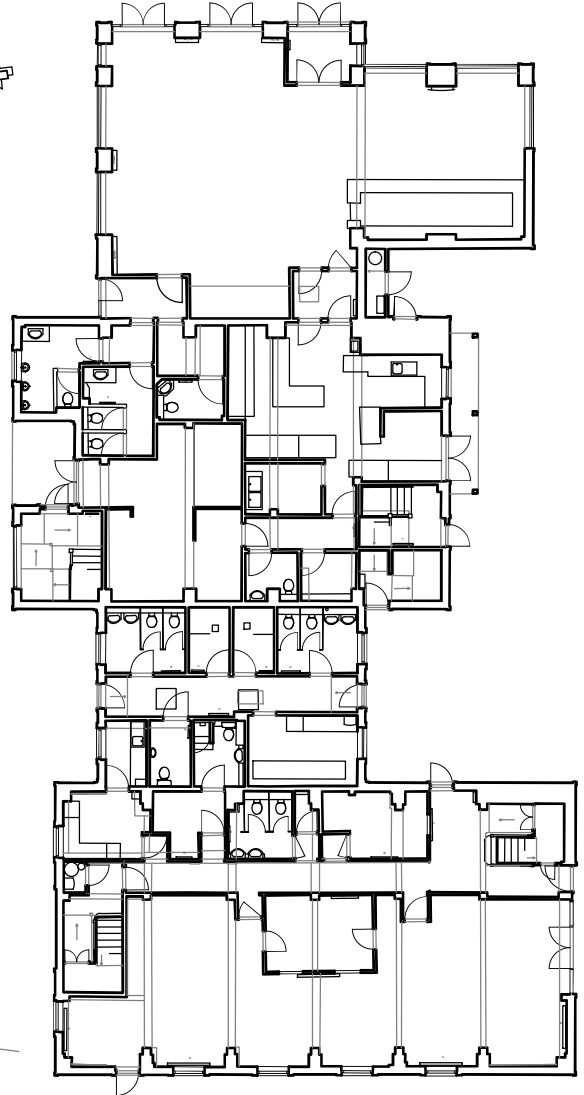
Drawn
 jd

Drawing number
 WTMWQD_PLN_003

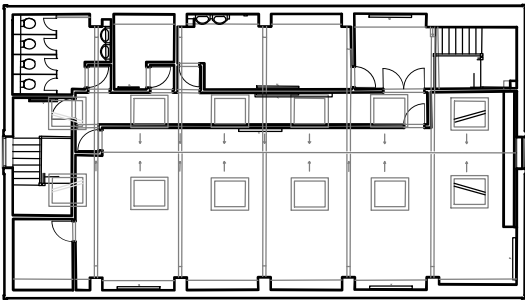
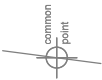
Revision
 -

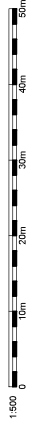
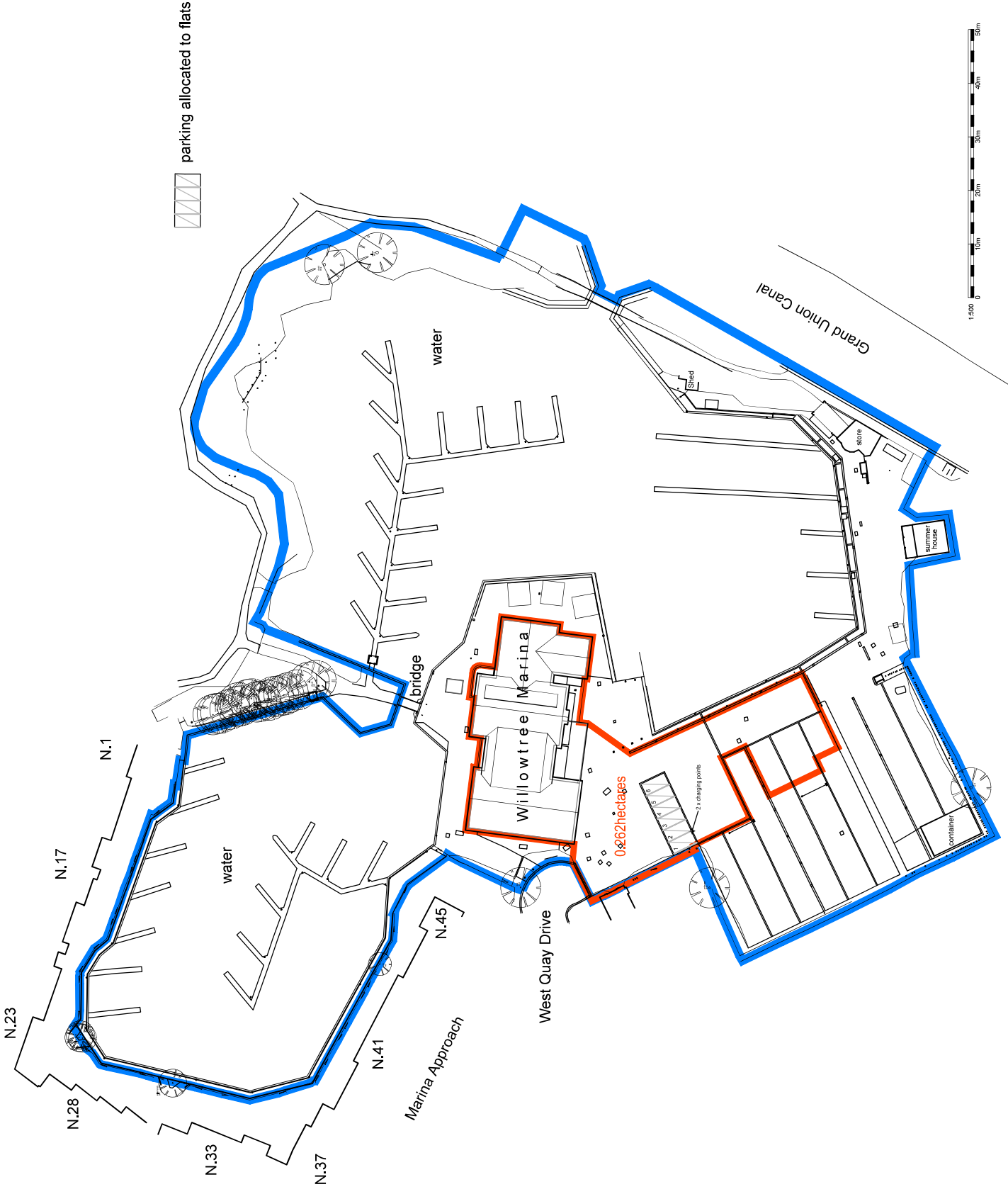


EXISTING FIRST FLOOR PLAN



EXISTING GROUND FLOOR PLAN





B 17.10.23 Allocated parking to flats relocated
 16.03.2023 Allocated parking to flats subject
 Rev Date Description

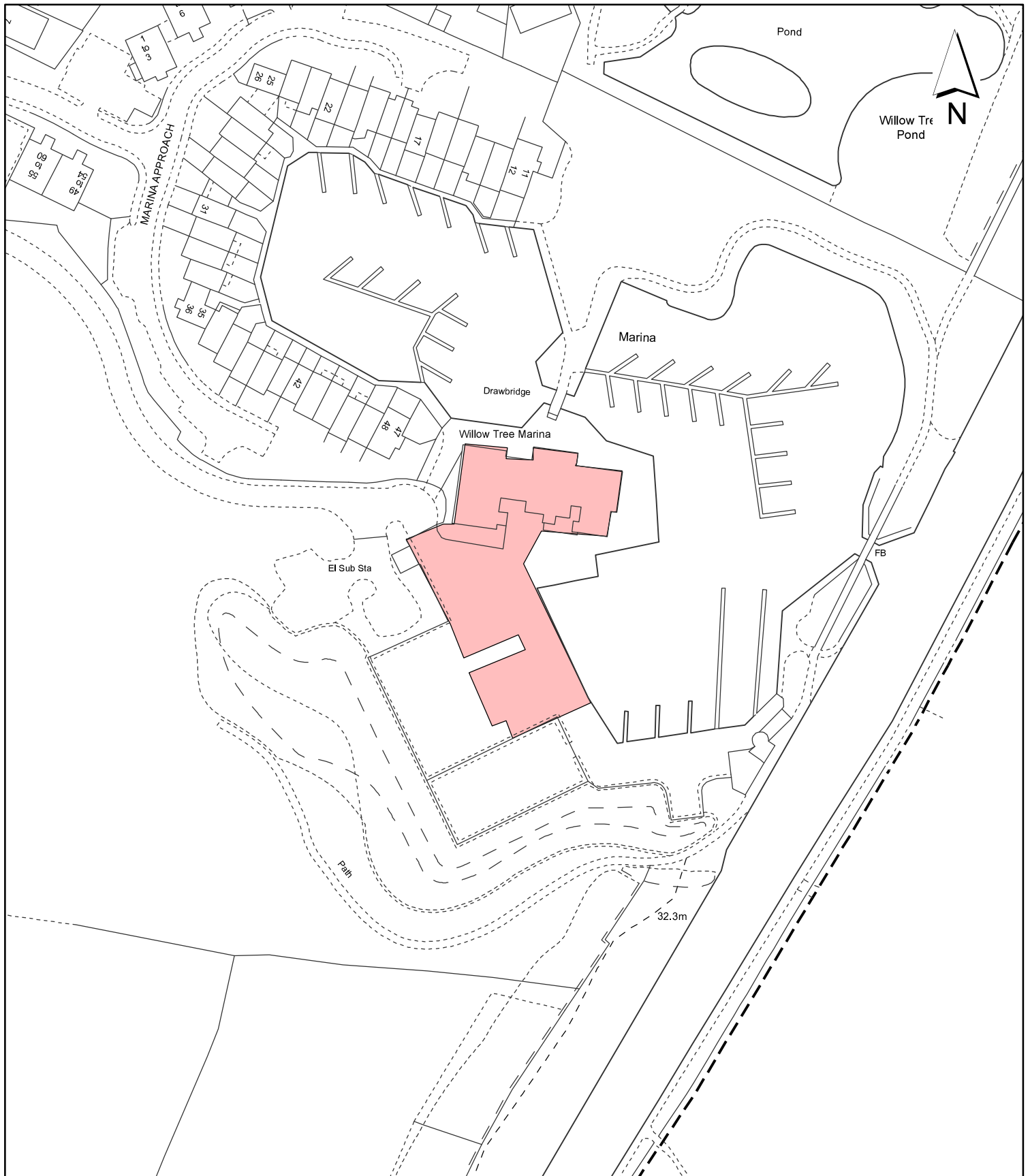


Project
 Willowtree Marina, West Quay Drive,
 Yeading, UB4 9TB.

Planning
 Drawing

Proposed Site Layout

Date	Scale @ A2	Drawn
16.03.2023	1:500	jd
Drawing number	Revision	
WTMWD_PLN_002	B	



Notes:

 Site boundary

For identification purposes only.

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Site Address:

Willowtree Marina

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

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

Planning Application Ref:

46463/APP/2023/2279

Scale:

1:1,250

Planning Committee:

Minor Page 171

Date:

April 2024



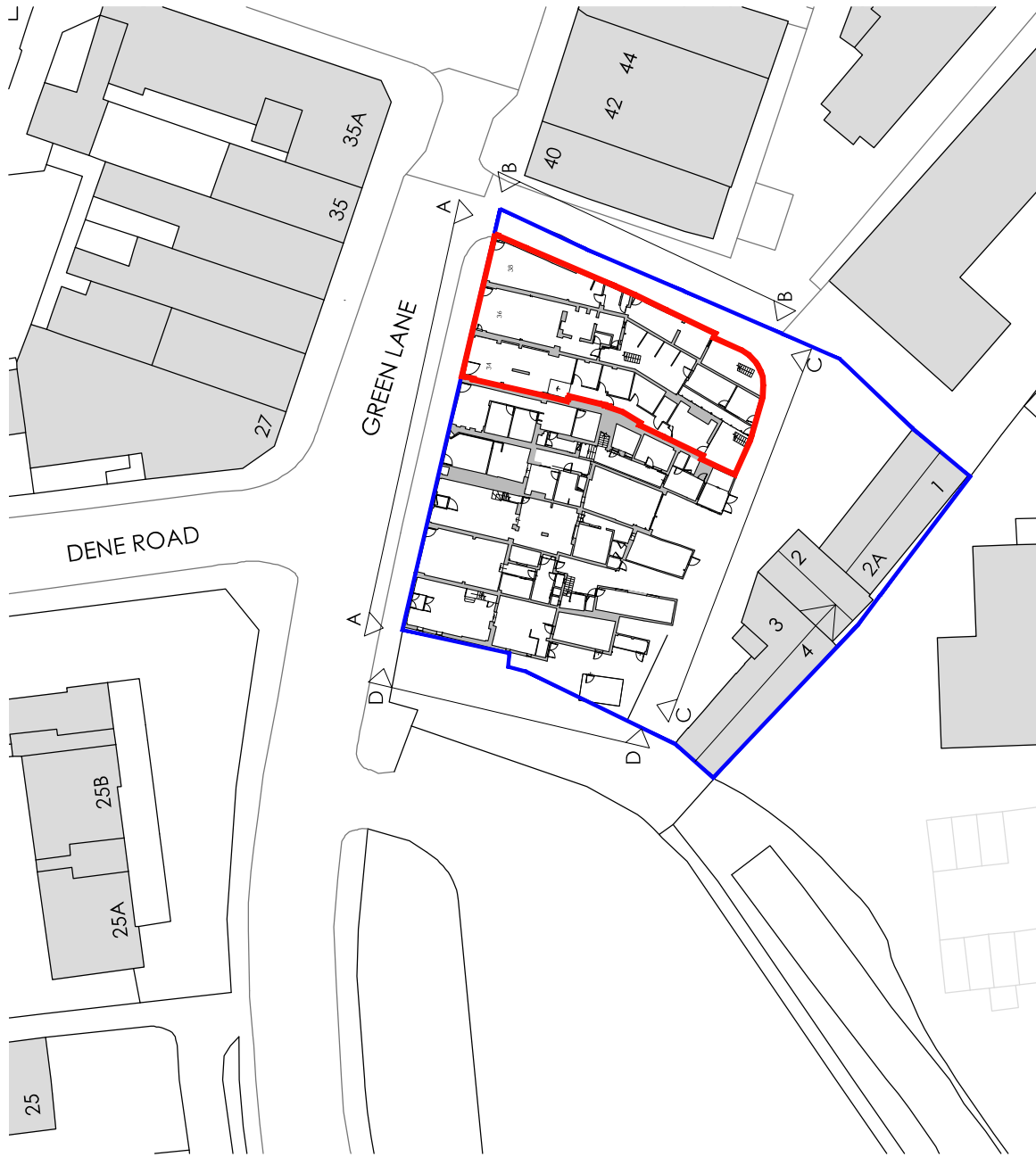
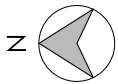
HILLINGDON
LONDON

Report of the Head of Development Management and Building Control

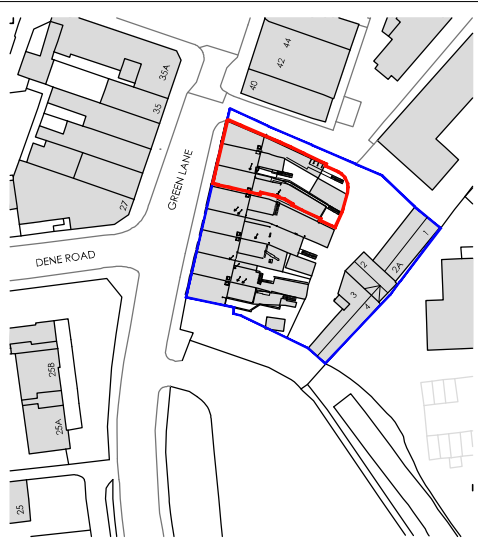
Address: 34, 36, 38 GREEN LANE NORTHWOOD

Development: Partial demolition of ground floor space to the rear of number 38, and amalgamation of number 36/38 to form a larger and more coherent retail unit on the ground floor. Partial demolition of ground floor space to the rear of number 34 to facilitate the erection of a single storey E-Use workshop building. New external staircase to retained upper floor residential units. Shop front to retail to remain as existing.

LBH Ref Nos: 77897/APP/2023/2663



01 EXISTING BLOCK PLAN
1:500



02 LOCATION PLAN
1:1250

KEY

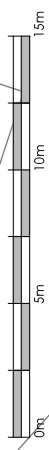
- = OTHER LAND IN APPLICANTS OWNERSHIP (2033.4sqm / 0.2 hectares)
- = APPLICATION BOUNDARY (400.2sqm / 0.04 hectares)

Rev	Date	Description	Rev By	Check By
1	06/11/2023	PROPOSED DEVELOPMENT		
Project title 34, 36, 38 GREEN LANE NORTHWOOD HA6 2QB				
Client 24-38 GREEN LANE HOLDINGS LTD				
Status PLANNING				
Scale VARIES				
Drawing Size A3				
Date 07/08/2023				
Drawn By TB				
Checked IDC				
Drawing title EXISTING BLOCK & LOCATION PLAN				
Job/Draw No 19150-101				
Rev -				

2 St. Johns North, 30A, Walsley, Walsley, S10 2JF
 Carvers Warehouse, 77 Dale Street, Manchester, M1 2HG
 1, 0161 2886555
 The Old Rectory, 27 High Street, Northwood, HA6 2AB
 1, 01608 211577
 101 London Road, Northwood, HA6 2QB
 1, 0118 9457203
 10 Green Court, St Christophers Place, London, W1U 1JJ
 1, 0207 4091215

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Rev	Date	Description	Rev By	Check By
1	06/11/2023	PROPOSED DEVELOPMENT		
Project title 34, 36, 38 GREEN LANE NORTHWOOD HA6 2QB				
Client 24-38 GREEN LANE HOLDINGS LTD				
Status PLANNING				
Scale 1:200				
Drawing Size A3				
Date 07/08/2023				
Drawn By TB				
Checked IDC				
Drawing title EXISTING SITE PLAN				
Job/Dwg No 19150-102				Rev -



2 St. Johns North, 30A
Waterside, Northwood
London, W11 2JF
T: 0181 242 9180

Carvers Warehouse, 77 Dale Street,
Manchester, M1 2HG
T: 0161 2886555

The Old Rectory, 27 High Street,
Northwood, London, W11 2JF
T: 0181 242 9180

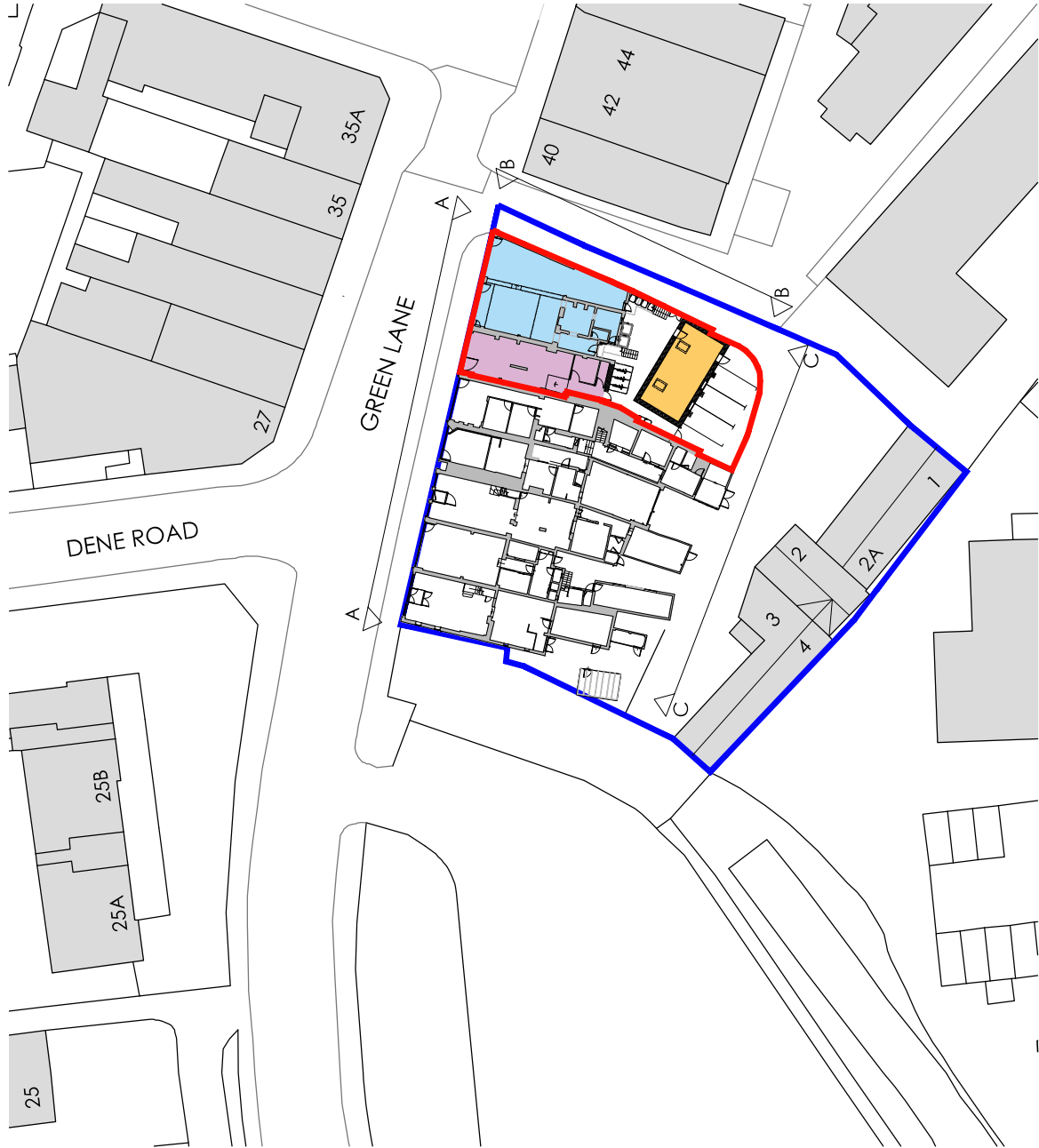
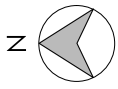
101 London Road,
London, W11 2JF
T: 0181 242 9180

10 Green Court, St Christophers Place,
London, W1U 1JJ
T: 0207 4091215

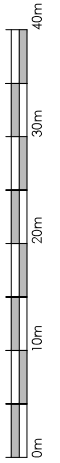
www.harrispartnership.com

01 EXISTING SITE PLAN
1:200

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01 PROPOSED BLOCK PLAN
1:500



KEY

OTHER LAND IN APPLICANTS OWNERSHIP
(2033.4sqm / 0.2 hectares)

APPLICATION BOUNDARY (400.2sqm / 0.04
hectares)

RETAIL UNIT 34

RETAIL UNIT 36/38

WORKSHOP BUILDING

ACTIVE EV PARKING SPACE

PASSIVE EV PARKING SPACE

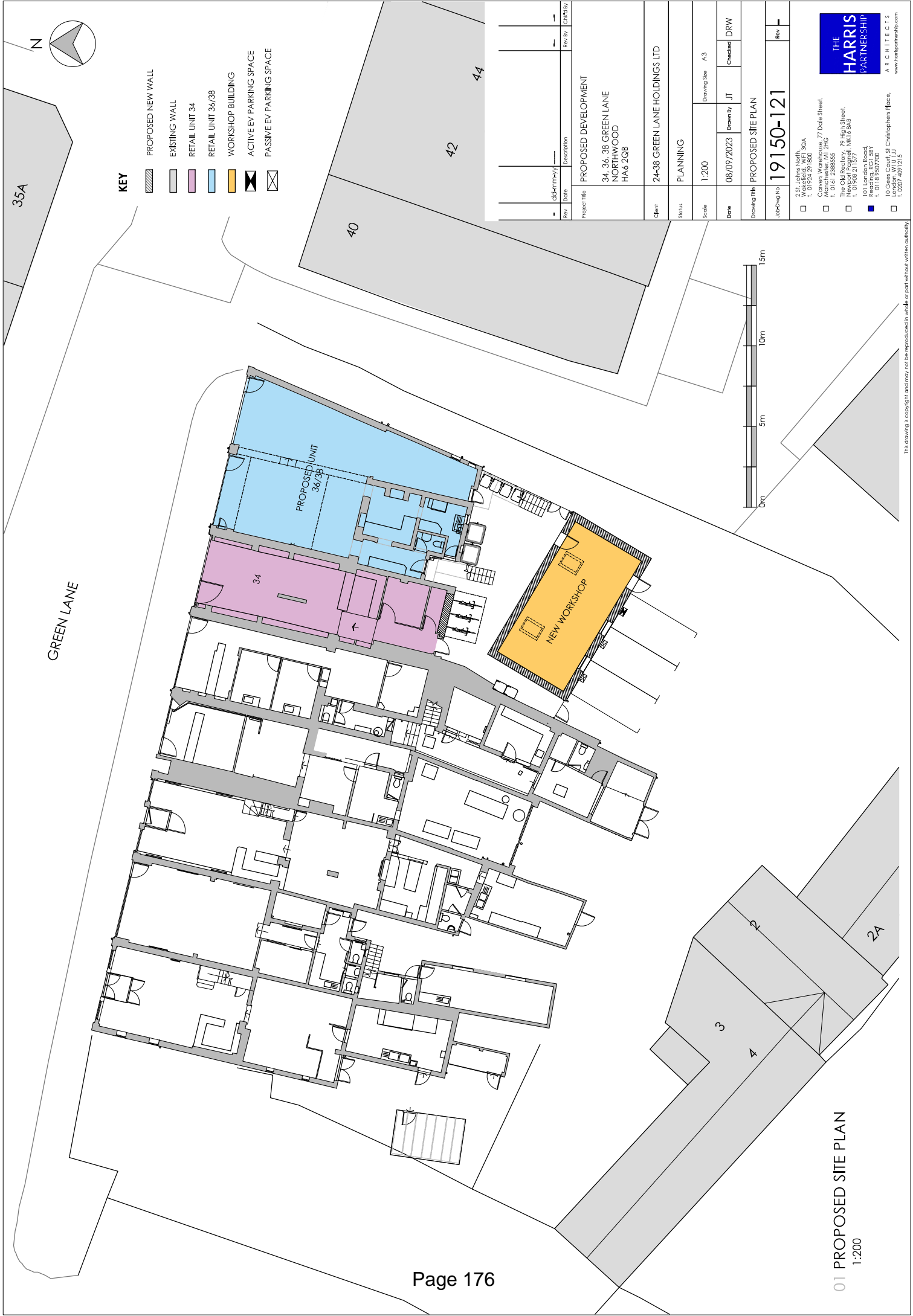
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34, 36, 38 GREEN LANE NORTHWOOD HA6 2QB				
Client: 24-38 GREEN LANE HOLDINGS LTD				
Status: PLANNING				
Scale: 1:500 Drawing Size: A3				
Date: 08/09/2023 Drawn By: JT Checked: DRW				
Drawing title: PROPOSED BLOCK PLAN				
Job/Draw No: 19150-120 Rev: -				

- 2 St. Johns North, 30A, Walsley, Salford, M6 6JG, t. 01624 291800
- Carvers Warehouse, 77 Dale Street, Manchester, M1 2HG, t. 0161 2865555
- The Old Rectory, 27 High Street, Northwood, HA6 2QB, t. 01898 211577
- 101 London Road, Northwood, HA6 2QB, t. 01898 207000
- 10 Green Court, St Christophers Place, London, W1U 1JJ, t. 0207 4091215



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35A

GREEN LANE

40

42

44

PROPOSED UNIT
36/38

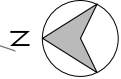
34

NEW WORKSHOP

3

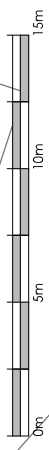
4

2A



KEY

- PROPOSED NEW WALL
- EXISTING WALL
- RETAIL UNIT 34
- RETAIL UNIT 36/38
- WORKSHOP BUILDING
- ACTIVE EV PARKING SPACE
- PASSIVE EV PARKING SPACE



Rev	Date	Description	Rev By	Check By

Project title		PROPOSED DEVELOPMENT	
Client		34, 36, 38 GREEN LANE NORTHWOOD HA6 2QB	
Status		PLANNING	
Scale		1:200	
Drawing title		PROPOSED SITE PLAN	
Job/Dwg No		19150-121	
Date		08/09/2023	
Drawing Size		A3	
Drawn By		JT	
Checked		DRW	
Rev		-	



2 St. Johns North, 30A
Waterside, Northwood
London W11 2JF
T: 01892 291830

Canons Warehouse, 77 Dale Street,
Manchester, M1 2HG
T: 0161 2885555

The Old Rectory, 275 High Street,
Northwood, London W11 2JF
T: 01892 211577

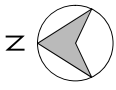
101 London Road,
Northwood, London W11 2JF
T: 01892 292000

10 Green Court, St Christophers Place,
London W11 1JJ
T: 0207 4091215

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01 PROPOSED SITE PLAN
1:200

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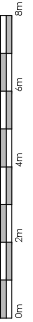


GROUND FLOOR AREA SCHEDULE

UNIT NO.	AREA
34	1227 sqft / 114 sqm
36	753 sqft / 70 sqm
OUT BUILDING FOR 34	237 sqft / 22 sqm
38	786 sqft / 73 sqm

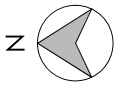


01 EXISTING GROUND FLOOR PLAN
1:100



Project Title		PROPOSED DEVELOPMENT	
34, 36, 38 GREEN LANE NORTHWOOD HA6 2QB		EXISTING GROUND FLOOR PLAN	
Client	24-38 GREEN LANE HOLDINGS LTD	Job/Draw No	19150-103
Status	PLANNING	Rev A	Rev A
Scale	1:100	<input type="checkbox"/> 251, Lichfield North, Walsley, Notts, S6A <input type="checkbox"/> Canons Warehouse, 77 Dale Street, Manchester, M1 2TG <input type="checkbox"/> 79, High Street, Newport Pagnell, MK16 8AB <input type="checkbox"/> 01908 211577 <input type="checkbox"/> 01 London Road, Wotton Bassett, Wotton, Bucks, MK43 0JL <input type="checkbox"/> 10 Green Court, St Christophers Place, A R C H I T E C T S <input type="checkbox"/> 1, 2007-2009, 1015	
Date	07/08/2023	Drawing Title	EXISTING GROUND FLOOR PLAN
Drawn By	JT	Drawn By	JT
Checked	DRW	Checked	DRW
A. 14.04.23 HATCH COLOURS ADDED AND KEY UPDATED Rev. Date: JT Rev. By: Chh/Dr By		Drawing Title: JT Rev. Date: JT Rev. By: Chh/Dr By	





FIRST FLOOR AREA SCHEDULE

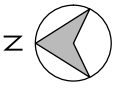
UNIT NO.	AREA
34A	667 sqft / 62 sqm
36A	678 sqft / 63 sqm
38A	538 sqft / 50 sqm



01 EXISTING FIRST FLOOR PLAN
1:100

Project Title	PROPOSED DEVELOPMENT 34, 36, 38 GREEN LANE NORTHWOOD HA6 2QB	Drawing Title	EXISTING FIRST FLOOR PLAN
Client	24-38 GREEN LANE HOLDINGS LTD	Job/Draw No	19150-104
Scale	1:100	Drawn By	JB
Date	07/08/2023	Checked	DC
251 Lichfield North, Wolverhampton, WV3 3QA <input type="checkbox"/>		251 Lichfield Road, Wolverhampton, WV3 3QA <input type="checkbox"/>	
Convent Washhouse, 77 Dale Street, Manchester, M1 2JG <input type="checkbox"/>		79 High Street, Newcastle Upon Tyne, NE1 6AB <input type="checkbox"/>	
10 Green Court, St Christophers Place, Aston, Birmingham, B4 7JG <input type="checkbox"/>		10 Green Court, St Christophers Place, Aston, Birmingham, B4 7JG <input type="checkbox"/>	





SECOND FLOOR AREA SCHEDULE

UNIT NO.	AREA
34A	387 sqft / 36 sqm
36A	402 sqft / 40 sqm
38A	312 sqft / 29 sqm



01 EXISTING SECOND FLOOR PLAN
1:100



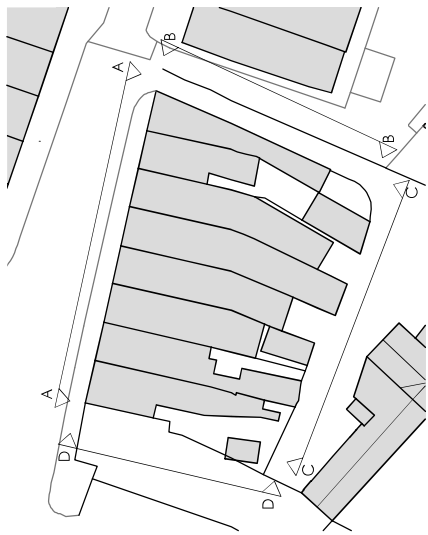
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Client	24-38 GREEN LANE HOLDINGS LTD	Job/Draw No	19150-105
Scale	1:100	Drawing Size	A2
Date	07/08/2023	Drawn By	TB
		Checked	DC

Rev	By	Description
1	---	---
2	---	---
3	---	---
4	---	---
5	---	---

251, Lichfield North, Wolverhampton, WV3 3QA t: 01902 211577	251, Lichfield North, Wolverhampton, WV3 3QA t: 01902 211577
Canons Warehouse, 77 Dale Street, Manchester, M1 2HG t: 0161 2386555	Canons Warehouse, 77 Dale Street, Manchester, M1 2HG t: 0161 2386555
10 Green Court, St Christophers Place, Newport, NP23 5JL t: 01896 211577	10 Green Court, St Christophers Place, Newport, NP23 5JL t: 01896 211577
01 Lonsdale Road, Newport, NP23 5JL t: 01896 211577	01 Lonsdale Road, Newport, NP23 5JL t: 01896 211577
10 Green Court, St Christophers Place, Newport, NP23 5JL t: 01896 211577	10 Green Court, St Christophers Place, Newport, NP23 5JL t: 01896 211577



KEY



EXISTING NUMBER 34
EXISTING NUMBER 35
EXISTING NUMBER 36

01 ELEVATION A-A (NORTH)

1:100



Project Title	PROPOSED DEVELOPMENT 34, 36, 38 GREEN LANE NORTHWOOD HA6 2QB	Drawing Title	EXISTING NORTH ELEVATION
Client	24-38 GREEN LANE HOLDINGS LTD	Job/Draw No	19150-106
Status	PLANNING	Rev	1
Scale	VARIABLES	Rev	1
Date	07/08/2023	Drawn By	TB
		Checked	DC
		Drawing Size	A2

2 St. Johns North,
Wolverhampton, WV1 3QA
t: 01902 211577

Canons Warehouse, 77 Dale Street,
Manchester, M1 2HG
t: 0161 2386555

10 Green Court, St Christophers Place,
Newport, NP23 5JG
t: 01690 211577

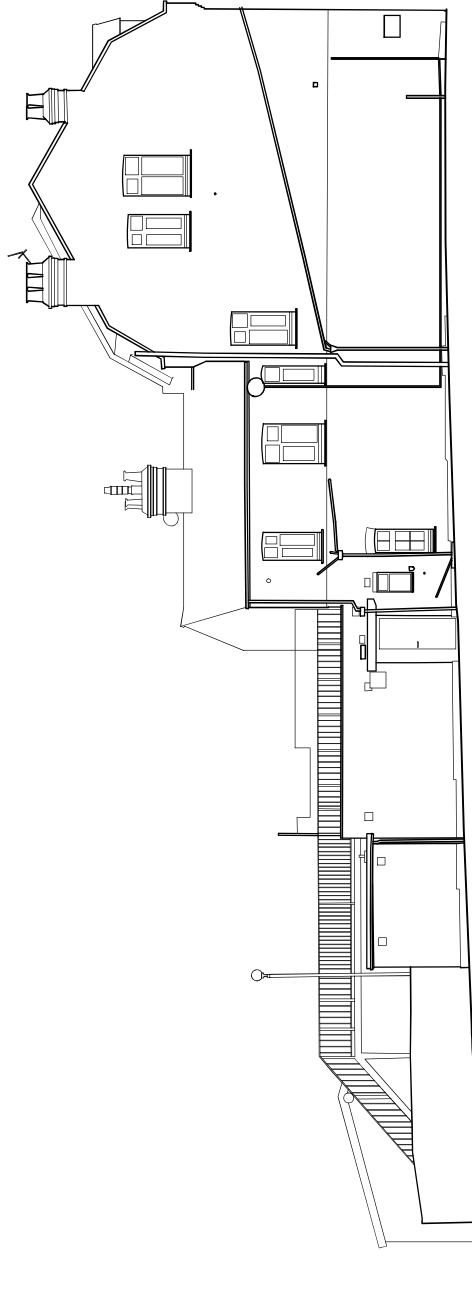
01 London Road,
Wolverhampton, WV1 3JG
t: 01902 211577

10 Green Court, St Christophers Place,
Newport, NP23 5JG
t: 01690 211577

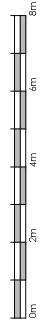


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KEY



01 ELEVATION B-B (EAST)
1:100



Project Title	PROPOSED DEVELOPMENT 34, 36, 38 GREEN LANE NORTHWOOD HA6 2QB	Drawing Title	EXISTING EAST ELEVATION
Client	24-38 GREEN LANE HOLDINGS LTD	Job/Draw No	19150-107
Status	PLANNING	Rev	—
Scale	1:100	Rev	—
Date	07/08/2023	Rev	—
	Drawing Size: A2		
	Drawn By: TB	Checked	DC

2 St Lukes North,
Wolverhampton, WV1 3QA
t: 01902 211577

Canons Warehouse, 77 Dale Street,
Manchester, M1 2HG
t: 0161 2386555

10 Green Court, St Christophers Place,
Newport, NP23 5JG
t: 01878 557700

10 Green Court, St Christophers Place,
Newport, NP23 5JG
t: 01878 557700

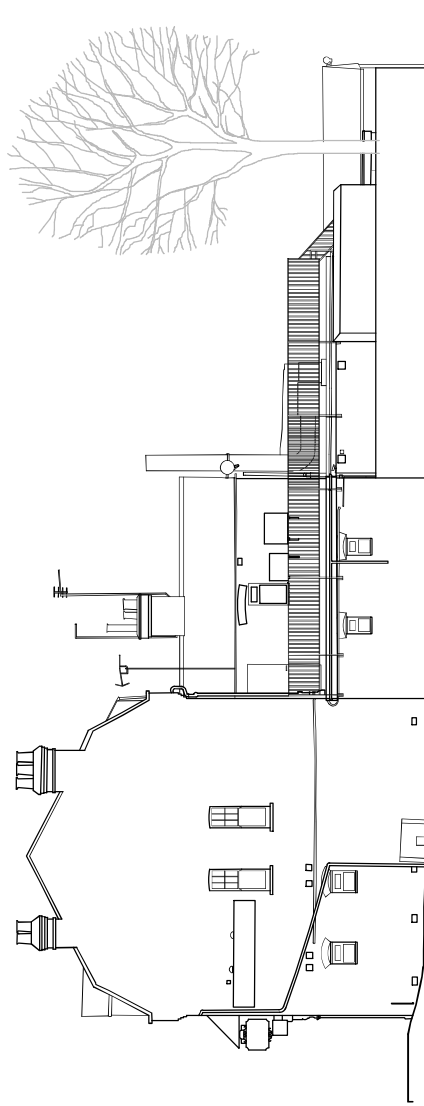
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Newport, NP23 5JG
t: 01878 557700

10 Green Court, St Christophers Place,
Newport, NP23 5JG
t: 01878 557700

10 Green Court, St Christophers Place,
Newport, NP23 5JG
t: 01878 557700



KEY



01 ELEVATION D-D (WEST)
1:100



Rev	Date	Description	By	Check

Project Title	PROPOSED DEVELOPMENT
34, 36, 38 GREEN LANE NORTHWOOD HA6 2QB	

Project Title	EXISTING WEST ELEVATION
19150-109	

Item No	Description
23	Johns North, 30A 1/01/2019, 2/10/20
24	Carven Wainhouse, 77 Dock Street, 1/01/2019, 2/10/20
25	The Old Rectory, 79 High Street, 1/01/2019, 2/10/20
26	101 Lendon Road, 1/01/2019, 2/10/20
27	10 Green Court, 31 Christopher Place, 1/01/2019, 2/10/20

Drawn By	Checked	Date	Scale	Status

Project Title	PROPOSED DEVELOPMENT
34, 36, 38 GREEN LANE NORTHWOOD HA6 2QB	

Project Title	EXISTING WEST ELEVATION
19150-109	

Item No	Description
23	Johns North, 30A 1/01/2019, 2/10/20
24	Carven Wainhouse, 77 Dock Street, 1/01/2019, 2/10/20
25	The Old Rectory, 79 High Street, 1/01/2019, 2/10/20
26	101 Lendon Road, 1/01/2019, 2/10/20
27	10 Green Court, 31 Christopher Place, 1/01/2019, 2/10/20

Drawn By	Checked	Date	Scale	Status

Project Title	PROPOSED DEVELOPMENT
34, 36, 38 GREEN LANE NORTHWOOD HA6 2QB	

Project Title	EXISTING WEST ELEVATION
19150-109	

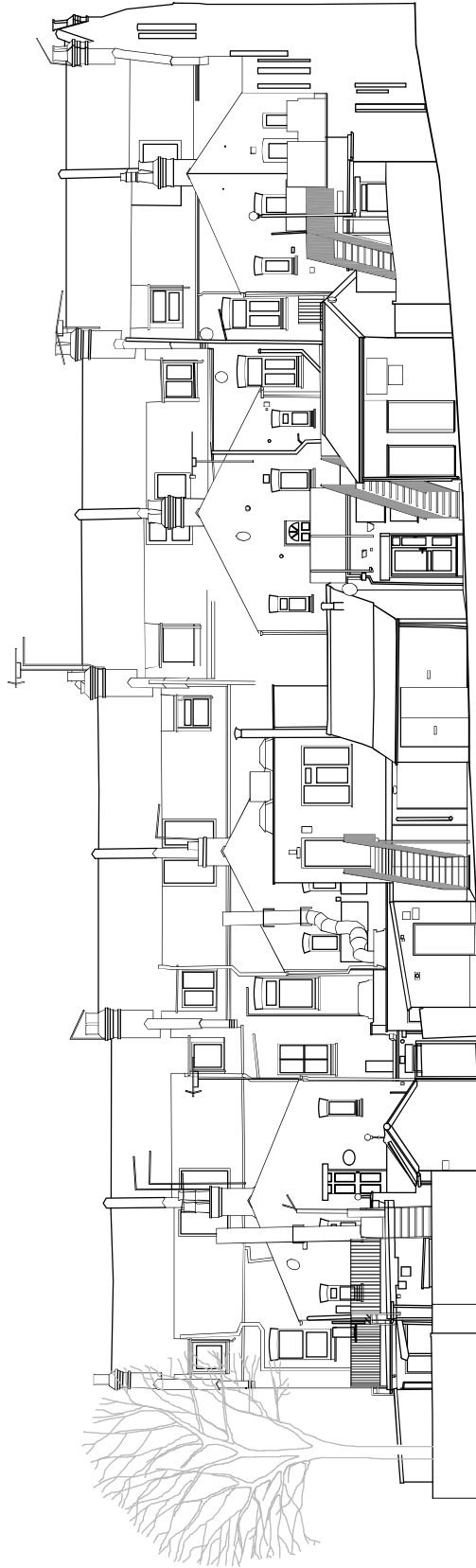
Item No	Description
23	Johns North, 30A 1/01/2019, 2/10/20
24	Carven Wainhouse, 77 Dock Street, 1/01/2019, 2/10/20
25	The Old Rectory, 79 High Street, 1/01/2019, 2/10/20
26	101 Lendon Road, 1/01/2019, 2/10/20
27	10 Green Court, 31 Christopher Place, 1/01/2019, 2/10/20

Drawn By	Checked	Date	Scale	Status



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KEY



01 ELEVATION C-C (SOUTH)
1:100

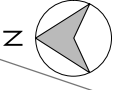


Project Title	PROPOSED DEVELOPMENT
34, 36, 38 GREEN LANE NORTHWOOD HA6 2QB	
Client	2A-5B GREEN LANE HOLDINGS LTD
Status	PLANNING
Scale	1:100
Date	07/08/2023
Drawn by	IB
Checked	DOC

Drawing Title	EXISTING SOUTH ELEVATION
Drawing No.	19150-108
Author	23, Johna North, 30A The Old Rectory, 79 High Street, Northwood, HA6 2QG
Client	Carven Womhouse, 7 Dock Street, Northwood, HA6 2QG
Scale	The Old Rectory, 79 High Street, Northwood, HA6 2QB
Date	10, Linden Road, Northwood, HA6 2QB
Drawn by	10 Green Court, 31 Christopher Place, Northwood, HA6 2QB
Checked	

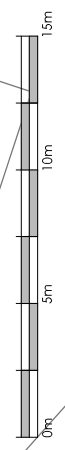


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35A

GREEN LANE



Rev	Date	Description	Rev By	Check By
1	06/11/2023	PROPOSED DEVELOPMENT		
Project title 34, 36, 38 GREEN LANE NORTHWOOD HA6 2QB				
Client 24-38 GREEN LANE HOLDINGS LTD				
Status PLANNING				
Scale 1:200				
Drawing Size A3				
Date 07/08/2023				
Drawn By TB				
Checked IDC				
Drawing title EXISTING ROOF PLAN				
Job/Dwg No 19150-110				
Rev -				



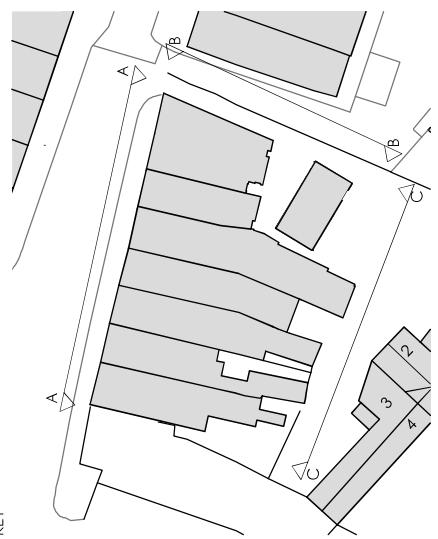
- 2 St. Johns North, 30A, Walsley, Salford, Greater Manchester, M6 6PU, UK
- Carvers Warehouse, 77 Dale Street, Manchester, M1 2HG, UK
- The Old Rectory, 27 High Street, London, E1 1DA, UK
- 101 London Road, London, E1 1JL, UK
- 10 Green Court, St Christophers Place, London, W1U 1JJ, UK

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01 EXISTING ROOF PLAN
1:200

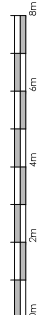
KEY



01 PROPOSED ELEVATION A-A (NORTH)
1:100

UNIT 36 & 34 SHOPFRONT TO REMAIN AS
EXISTING AND REPAINTED WHITE

PROPOSED UNIT 36/35.5
EXISTING UNIT 34



Project Title	PROPOSED DEVELOPMENT 34, 36, 38 GREEN LANE NORTHWOOD HA6 2QB	Drawing Title	PROPOSED NORTH ELEVATION
Client	24-38 GREEN LANE HOLDINGS LTD	Job/Draw No	19150-125
Status	PLANNING	Rev	1
Scale	1:100	Drawing Size	A2
Date	08/09/2023	Drawn By	JT
		Checked	DRW
		Rev	1

251, Lichfield North,
Wolverhampton, WV6 3QA
t: 01902 211577

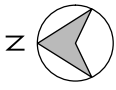
Canons Warehouse, 77 Dale Street,
Manchester, M1 2HG
t: 0161 2386555

10, Colton Street,
Newport, NP23 5JG
t: 01896 211577

01 London Road,
Wokingham, RG40 3AB
t: 0118 547700

10 Gees Court, St Christophers Place,
A R C H I T E C T S
t: 0207 409113

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PAINTERSHIP
www.harrisartists.com

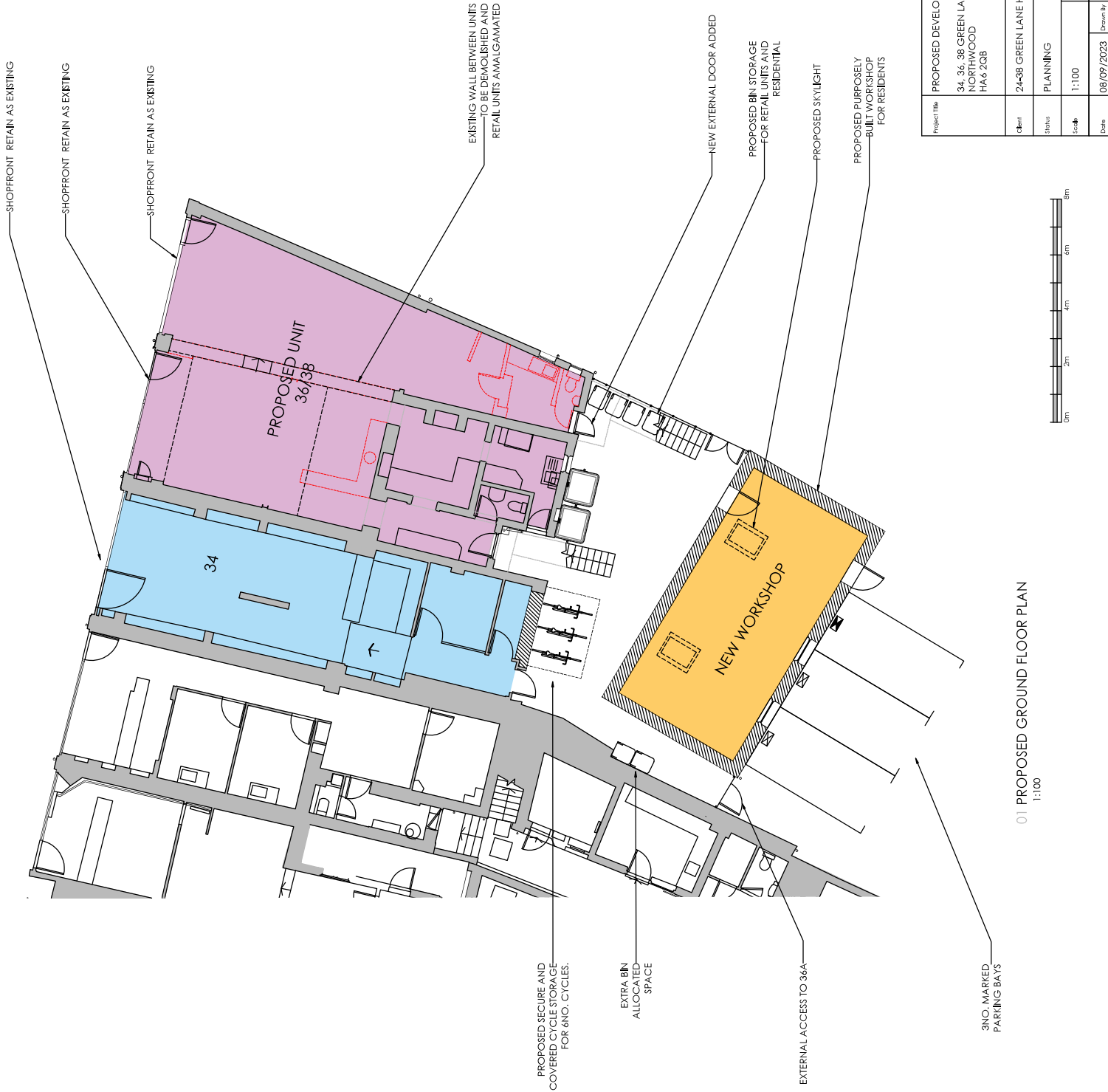


GROUND FLOOR AREA SCHEDULE

UNIT NO.	AREA
PROPOSED 34	721 sqft / 67 sqm
PROPOSED COMBINED 36/38	1249 sqft / 115 sqm
WORKSHOP	484 sqft / 45 sqm
TOTAL	2454 sqft / 227 sqm

KEY

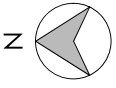
- PROPOSED NEW WALL
- EXISTING WALL
- TO BE DEMOLISHED



01 PROPOSED GROUND FLOOR PLAN
1:100

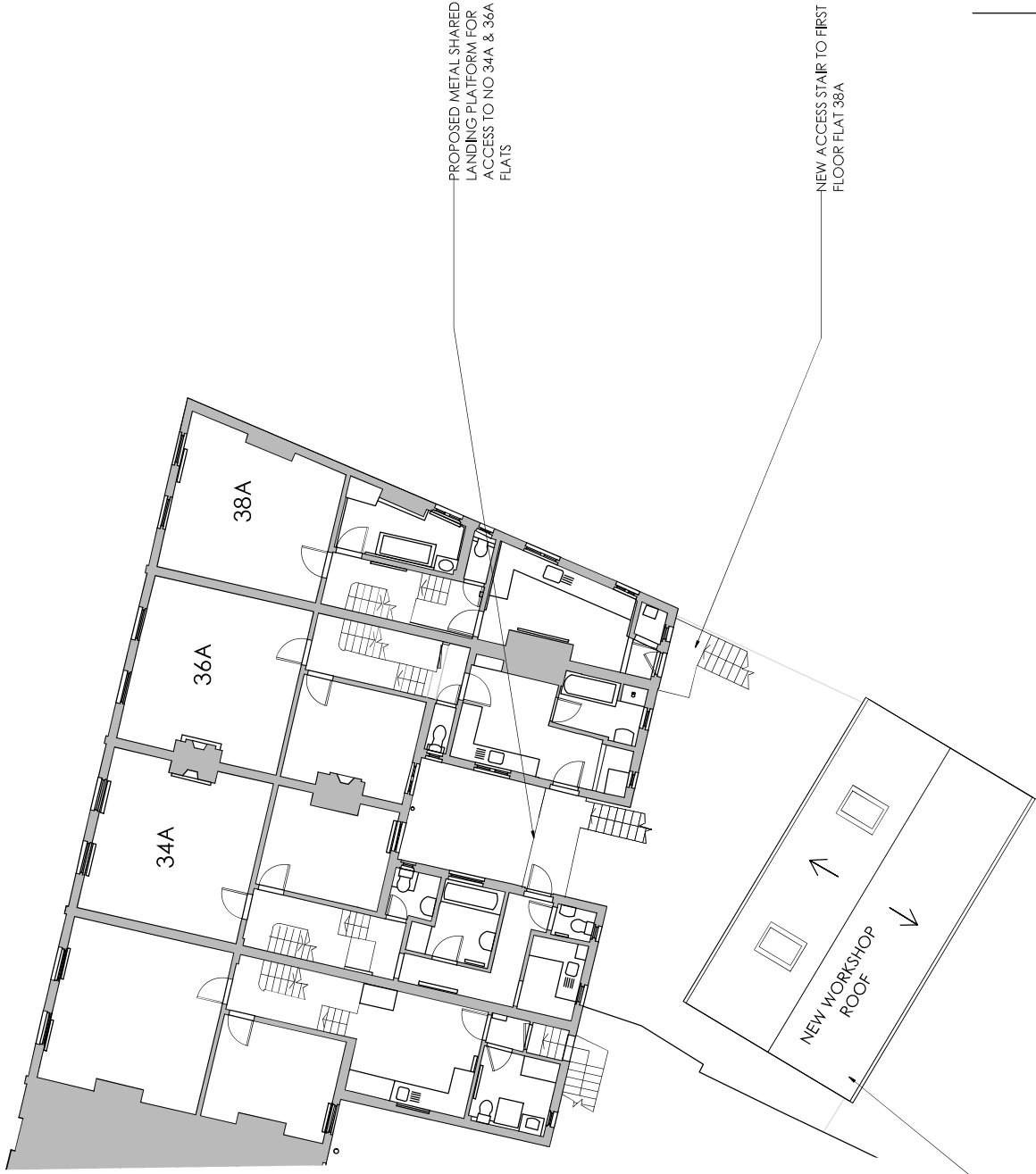
Project Title		PROPOSED DEVELOPMENT	
34, 36, 38 GREEN LANE NORTHWOOD HA6 2QB		34, 36, 38 GREEN LANE NORTHWOOD HA6 2QB	
Client	24-38 GREEN LANE HOLDINGS LTD	Drawing No.	A2
Status	PLANNING	Drawn By	JT
Scale	1:100	Checked By	DRW
Date	08/09/2023		
Drawing Title	PROPOSED GROUND FLOOR PLAN	Job/Draw No.	19150-122
Rev No.		Rev By	
Rev Date		Rev By	
Rev Description		Rev By	

251, Lichfield North, Wolverhampton, WV1 3QA
 Cavers Warehouse, 77 Dale Street, Manchester, M1 2JG
 1, 0181 2386555
 100, High Street, Newport, NP23 5EJ
 1, 01908 211577
 01 London Road, Newport, NP23 5EJ
 1, 0118 9457700
 10 Green Court, St Christophers Place, A R C H I T E C T S
 1, 02097 409713 J3
 www.harrispartnership.com



FIRST FLOOR AREA SCHEDULE

UNIT NO.	AREA
34A	667 sqft / 62 sqm
36A	678 sqft / 63 sqm
38A	538 sqft / 50 sqm

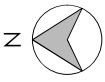


TRADITIONAL GREY SLATE

Project Title	PROPOSED DEVELOPMENT 34, 36, 38 GREEN LANE NORTHWOOD HA6 2QB	Drawing Title	PROPOSED FIRST FLOOR PLAN
Client	24-38 GREEN LANE HOLDINGS LTD	Job/Draw No	19150-123
Status	PLANNING	Rev	-
Scale	1:100	Rev Date	
Date	08/09/2023	Rev By	CH/CL/BJ
	Drawn By: JT	Checked	DRW

251, Lichfield North, Wolverhampton, WV1 3QA
 Canons Warehouse, 77 Dale Street, Manchester, M1 2HG
 79, High Street, Newport, NP23 5EJ
 01898 211577
 01 London Road, Northwood, HA6 2QB
 0181 2386555
 0181 2386555
 10 Green Court, St Christophers Place, A R C H I T E C T S
 1, 2007 2013 J J
 www.harrispartnership.com

011 PROPOSED FIRST FLOOR PLAN
1:100



SECOND FLOOR AREA SCHEDULE

UNIT NO.	AREA
34A	387 sqft / 36 sqm
36A	426 sqft / 40 sqm
38A	312 sqft / 29 sqm



01 PROPOSED SECOND FLOOR PLAN
1:100



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Project Title	PROPOSED DEVELOPMENT	Drawn By	Checked	DRW
34, 36, 38 GREEN LANE NORTHWOOD HA6 2QB		JT	Checked	DRW
Client	24-58 GREEN LANE HOLDINGS LTD	Drawn By	JT	Checked
Status	PLANNING	Drawn Date	A2	
Scale	1:100	Date	08/09/2023	
Drawing No.	19150-124	Project	19150-124	
Revision		Rev		



25, John's Walk, 30A
London, E9 6JG
t: 01992 21000

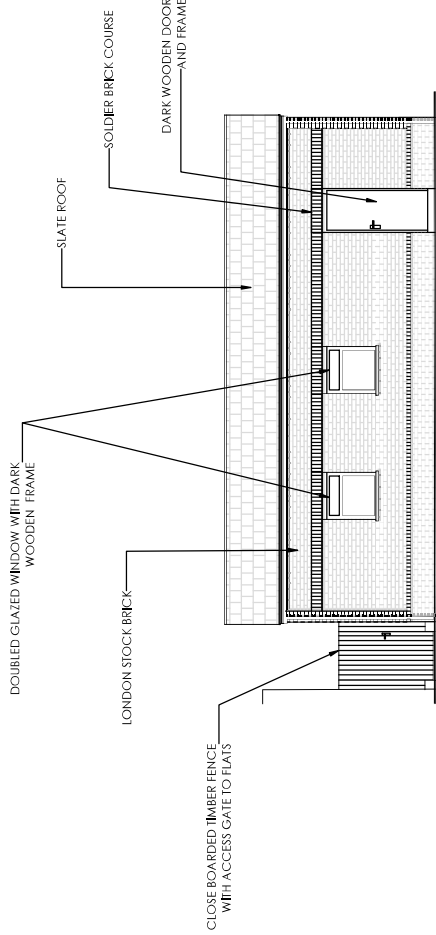
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London, E1 8AB
t: 014 2388303

The Old Rectory, 79 High Street,
London, E1 8AB
t: 01992 21377

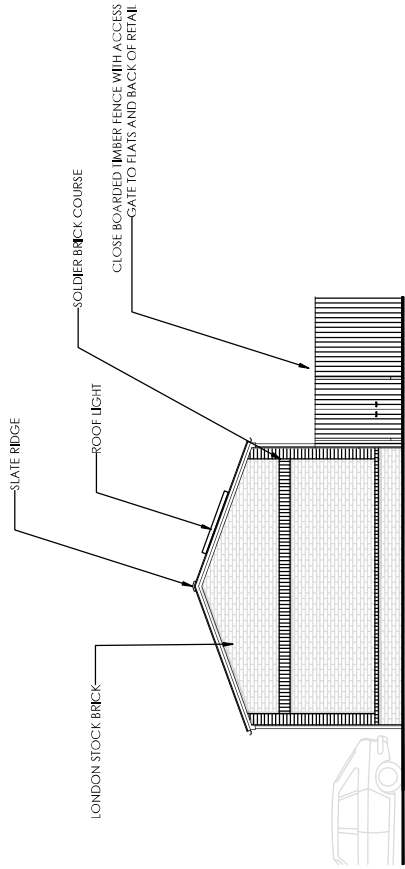
101 Lendon Road,
London, E15 2JF
t: 0118 967700

10 Green Court, 31 Christopher Place,
London, W1P 2LJ
t: 0207 460121

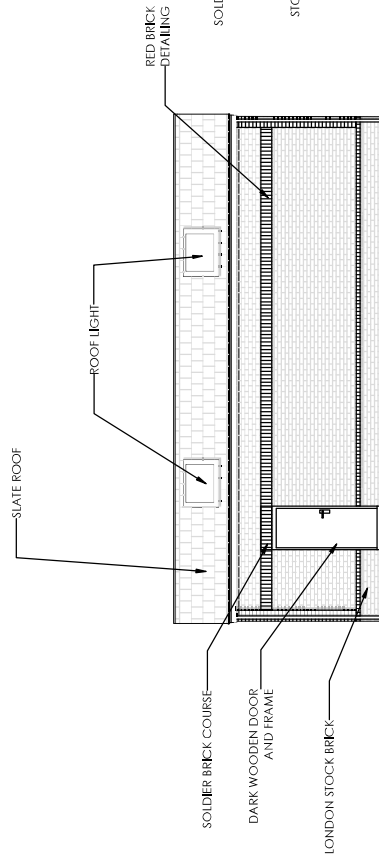
www.harrispartnership.com



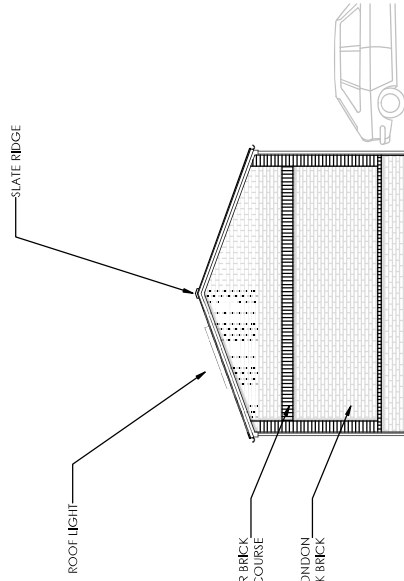
01 PROPOSED SOUTH ELEVATION
1:100



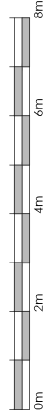
02 PROPOSED EAST ELEVATION
1:100



03 PROPOSED NORTH ELEVATION
1:100



04 PROPOSED WEST ELEVATION
1:100



Rev	Date	Description	Rev By	Check By

Project No	PROPOSED DEVELOPMENT
Address	34, 36, 38 GREEN LANE NORTHWOOD HA6 2QB
Client	24-38 GREEN LANE HOLDINGS LTD
Status	PLANNING
Scale	1:100
Drawing Size	A3
Date	08/09/2023
Drawn By	JT
Checked	DRW

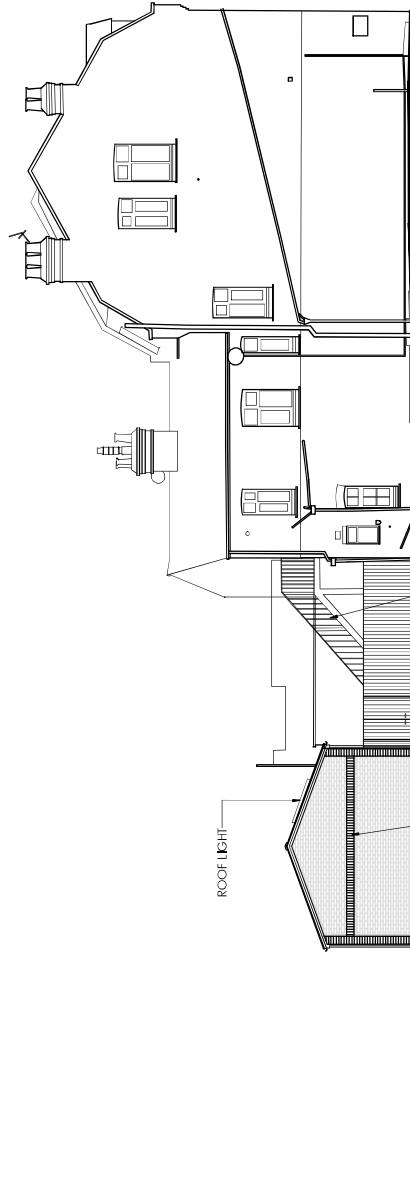
Drawing Title	PROPOSED WORKSHOP ELEVATIONS
Sheeting No	19150-128

<input type="checkbox"/> 25, Jubilee North, 30a 1, 01924 29, 600 Canvas Warehouse, 77 Dale Street, Liverpool, Merseyside, L3 5DA A: 0151 2368565, ZHC	<input type="checkbox"/> The Old Rectory, 79 High Street, Newport Pagnell, MK16 6AE Reading, RG21 5BY T: 01895 707700 G: 01895 707700 London, W1U 1JZ T: 0207 4091215
---	---

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KEY



01 PROPOSED ELEVATION B-B (EAST)
1:100

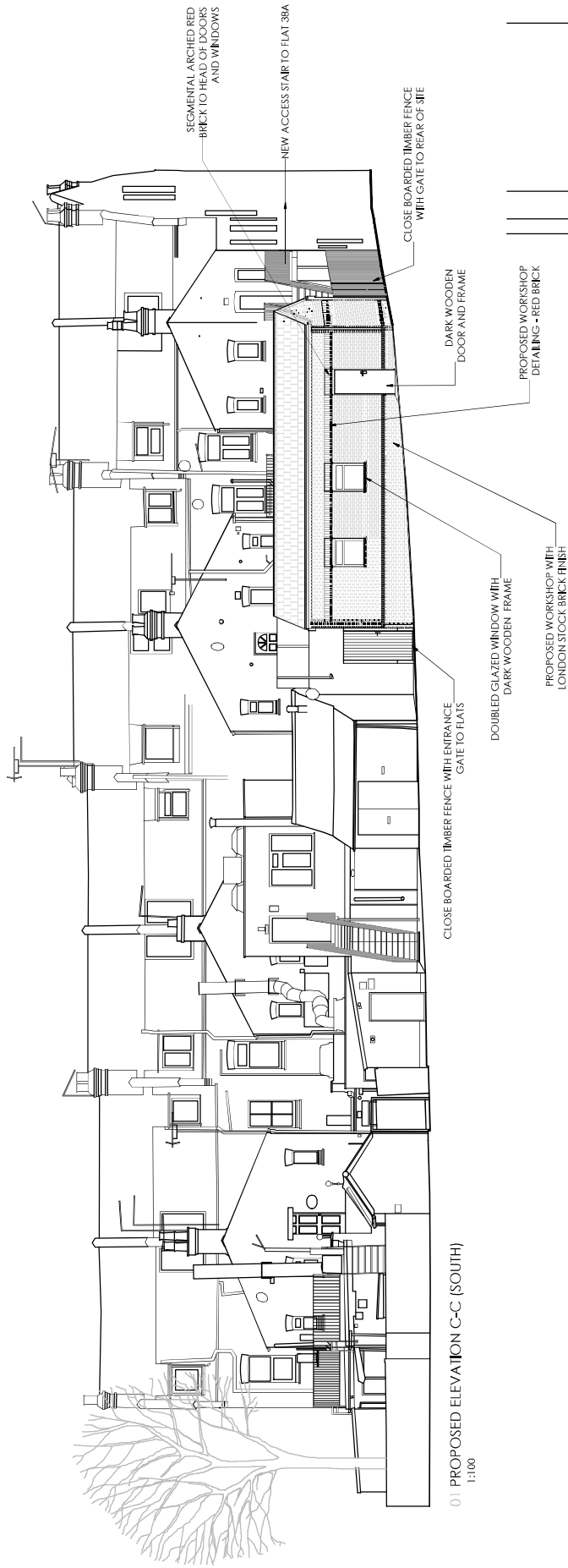
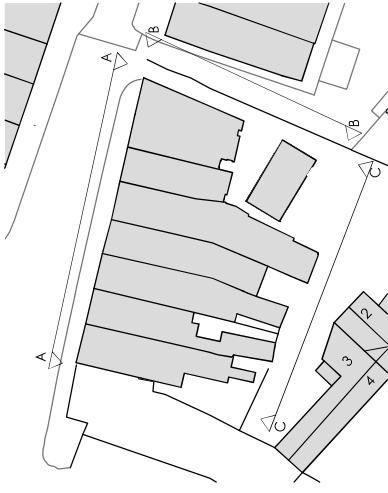
Rev	Date	Description	By	Check

Project Title	PROPOSED EAST ELEVATION
Drawing No.	19150-126
Client	25, John's North, 30A, The Old Rectory, 79 High Street, Carver's Wood, Woking, Surrey, GU24 2JG t: 01932 291000
Architect	Carver's Woodhouse, 7 Dock Street, The Old Rectory, 79 High Street, Carver's Wood, Woking, Surrey, GU24 2JG t: 01932 291000
Structural Engineer	101 Lendon Road, Woking, Surrey, GU24 2JG t: 01932 291000
Quantity Surveyor	10 Green Court, 51 Christopher Place, Woking, Surrey, GU24 2JG t: 01932 291000

Proposed Development	34, 36, 38 GREEN LANE NORTHWOOD HA6 2QB
Client	24-58 GREEN LANE HOLDINGS LTD
Status	PLANNING
Scale	1:100
Date	08/09/2023
Drawn by	JT
Checked	DRW



KEY



01 PROPOSED ELEVATION C-C (SOUTH)
1:100

Rev	Date	Description	By	Check

Drawing Title	PROPOSED SOUTH ELEVATION
Drawing No.	19150-127
Client	25, Jubilee North, 38A Northwood Lane, Northwood, London HA6 2JG t: 01992 291000
Architect	Carven Womhouse, 7 Dock Street, The Old Rectory, 79 High Street, London EC1A 8AB t: 0101 2085535 t: 01992 213177
Structural Engineer	101 Lendon Road, London E15 2JF t: 0118 9607100
Quantity Surveyor	10 Green Court, 51 Christopher Place, London W1P 2LJ t: 0207 4671213

Project Title	PROPOSED DEVELOPMENT
Address	34, 36, 38 GREEN LANE NORTHWOOD HA6 2QB
Client	24-38 GREEN LANE HOLDINGS LTD
Status	PLANNING
Scale	1:100
Date	08/09/2023
Drawn By	JT
Checked	DRW
Drawing Size	A2



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35A

GREEN LANE

40

42

44

38A

36A

34A

NEW WORKSHOP

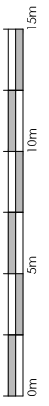
2

2A

3

4

01 PROPOSED ROOF PLAN
1:200



Rev	Date	Description	Rev By	Check By

Project No	PROPOSED DEVELOPMENT
Client	24-38 GREEN LANE HOLDINGS LTD
Status	PLANNING
Scale	1:200
Date	08/09/2023
Drawing No	19150-129

Drawn By	JT	Checked	DRW
Drawing Title	PROPOSED ROOF PLAN		

<input type="checkbox"/> 23, Jubilee North, 30a Northwood, Middlesex TW20 2JG The Harris Partnership 101 Leicesters Road London, W11 1JF T: 020 409 1215 www.theharrispartnership.co.uk	
---	--

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Notes:

 Site boundary

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Site Address:

34, 36, 38 Green Lane

LONDON BOROUGH OF HILLINGDON
 Residents Services
 Planning Section

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

Planning Application Ref:

77897/APP/2023/2663

Scale:

1:1,250

Planning Committee:

Minor Page 193

Date:

April 2024



Report of the Head of Development Management and Building Control

Address:

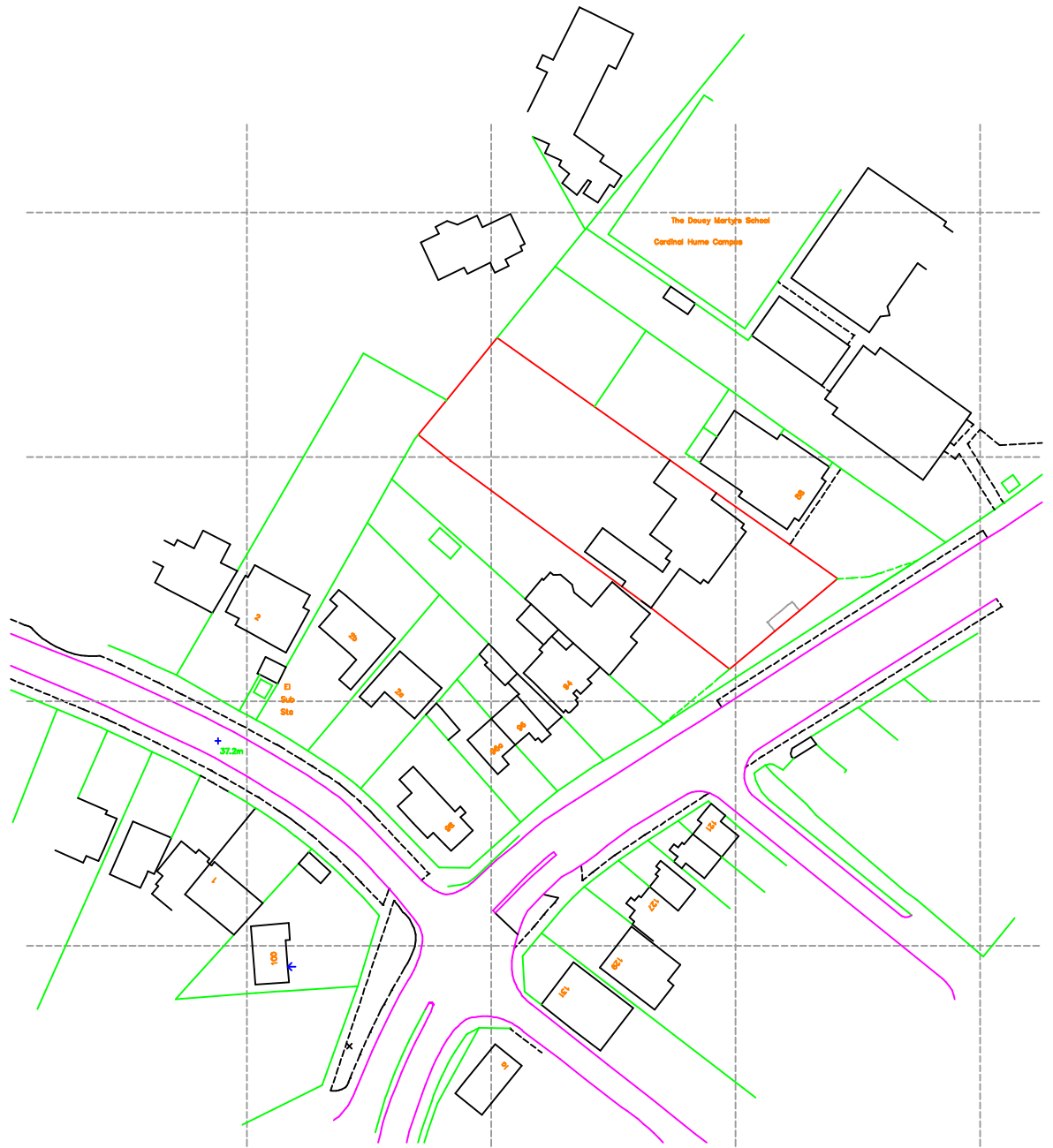
90 LONG LANE ICKENHAM

Development:

Demolition of the existing detached, single dwelling and the erection of a building consisting of 9 no. two-bedroom flats, with associated parking and amenities.

LBH Ref Nos:

8905/APP/2023/2419



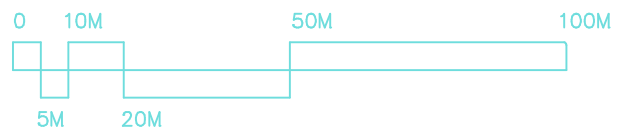
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Location plan

Dwg No 3321-SK1 Scale 1:1250

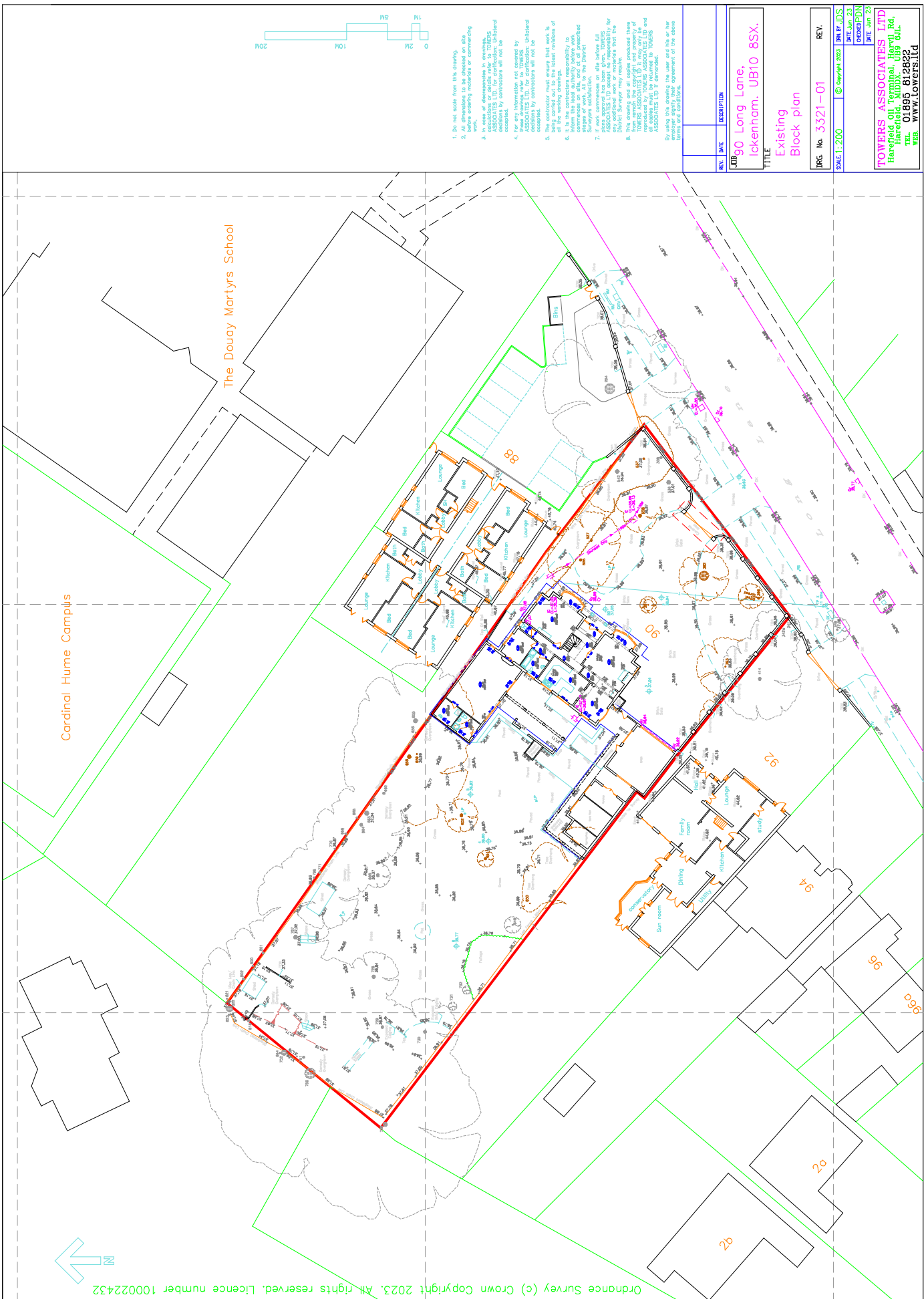
90 Long Lane, Ickenham
Middx. UB10 8SX





Cardinal Hume Campus

The Douay Martyrs School



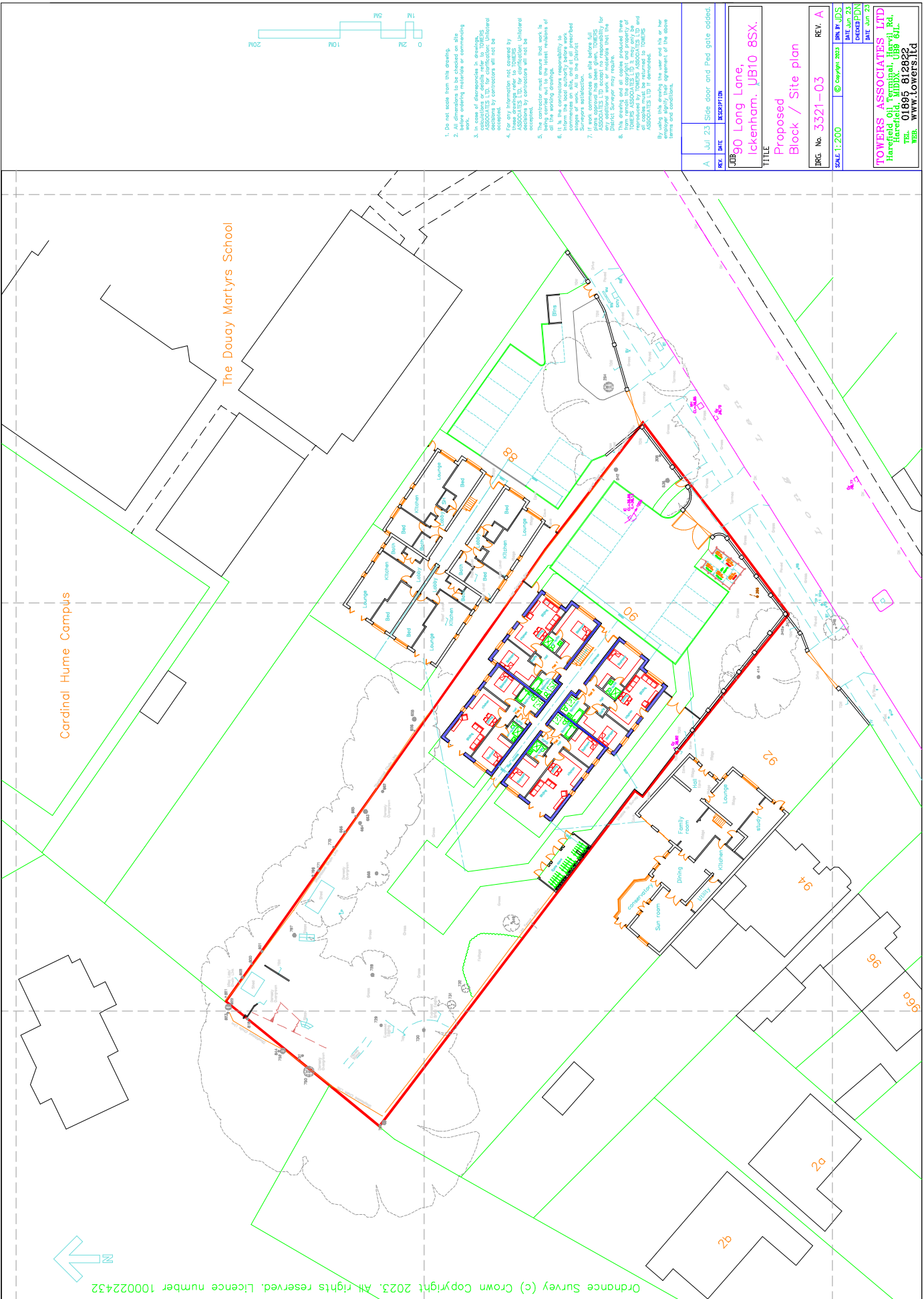
1. Do not scale from this drawing.
2. All dimensions to be checked on site.
3. In case of discrepancies in drawings, ASSOCIATES LTD. for confirmation. Unilateral decisions by contractors will not be accepted.
4. For any information not covered by ASSOCIATES LTD. for confirmation. Unilateral decisions by contractors will not be accepted.
5. The contractor must ensure that work is completed in accordance with the drawings and all the working drawings.
6. It is the contractors responsibility to ensure that all work is completed in accordance with the drawings and all the working drawings.
7. It is the contractors responsibility to ensure that all work is completed in accordance with the drawings and all the working drawings.
8. It is the contractors responsibility to ensure that all work is completed in accordance with the drawings and all the working drawings.
9. It is the contractors responsibility to ensure that all work is completed in accordance with the drawings and all the working drawings.
10. It is the contractors responsibility to ensure that all work is completed in accordance with the drawings and all the working drawings.

REV.	DATE	DESCRIPTION
JOB 90 Long Lane, Ikenham. UB10 8SX. TITLE Existing Block plan		
DRG No. 3321-01 REV.		
SCALE 1:200 © copyright 2023		
DRAWN BY JDS DATE 11/06/23 CHECKED BY DATE 23/06/23		
TOWERS ASSOCIATES LTD Hatfield 01763 891181 Hatfield, MIDDX UB9 6AL TEL: 01895 812822 WEB: WWW.TOWERS.LTD		



Cardinal Hume Campus

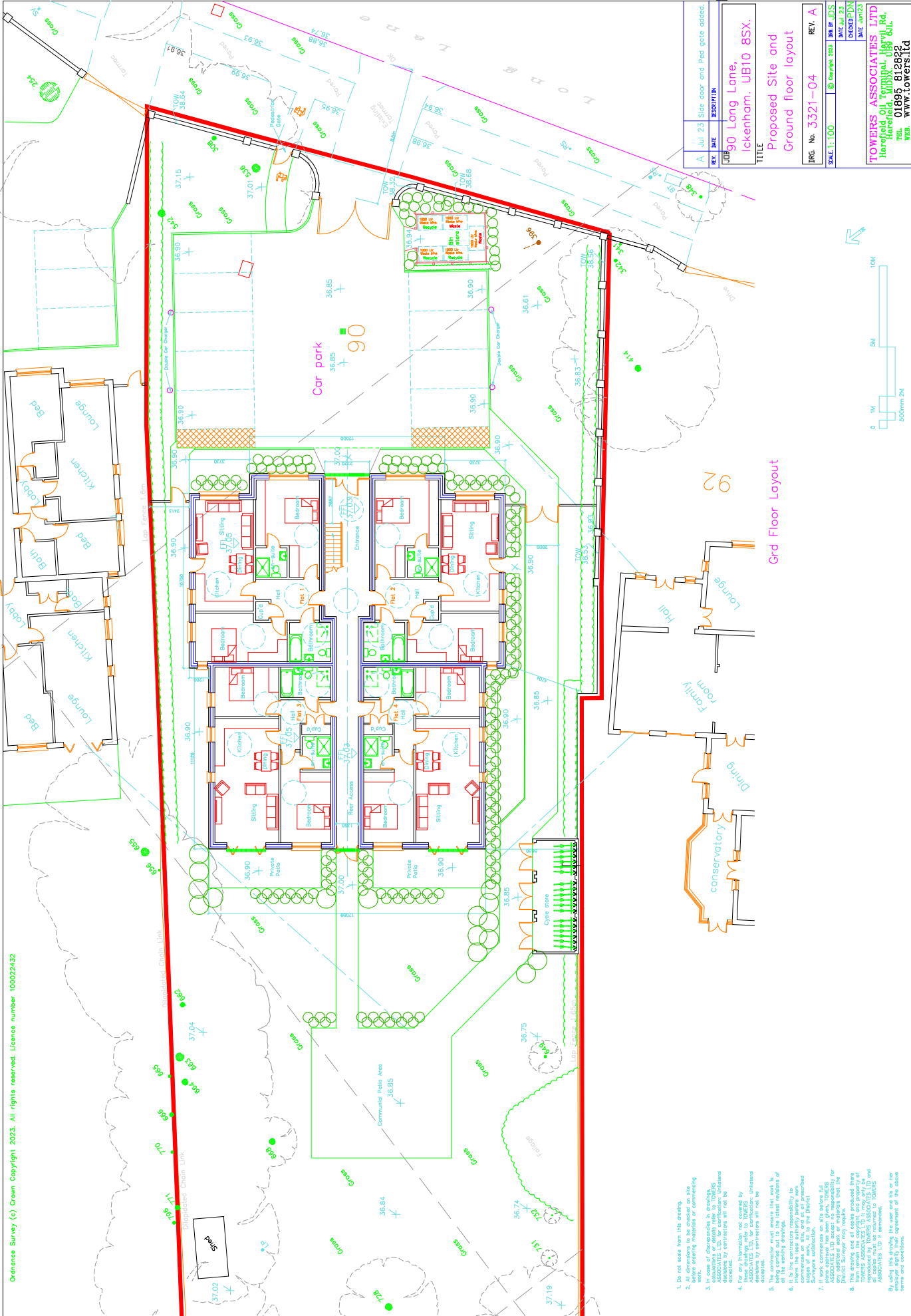
The Douay Martyrs School



1. Do not build from this boundary.
2. All dimensions to be checked on site before starting installation or commencing.
3. In case of discrepancies in drawings, the contractor shall refer to the drawings and drawings by contractors will not be.
4. For any information not covered by these drawings refer to 100022432 Licence number 100022432. Information not covered by these drawings will not be.
5. The contractor must ensure that work is being carried out to the latest editions of the British Standards.
6. It is the contractor's responsibility to ensure that all work is carried out in accordance with the drawings and all work is carried out in accordance with the drawings.
7. If work commences on site before July 2023, the contractor shall accept responsibility for any work carried out before July 2023.
8. This drawing and all copies produced hereunder shall remain the property of TOWERS ASSOCIATES LTD. It is the contractor's responsibility to ensure that all copies are returned to TOWERS ASSOCIATES LTD if amended.
9. TOWERS ASSOCIATES LTD is not responsible for any work carried out by the contractor without the agreement of the above terms and conditions.

REV.	DATE	DESCRIPTION
A	Jul 23	Side door and Ped gate added.

JOB 90 Long Lane, Ickenham. UB10 8SX.
TITLE Proposed Block / Site plan
DRG. No. 3321-03
REV. A
SCALE 1:200 © Copyright 2023
DATE Jun 23
SCALE 1:200
DATE Jun 23
TOWERS ASSOCIATES LTD
 Herefield Oil Terminal, Harvi Rd,
 Herefield, MIDDX, UB9 8JL.
 TEL: 01895 812822
 WEB: WWW.TOWERS.LTD

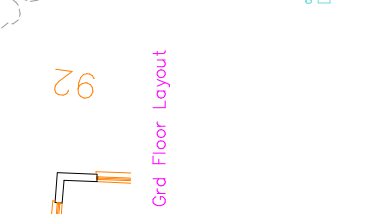


REV. DATE	DESCRIPTION
A Jul 23	Site door and Ped gate added.
B Jul 23	
C Jul 23	
D Jul 23	
E Jul 23	
F Jul 23	
G Jul 23	
H Jul 23	
I Jul 23	
J Jul 23	
K Jul 23	
L Jul 23	
M Jul 23	
N Jul 23	
O Jul 23	
P Jul 23	
Q Jul 23	
R Jul 23	
S Jul 23	
T Jul 23	
U Jul 23	
V Jul 23	
W Jul 23	
X Jul 23	
Y Jul 23	
Z Jul 23	

TITLE
90 Long Lane, UB10 8SX.
 Proposed Site and
 Ground floor layout

PRG. No. **3321-04** REV. **A**
 SCALE: 1:100 © Copyright 2023. DM N. JDS
 DM Jul 23
 CKOCED/PDN
 DM Jul 23

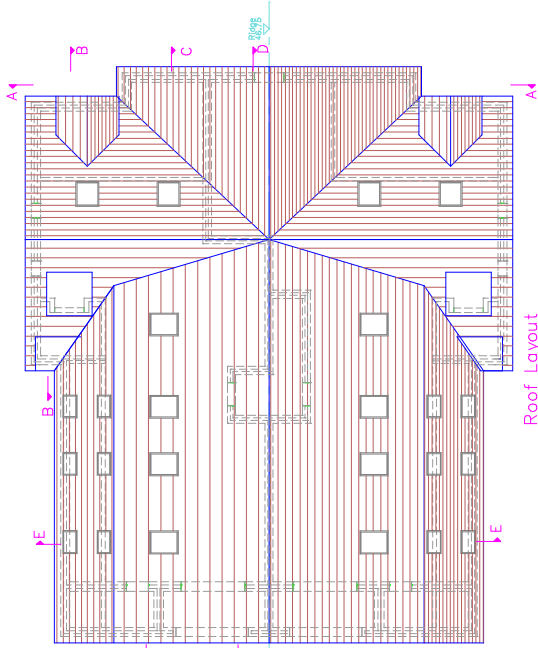
TOWERS ASSOCIATES LTD
 Hereford Oil Terminal, Hereford Rd.
 Hereford, Herefordshire HR3 9BL.
 Tel: 01896 812822
 Fax: 01896 812823
 Web: www.towersltd



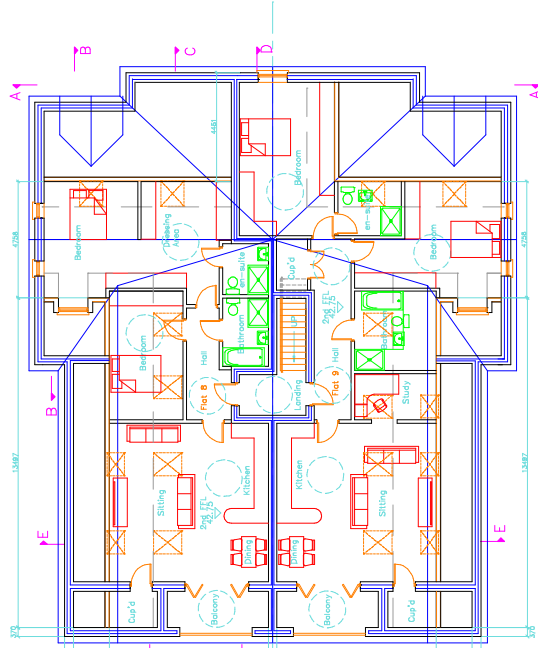
92
 Grd Floor Layout

- Do not scale from this drawing.
- All dimensions to be checked on site before ordering materials or commencing.
- In case of discrepancies in drawings, TOWERS ASSOCIATES LTD shall take precedence over any other drawings. Any discrepancies shall be resolved by the architect.
- For any information not covered by these drawings, refer to TOWERS ASSOCIATES LTD. Contractors shall be responsible for ensuring that all dimensions and details are correct and that all work is carried out in accordance with the drawings and specifications. Contractors shall be responsible for ensuring that all work is carried out in accordance with the drawings and specifications.
- The contractor must ensure that work is being carried out to the latest revisions of the drawings and specifications.
- It is the contractor's responsibility to ensure that all work is carried out in accordance with the drawings and specifications.
- If work commences on site before all drawings are received, the contractor shall be deemed to accept full responsibility for any discrepancies between the drawings and specifications. TOWERS ASSOCIATES LTD may not be held responsible for any discrepancies between the drawings and specifications.
- This drawing and all copies produced therefrom are the property of TOWERS ASSOCIATES LTD. It may not be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written consent of TOWERS ASSOCIATES LTD. If consented, TOWERS ASSOCIATES LTD shall be responsible for ensuring that all work is carried out in accordance with the drawings and specifications.

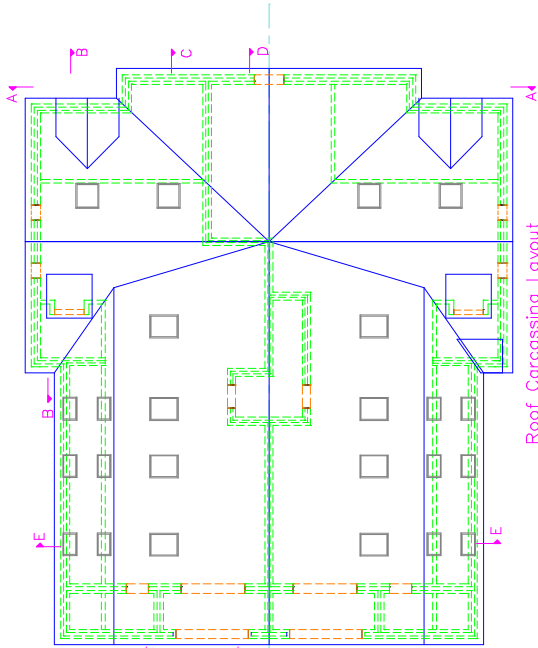
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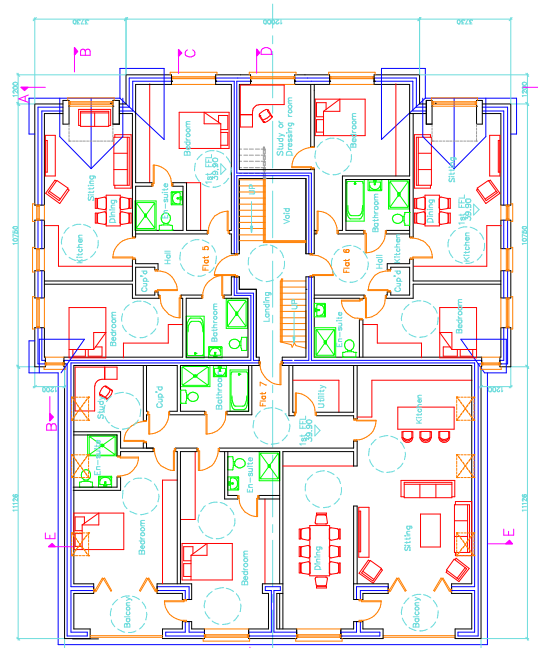
Roof Layout



Second floor



Roof Carcassing Layout

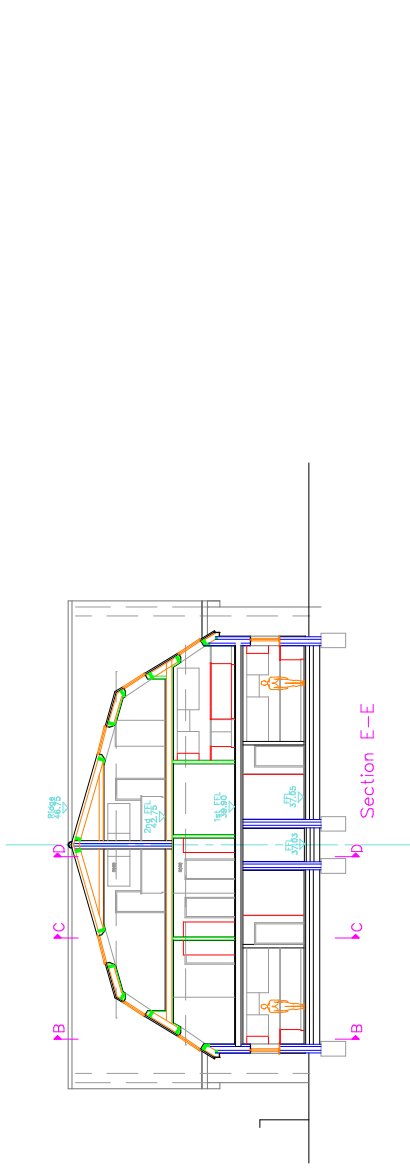


First floor

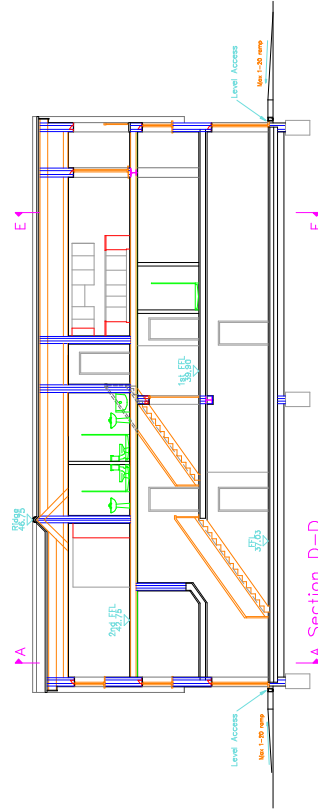
- The contractor shall ensure that all work is completed in accordance with the specifications and drawings before starting construction or commencing any other work.
- In the event of discrepancies in drawings, specifications or details refer to the drawings and specifications and the contractor shall be responsible for resolving any such discrepancies.
- For any information not covered by these drawings refer to the drawings and specifications and the contractor shall be responsible for resolving any such discrepancies.
- The contractor shall ensure that work is being carried out in accordance with the drawings and specifications and the contractor shall be responsible for resolving any such discrepancies.
- It is the contractor's responsibility to ensure that all work is carried out in accordance with the drawings and specifications and the contractor shall be responsible for resolving any such discrepancies.
- If work commences on site before the drawings and specifications are issued, the contractor shall be responsible for resolving any such discrepancies.
- The drawings and all copies produced therefrom shall be the property of the contractor and shall be returned to the architect upon completion of the project.
- The contractor shall be responsible for ensuring that all work is completed in accordance with the specifications and drawings before starting construction or commencing any other work.

REV.	DATE	DESCRIPTION
JUD		90 Long Lane, Ickenham - UB10 8SX.
TITLE		
Proposed Upper floor layouts		
PKG. No.	3321-05	REV.
SCALE:	1:100	© Copyright 2022
		Rev. 11: JDS
		Rev. 12: JDS
		Rev. 13: JDS
		Rev. 14: JDS
		Rev. 15: JDS
		Rev. 16: JDS
		Rev. 17: JDS
		Rev. 18: JDS
		Rev. 19: JDS
		Rev. 20: JDS
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		Rev. 28: JDS
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		Rev. 31: JDS
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		Rev. 48: JDS
		Rev. 49: JDS
		Rev. 50: JDS

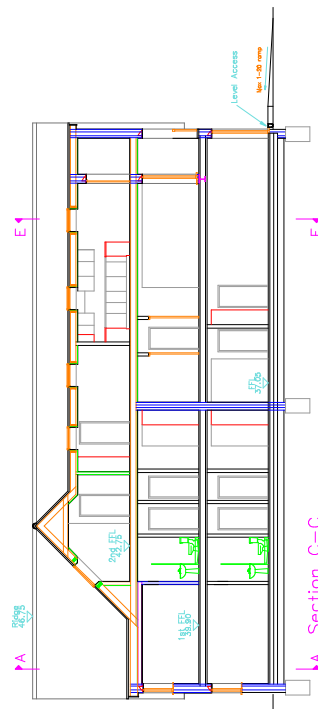
TOWERS ASSOCIATES LTD
 Harwood, Old Ferryholme, Liverpool Rd.,
 Warrington, Cheshire, WA9 9JL.
 01895 812822
 www.towers.co.uk



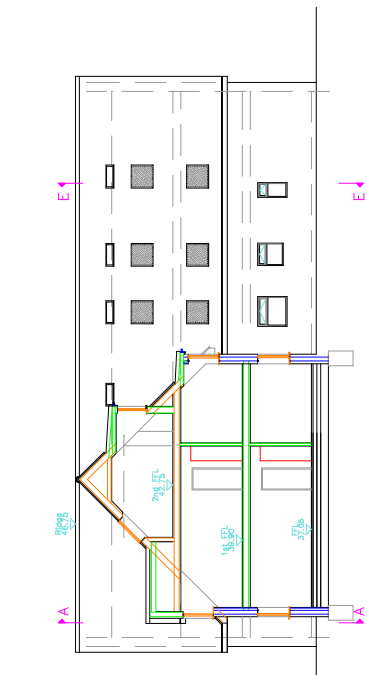
Section E-E



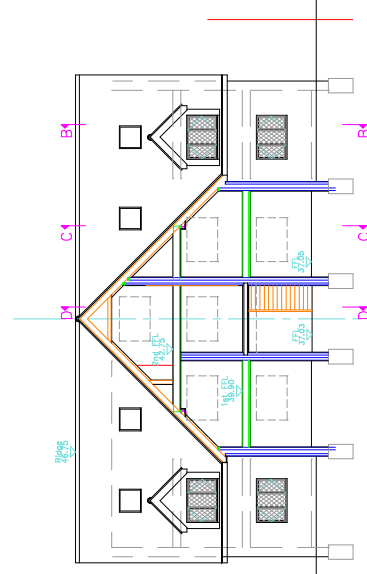
Section D-D



Section C-C



Section B-B



Section A-A



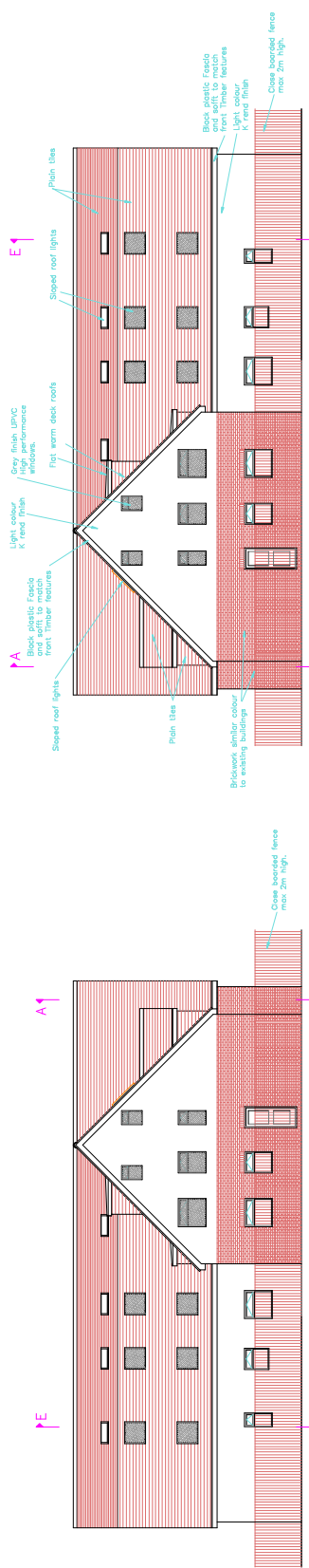
1. Do not scale from this drawing.
2. The contractor shall verify the accuracy of all dimensions, the nature and extent of any existing structures or conditions on site.
3. The contractor shall be responsible for the accuracy of all dimensions, the nature and extent of any existing structures or conditions on site.
4. The contractor shall be responsible for the accuracy of all dimensions, the nature and extent of any existing structures or conditions on site.
5. The contractor shall be responsible for the accuracy of all dimensions, the nature and extent of any existing structures or conditions on site.
6. The contractor shall be responsible for the accuracy of all dimensions, the nature and extent of any existing structures or conditions on site.
7. The contractor shall be responsible for the accuracy of all dimensions, the nature and extent of any existing structures or conditions on site.
8. The contractor shall be responsible for the accuracy of all dimensions, the nature and extent of any existing structures or conditions on site.

REV.	DATE	DESCRIPTION
1		

PROJ. No. 3321-06 **REV.**
SCALE 1:100 © Copyright 2023 **MR. P. J. D'S.**
DATE: Jul 23 **MR. J. D'S.**
DATE: Jun 23 **MR. J. D'S.**

TITILE
90 Long Lane, Ickenham. UB10 8SX.
Proposed Sections

TOWERS ASSOCIATES LTD
 Harefield Oil Terminal, Harefield Rd,
 Harefield, West Yorkshire WF8 0LL
 Tel: 01895 812822
 Web: www.towers.td



Side Elevation from 88 Long Land

Side Elevation from 92 Long Land



1. Do not scale from this drawing.
2. All dimensions to be checked on site.
3. In case of discrepancies in drawings, TOWERS ASSOCIATES LTD. for construction. Unilateral acceptance by contractors will not be accepted.
4. For any information not covered by drawings, TOWERS ASSOCIATES LTD. for construction. Unilateral acceptance by contractors will not be accepted.
5. The contractor must ensure that work is completed on site and all purchased materials are delivered to the project. All materials must be approved by the District Surveyor before use.
6. It is the contractor's responsibility to ensure that the work is completed in accordance with the drawings and specifications. TOWERS ASSOCIATES LTD. is not responsible for any delays or costs incurred by the contractor due to the contractor's failure to comply with the drawings and specifications.
7. District Surveyor may require the contractor to provide a copy of the drawings and specifications to the contractor's subcontractors.

By using this drawing the user and his or her employer signify their agreement of the above conditions.

REV.	DATE	DESCRIPTION
A	Jul 23	Side door added.

JUB 90 Long Lane, Ickenham. UB10 8SX.

TITLE Proposed Elevations

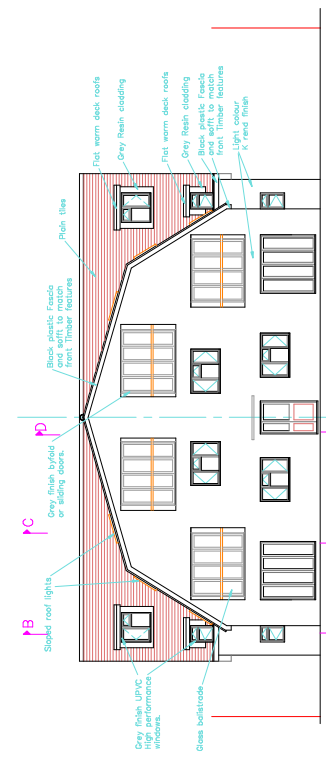
DRG. No. 3321-07 REV. A

SCALE 1:100 @ original scale

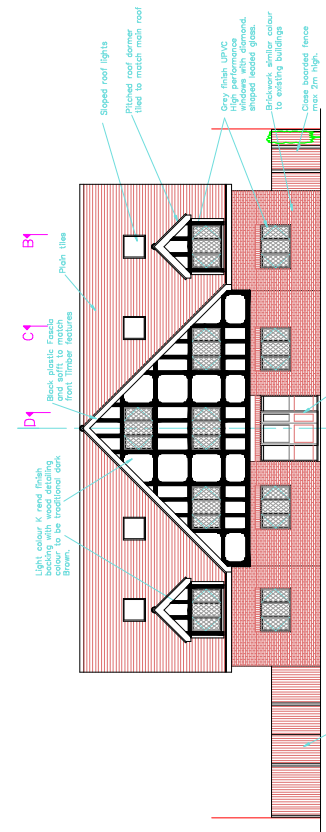
DATE 03/06/23

DATE 03/06/23

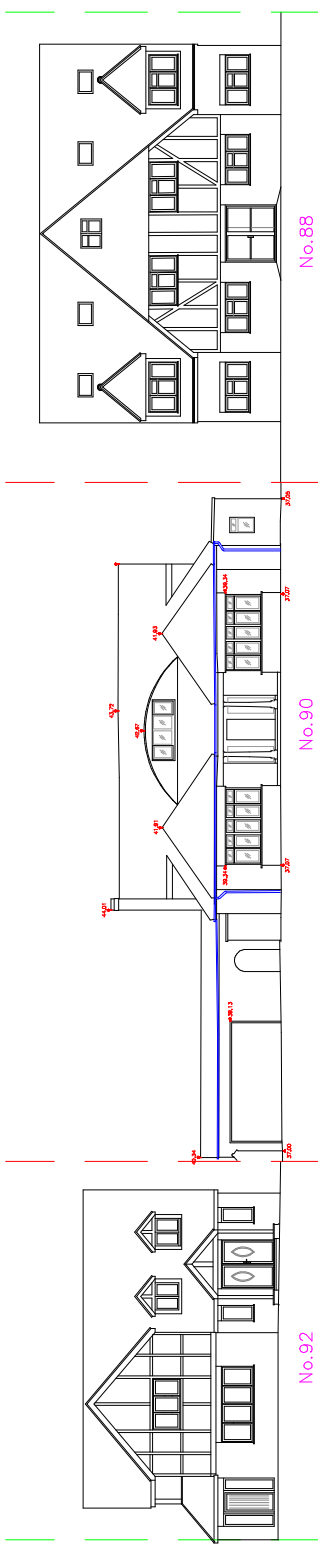
TOWERS ASSOCIATES LTD
Harefield Oil Terminal, Harvill Rd
Harefield, WIDIX, UB9 8JL
TEL: 01895 812822
WEB: WWW.TOWERSLTD



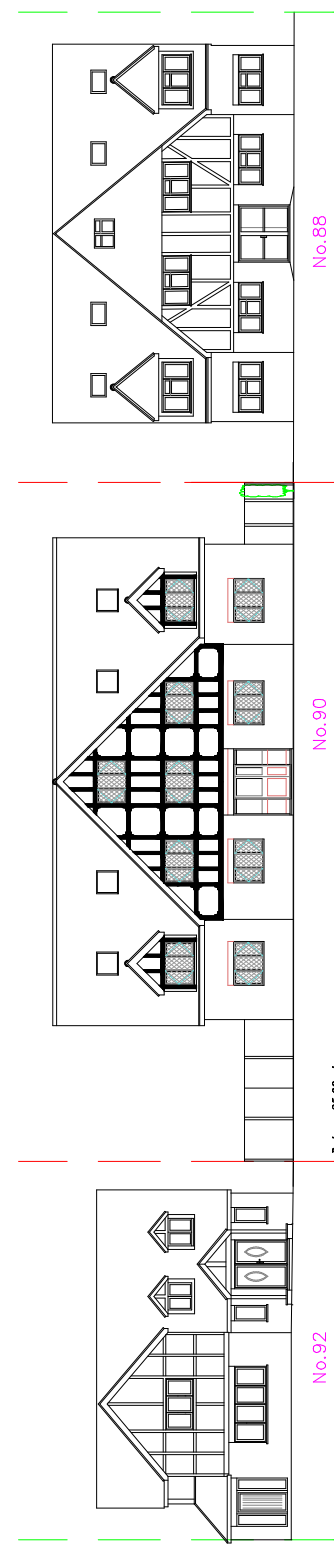
Rear Elevation



Front Elevation



EXISTING STREET SCENE. LONG LANE.



PROPOSED STREET SCENE. LONG LANE.

1. Do not scale from this drawing.
2. Before starting any work, the contractor must ensure that work is being carried out in accordance with the specifications and drawings.
3. In case of discrepancies in drawings, specifications or figures refer to TOWERS ASSOCIATES LTD. The contractor's decisions by contractors will not be considered.
4. For any information not covered by these drawings refer to TOWERS ASSOCIATES LTD. The contractor's decisions by contractors will not be considered.
5. The contractor must ensure that work is being carried out to the latest revisions of the drawings.
6. It is the contractors responsibility to inform the local authority before work commences on site.
7. If work commences on site before all drawings are received, the contractor's decisions by contractors will not be considered.
8. This drawing and all copies produced herefrom are the property of TOWERS ASSOCIATES LTD. It may only be used for the purpose intended and all copies must be returned to TOWERS ASSOCIATES LTD if amended.



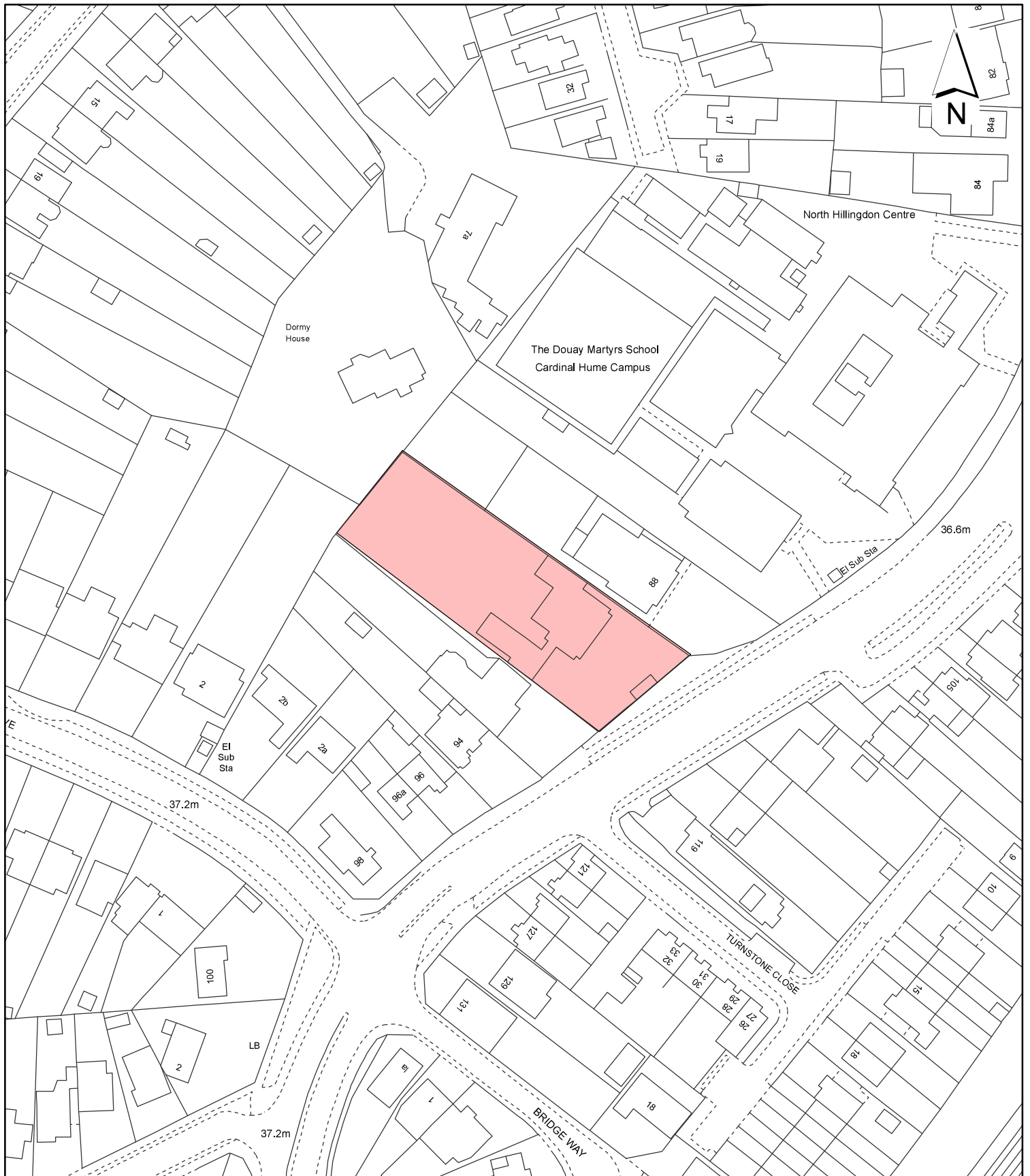
REV.	DATE	DESCRIPTION

JOB 90 Long Lane, Ickenham. UB10 8SX
TITLE Existing and Proposed Street Scenes

DRG. No. 3321-02 **REV.**

SCALE 1:100 © copyright 2003
 DRAWN BY: J.C.
 CHECKED BY: J.C.
 DATE: 02/03

TOWERS ASSOCIATES LTD
 Harcourt Hill, Uxbridge, Middlesex, UB8 3UR,
 TEL. 01895 812822



Notes:

 Site boundary

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Site Address:

90 Long Lane

LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section

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

Planning Application Ref:
8905/APP/2023/2419

Scale:
1:1,250

Planning Committee:
Minor Page 205

Date:
April 2024



Report of the Head of Development Management and Building Control

Address:

MEADOW HIGH SCHOOL ROYAL LANE HILLINGDON

Development:

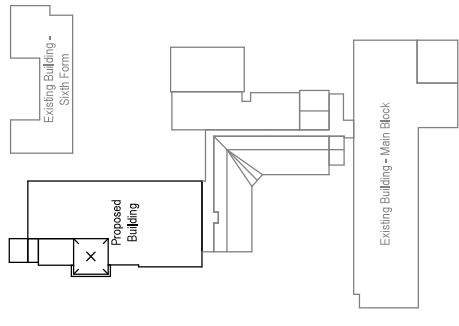
Temporary redevelopment of the site to provide a single storey temporary modular classroom (Use Class F1)

LBH Ref Nos:

3348/APP/2024/74

Drawing Nos:

Notes:



Boundary Legend
 Ownership Boundary
 Application Boundary
 Application Boundary

Scale: 1 to 500
 0 5 10 15 20 25
 Metres

Amendments

No.	Description	Date	By
001	Temporary classrooms	20/12/2023	JT

Use figures dimensions only. All levels and dimensions to be checked on site. This drawing is to be used in conjunction with all other relevant drawings and specifications. © Novium Limited. All rights reserved.

NOVIUM ARCHITECTS

Corn Exchange
 Balfine Lane
 Chichester
 PO19 1BF
 T: 01243 556750
info@novium.com
www.novium.com



Project Name:
Meadow High School LB Hillington

Drawn: JT
 Checked: GP

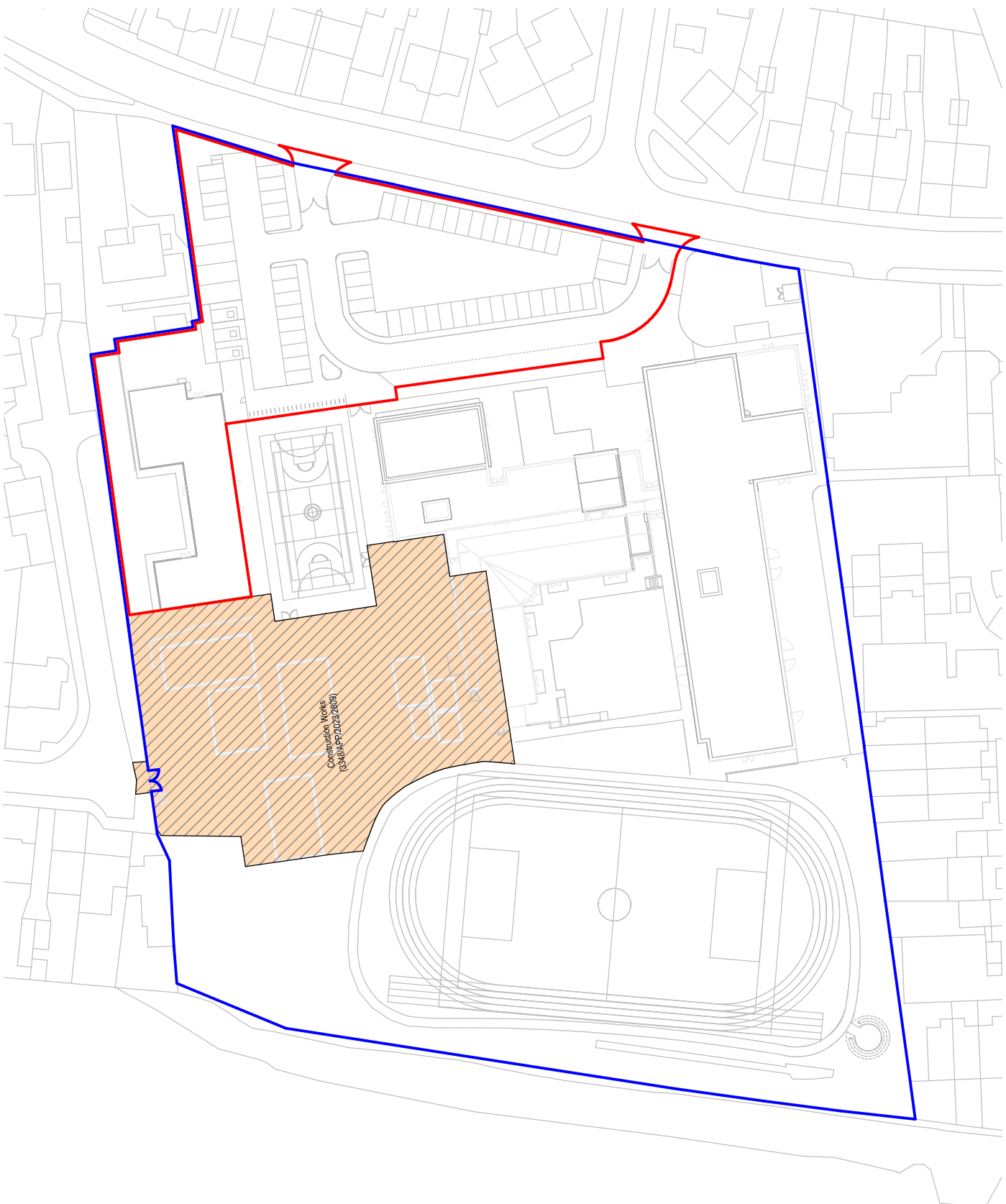
Scale: 1:500 @ A1
 Project Issue Date: April 2023

Project: Originator: Volume: Level: Type: Role: Number:
TVC0024 - NOV - VA - 00 - DR - A - PL20

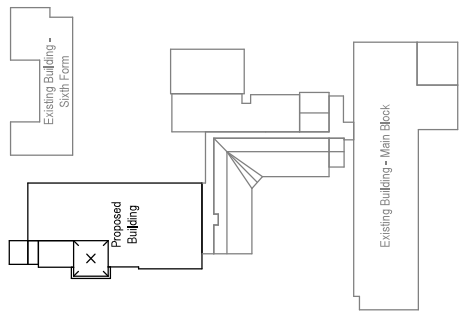
Status: Suitably Description:
PL Issued for Planning

Revision: Revision Description:
P01 Planning Submission

Orig Paper Size: A2
 Novium Job No: Z0718



Notes:



Boundary Legend
 Ownership Boundary
 Applicant Boundary
 Proposed Building

Scale: 1 to 500
 0 5 10 25
 Meters

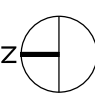
Amendments

No.	Description	Date	Revised By
001	Temporary Classrooms	20/12/2023	JT

Use figures dimensions only. All levels and dimensions to be checked on site. This drawing is to be used in conjunction with all other relevant drawings and specifications.
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 Chichester
 PO19 1BF
 T: 01243 556750
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www.novium.com



Project Name:
Meadow High School LB Hillington

Drawn: JT
 Checked: GP

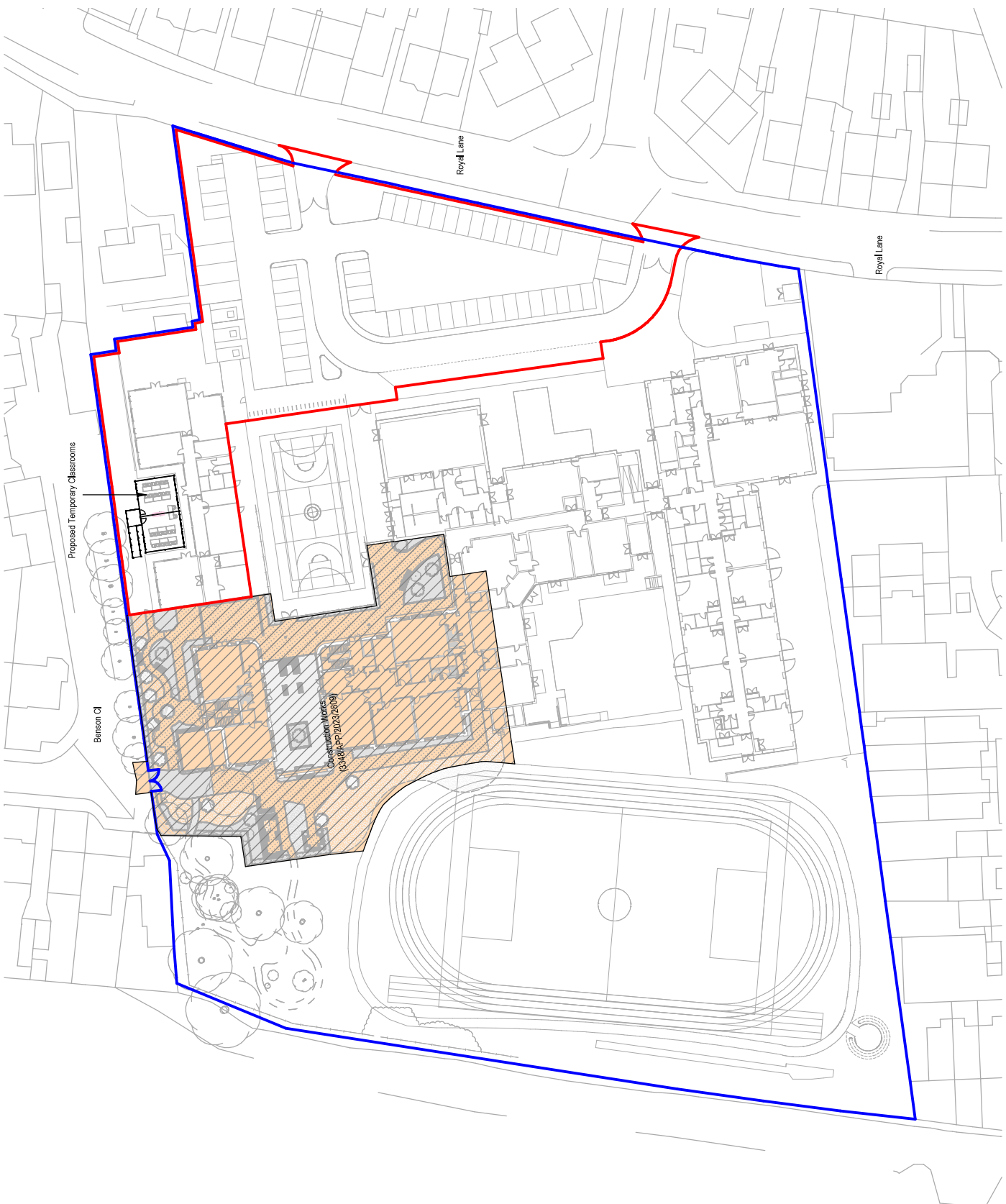
Scale: 1:500 @ A1
 Project Issue Date: April 2023

Project: TWC0024 - NOV - VA - 00 - DR - A - PL22
 Originator: Volume: Level: Type: Role: Number:

Status: Issued for Planning
 P1

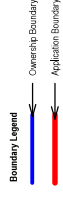
Revision: P01
 Planning Submission

Orig Paper Size: A2
 Novium Job No: Z0718





Temporary Screening along the fence line,
1.8m high screening to be fixed to the existing fence. Brown
colour or similar. Exact product TBC



Amendments

No.	Description	Date	Revised by
001	Temporary classrooms	20/02/2023	JT

Use figure dimensions only. All levels and dimensions to be checked on site. This drawing is to be read in conjunction with all other relevant drawings and specifications.
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NOVIUM ARCHITECTS

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Chichester
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T: 01243 556750
info@novium.com
www.novium.com

Project Name:
Meadow High School LB Hillingdon

Drawn: JT Checked: GP

Scale: As indicated @ Project Issue Date: April 2023

Project	Originator	Volume	Level	Type	Rele	Number
TVC0024	NOV	V4	00	DR	A	PL24

Status: **Issued for Planning**

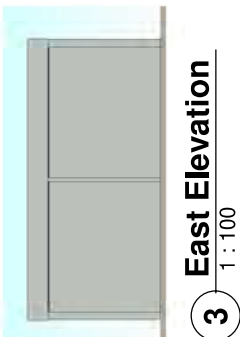
Revision: Revision Description: Original Paper Size: A2

P01 Planning Submission Novium Job No: Z0718

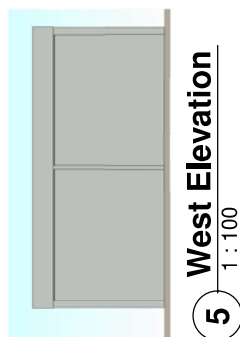
Rev	Revision Description	Date	By
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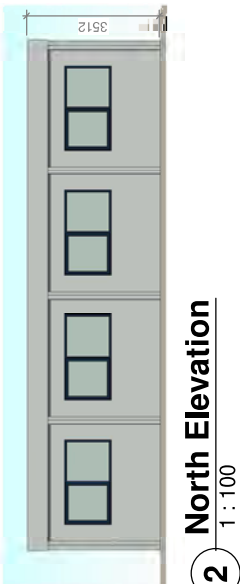
Visual Example



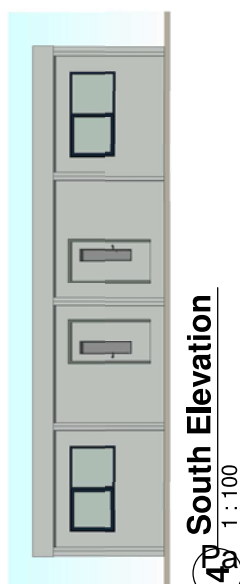
3 East Elevation
1 : 100



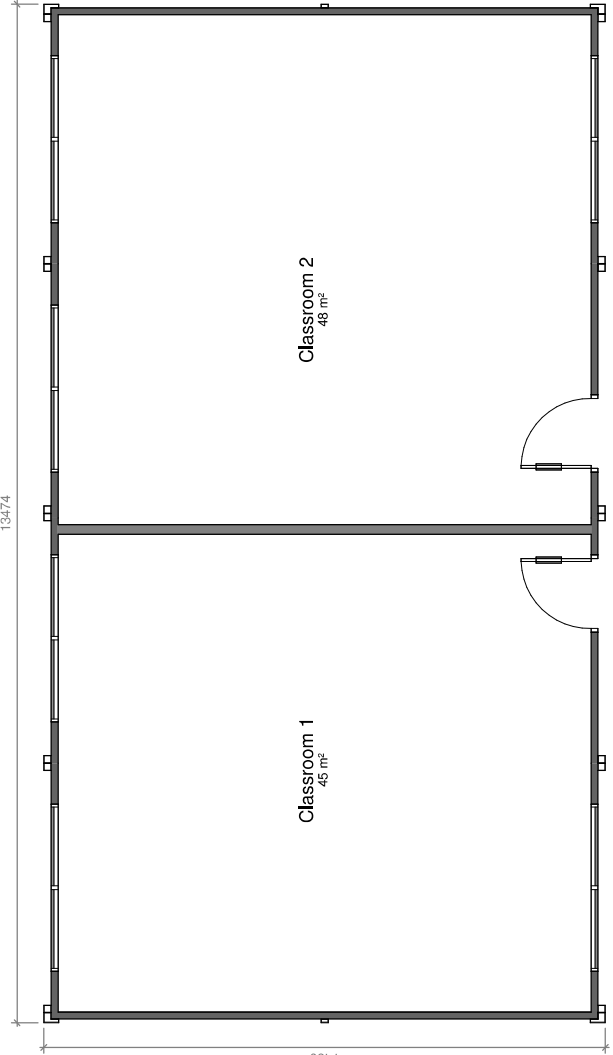
5 West Elevation
1 : 100



2 North Elevation
1 : 100



4 South Elevation
1 : 100



1 Proposed Layout
1 : 50

Total floor area - 93m²
 Fire Strategy TBC at order stage

Standard floor loading is 3kN/m². Any loading imposed on a floor that is greater than 3kN/m² may require strengthening. Please contact your fire centre if you expect to exceed 3kN/m².
 Any fire strategy shown on this drawing is subject to Fire Officer and Building Control approval.

Please note that this and any accompanying drawings are for illustrative purposes only and are such that the drawings shown may vary from the actual product being supplied.

The location of windows, external doors and electrical services (if shown) are dependent on site availability at time of order.

- EXTERNAL COLOUR SCHEME | Ultima**
- Walls - Crossweaving Grey - nearest BS ref 10 A 05
 - Vertical wall trim - Crossweaving Grey - nearest BS ref 10 A 05
 - Horizontal wall trim - Crossweaving Grey - nearest BS ref 10 A 05
 - Long wall fascias (covering wall) - Crossweaving Grey - nearest BS ref 10 A 05
 - Short wall fascias (covering beam) - White - nearest BS ref 09 E 05
 - Short wall composite fascias - Crossweaving Grey - nearest BS ref 10 A 05
 - External Skirt - nearest BS ref 09 E 05
 - External Skirt - Crossweaving Grey - nearest BS ref 10 A 05
 - Columns, external corners - Grey - BS 4800 00 A 05
 - Columns, external corners - White - nearest BS 4800 18 B 25
 - Windows - Silver Grey - nearest BS 4800 18 B 25
 - Doors (insulated door) - Silver grey - nearest BS 18 E 25

Annual Portakabin Note
 For completion details please see drawing 024225

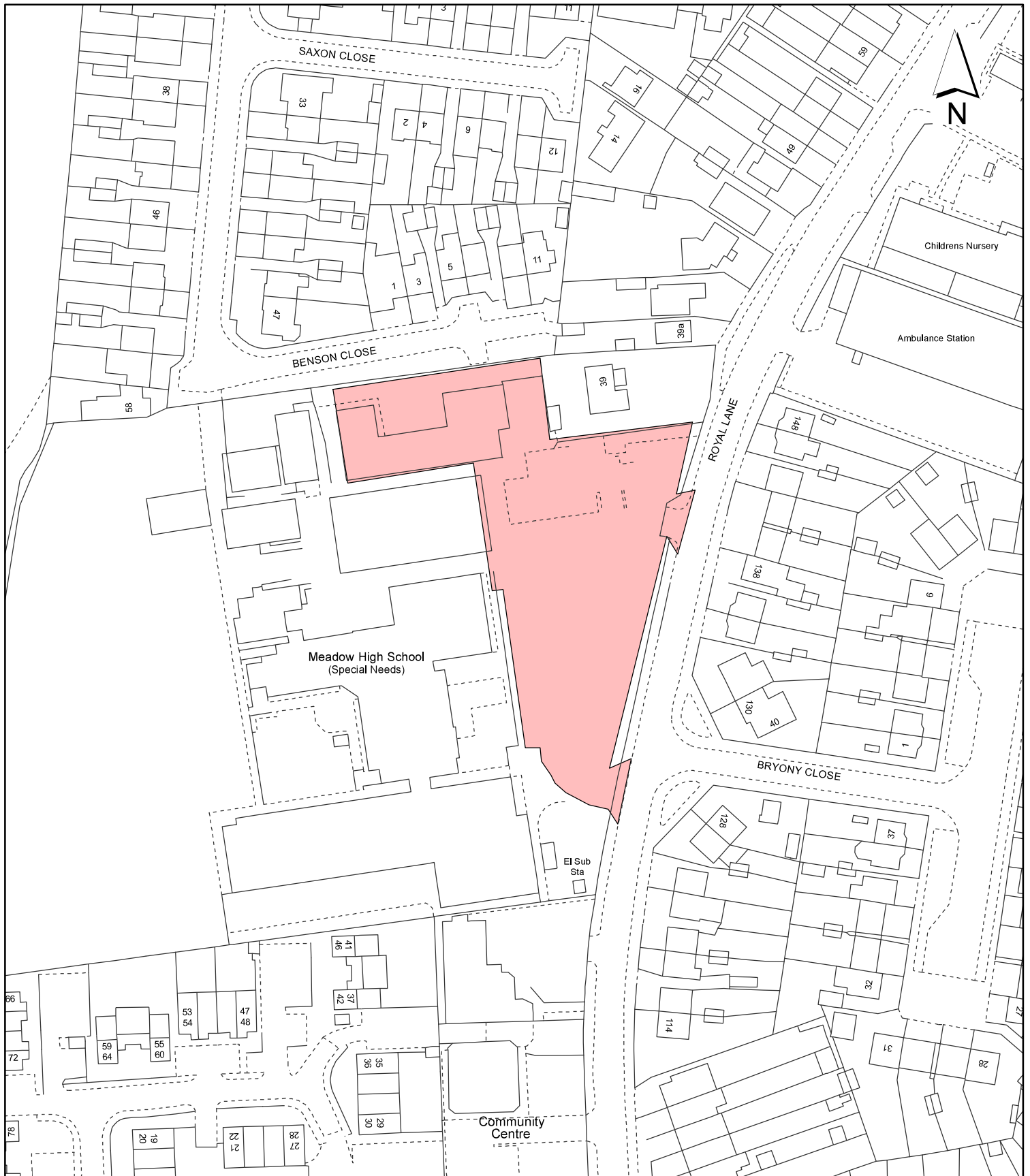


Portakabin

Portakabin Limited, New Lane, Huntington
 York YO32 9PT, United Kingdom
 +44 (0)1904 611656

Client: BC Construction Ltd
Project: Meadow Way Phase 2
Proposed by: 47, UK0731, Ulma Mobile Building

Total @ 02:	Date:	Drawn by:
As indicated	14/12/2023	MTK
Project Number:	Doc:	
HD/3542/01		



Notes:

 Site boundary

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Site Address:

Meadow High School

LONDON BOROUGH OF HILLINGDON
 Residents Services
 Planning Section

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

Planning Application Ref:

3348/APP/2024/74

Scale:

1:1,250

Planning Committee:

Minor Page 215

Date:

April 2024



HILLINGDON
 LONDON

Report of the Head of Development Management and Building Control

Address: FORMER GARAGES SITE REAR OF SULLIVAN CRESCENT HAREFIELD

Development: Variation of Condition 2 (Approved Plans) of planning permission ref. 60653/APP/2022/531, dated 10-03-23 (Erection of no. 4 x two storey terraced houses and no.2 x two storey semi-detached houses, with associated car parking and landscaping works) to alter footprint and design of Plot 5 to accommodate fully accessible dwelling to meet M4(3) technical specification.

LBH Ref Nos: 60653/APP/2024/295

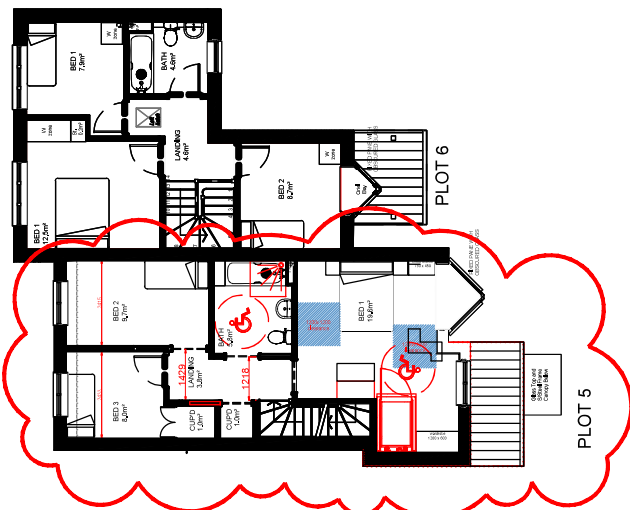
TOTAL AREAS:

PLOT 5
4P- 3 BED - Accessible House
 gia gf = 54.1
 ff = 54.3
GIA @ 108.5m²

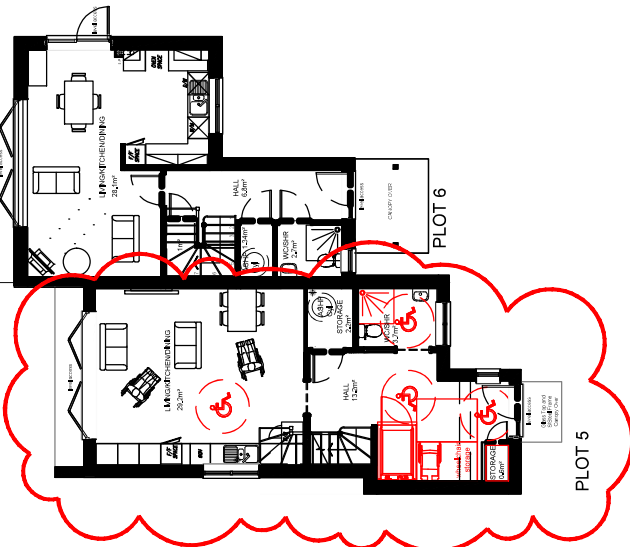
PLOT 6
4P-3BED
GIA @ 88.6m²

2 CAR PARKING SPACES
TO EACH HOUSE &
1 ADAPTABLE PARKING
SPACE TO EACH

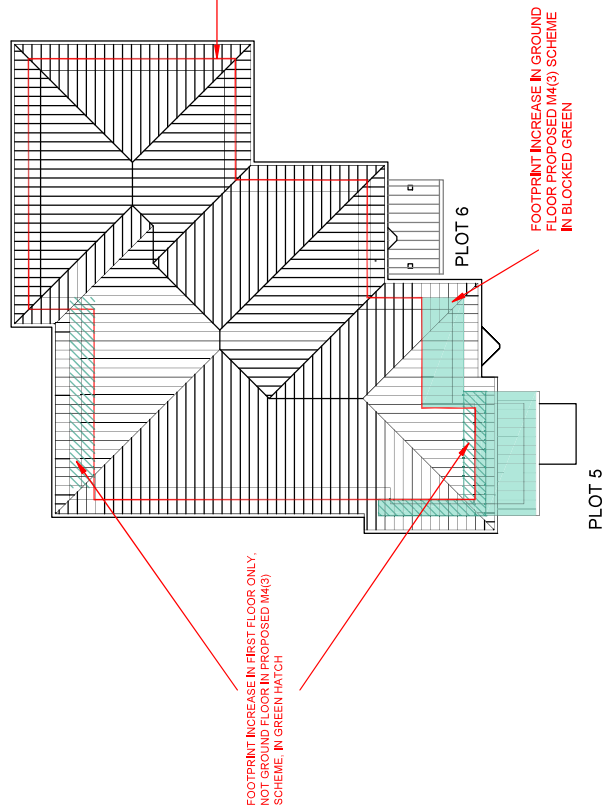
FIRST FLOOR PLAN



GROUND FLOOR PLAN



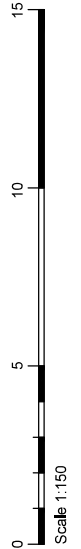
ROOF PLAN (SHOWING FOOTPRINT INCREASE REQUIRED TO MEET M4(3) CONDITION 10)




RED LINE INDICATES FOOTPRINT OF CONSENTED SCHEME

FOOTPRINT INCREASE IN FIRST FLOOR ONLY. IN GROUND FLOOR IN PROPOSED M4(3) SCHEME IN GREEN PATCH

FOOTPRINT INCREASE IN GROUND FLOOR PROPOSED M4(3) SCHEME IN BLOCKED GREEN



Rev	Revision notes	Issued	Date
1	As shown required to M4(3) to increase M4(3) condition 10. See also to GP 1.1 for necessary requirements. Rev data amended to show increases in footprint for S73	08	14/04/24
2	Typical updates to meet M4(3) and notes review.	08	14/04/24
3	Typical updates to meet M4(3) and notes review.	08	14/04/24
4	Check for compliance to meet M4(3).	08	15/10/23
5	Check for compliance to meet M4(3).	08	15/10/23
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99	Check for compliance to meet M4(3).	08	15/10/23
100	Check for compliance to meet M4(3).	08	15/10/23



RESIDENTS SERVICES
 CAPITAL PLANNING SERVICE
 26/10, CIVIC CENTRE, LUXBURGH, UB8 3HW
 Tel: 01895 250 111 Fax: 01895 277 224

PROJECT: FORMER GARAGES SITE
 SULLIVAN CRESCENT
 HAREFIELD, UB9 6NL

DESCRIPTION: PROPOSED PLANS OF PLOT 5 AND 6

SCALE: 1:150 @ A3	DATE: NOV 2021
DRAWN BY: MT	REV: SV
CHECKED BY: SV	REV: H
DATE: NOV 2021	REV: H

MATERIALS PALETTE:

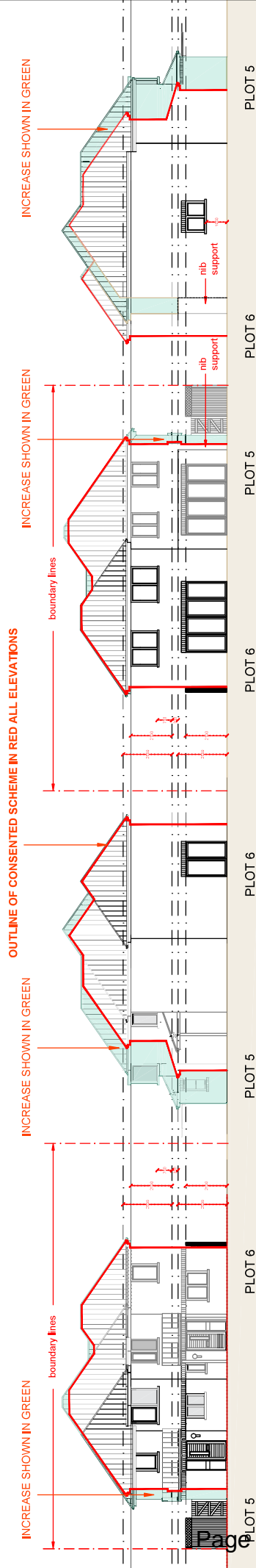
- Roof: Plain Tiles
- Walls: Fairface Brickwork
- Window/Patio Doors: Dark Gray PPC Aluminum
- 1st Floor Front Elevation Splayed Windows to have obscure fixed glazed panel as shown on RHS panes.
- Front Doors & Side Light: Oak
- Garden Fence and SBD Lockable Gate: 1.8m Close Board Timber Fence with 300mm Trellis Over
- Proprietary 1800 long x 1500 deep glass top, s/steel canopy to Plot 5

FRONT ELEVATION

NORTH WEST ELEVATION


REAR ELEVATION

SOUTH EAST ELEVATION



ELEVATIONS SHOWING PROPOSED CHANGES

Rev	Revision notes	Issued	Date
005	15/04/2021		
E	Not subject to P/RES		
	for conditions removed and site highlighting and notes		
D	This comment note, change proposed for A43113/17/17 Planning	008	12/01/2021
C	PLS REVIEW TO THE 03/01/2021 WITH PLANNING PERMISSION 01	008	15/12/20
C	PLS REVIEW TO THE 03/01/2021 WITH PLANNING PERMISSION 01	008	15/12/20
B	Elevation revised to new plan for Plot 5 revised to A4313	008	15/12/20
B	Some minor changes to the elevation of the SBD installation	008	15/12/20
A	Final elevation drawings as shown, minor revisions	008	15/12/20

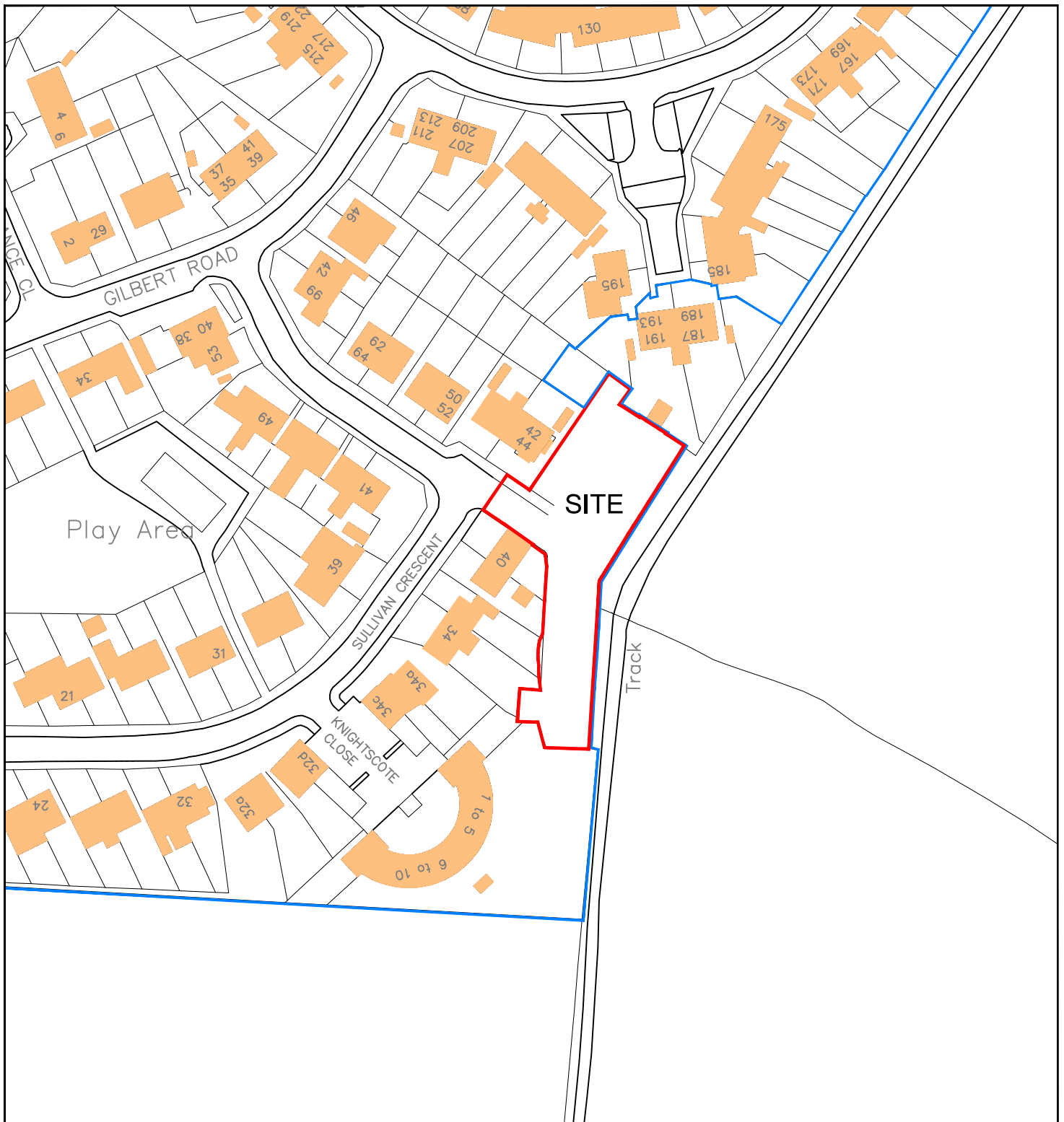


RESIDENTS SERVICES
CAPITAL
 CENTRE SERVICE
 26/10, CIVIC CENTRE, URBIDGE, UB8 3UW
 Tel: 01895 250 111 Fax: 01895 277 224

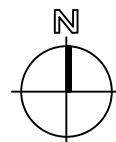
PROJECT: FORMER GARAGES SITE
 SULLIVAN CRESCENT
 HAREFIELD, UB9 6NL

DESCRIPTION: PROPOSED ELEVATIONS OF PLOT 5 AND 6

SCALE: 1:200 @ A3	DRAWN BY: SV	DATE: DEC 2021
DATE: DEC 2021	BY: SV	REV: E



SITE AREA = 1525m², 0.1525ha

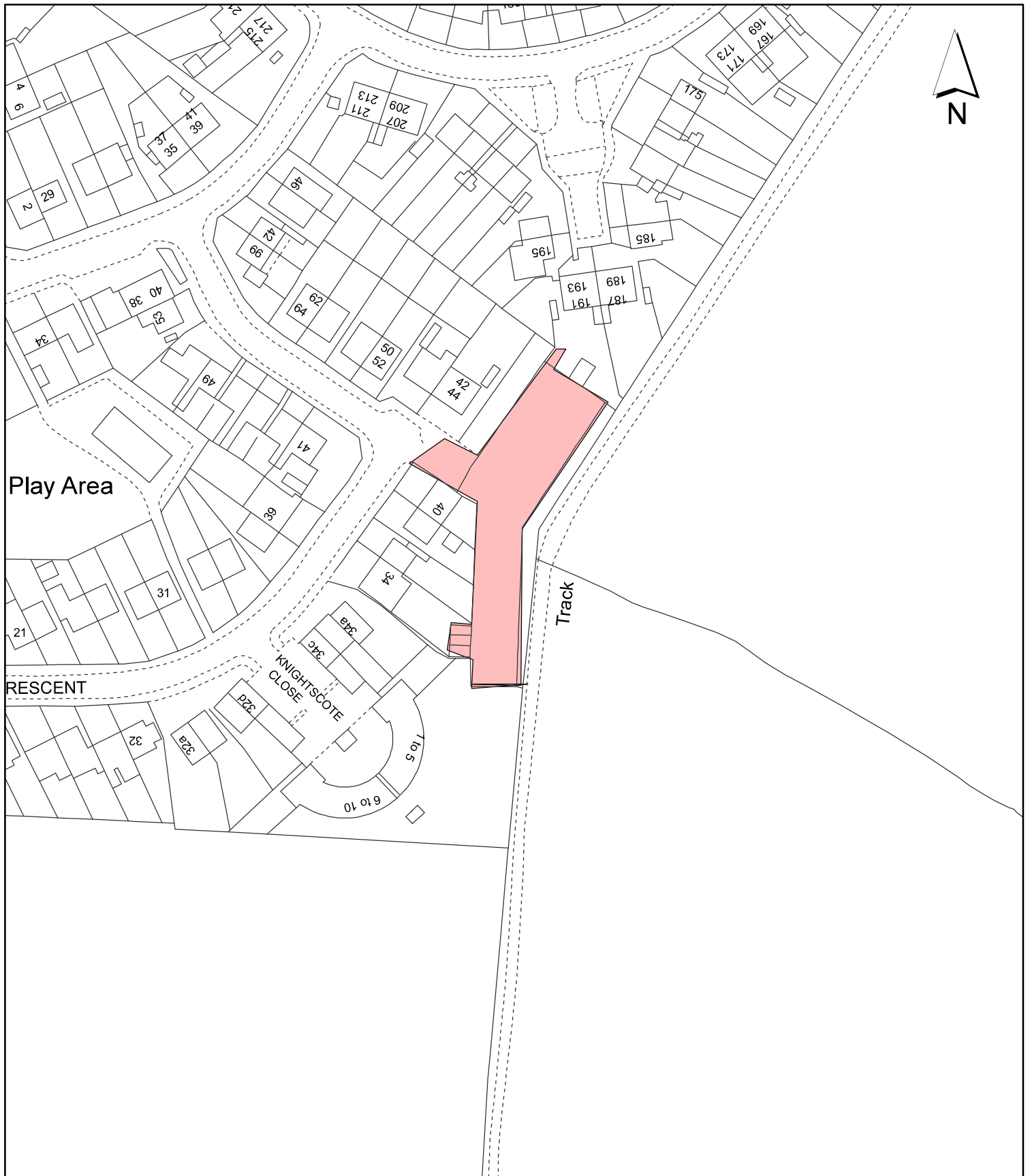


NOTES: - DO NOT SCALE FROM THIS DRAWING, The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings, Any discrepancies must be reported to the Contract Administrator before proceeding.

Rev	-	Revision notes	-	-
Project		Scale	Initials	
FORMER GARAGE SITE, SULLIVAN CRESCENT, HAREFIELD, UB9 6NL		1:1250 @ A4	MY	
Description		Date	Checked by	
SITE LOCATION Page 220		NOV 2021	SV	
Drawing No.			Rev.	
2021/D320/P/01				



RESIDENTS SERVICES
CAPITAL PROGRAMME WORKS SERVICE
 2E/10, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW
 Tel: 01895 250 111 Fax: 01895 277 224



Notes:

 Site boundary

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Site Address:
**Former Garages
 Site Rear of Sullivan Crescent**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
60653/APP/2024/295

Scale:
1:1,250

Planning Committee:
Minor Page 221

Date:
April 2024



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