



HILLINGDON  
LONDON



## North Planning Committee

**Date:** TUESDAY, 1 JUNE 2010

**Time:** 7.00 PM

**Venue:** COMMITTEE ROOM 5 -  
CIVIC CENTRE,  
HIGH STREET,  
UXBRIDGE  
UB8 1UW

**Meeting  
Details:** Members of the Public and  
Press are welcome to attend  
this meeting

### To Councillors on the Committee

Eddie Lavery (Chairman)  
Alan Kauffman (Vice-Chairman)  
Anita MacDonald  
Michael Markham  
Carol Melvin  
David Payne  
David Allam

**This agenda and associated reports can be made available in other languages, in braille, large print or on audio tape on request. Please contact us for further information.**

Published: Friday, 21 May 2010

Contact: Charles Francis  
Tel: 01895 556454  
Fax: 01895 277373  
[cfrancis@hillington.gov.uk](mailto:cfrancis@hillington.gov.uk)

This Agenda is available online at:  
<http://modgov.hillingdon.gov.uk/ieListMeetings.aspx?CId=116&Year=2010>

Lloyd White  
Head of Democratic Services  
London Borough of Hillingdon,  
3E/05, Civic Centre, High Street, Uxbridge, UB8 1UW  
[www.hillingdon.gov.uk](http://www.hillingdon.gov.uk)



INVESTOR IN PEOPLE

# Useful information

Bus routes 427, U1, U3, U4 and U7 all stop at the Civic Centre. Uxbridge underground station, with the Piccadilly and Metropolitan lines, is a short walk away. Limited parking is available at the Civic Centre. For details on availability and how to book a parking space, please contact Democratic Services

Please enter from the Council's main reception where you will be directed to the Committee Room. An Induction Loop System is available for use in the various meeting rooms. Please contact us for further information.

Please switch off any mobile telephones and BlackBerries™ before the meeting. Any recording of the meeting is not allowed, either using electronic, mobile or visual devices.

If there is a FIRE in the building the alarm will sound continuously. If there is a BOMB ALERT the alarm sounds intermittently. Please make your way to the nearest FIRE EXIT.



## A useful guide for those attending Planning Committee meetings

### Security and Safety information

**Fire Alarm** - If there is a FIRE in the building the fire alarm will sound continuously. If there is a BOMB ALERT the alarm sounds intermittently. Please make your way to the nearest FIRE EXIT.

**Recording of meetings** - This is not allowed, either using electronic, mobile or visual devices.

**Mobile telephones** - Please switch off any mobile telephones and BlackBerries before the meeting.

### Petitions and Councillors

**Petitions** - Those who have organised a petition of 20 or more borough residents can speak at a Planning Committee in support of or against an application. Petitions must be submitted in writing to the Council in advance of the meeting. Where there is a petition opposing a planning application there is also the right for the applicant or their agent to address the meeting for up to 5 minutes.

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

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

Representatives of Conservation Area Advisory Panels are also members of the Committees and they advise on applications in their conservation area. They do not vote at Committee meetings

### How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

1. The Chairman will announce the report;
2. The Planning Officer will introduce it; with a presentation of plans and photographs;

3. If there is a petition(s), the petition organiser will speak, followed by the agent/applicant followed by any Ward Councillors;
4. The Committee may ask questions of the petition organiser or of the agent/applicant;
5. The Committee debate the item and may seek clarification from officers;
6. The Committee will vote on the recommendation in the report, or on an alternative recommendation put forward by a Member of the Committee, which has been seconded.

### About the Committee's decision

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 as contained in the 'Unitary Development Plan 1998' and supporting guidance. The Committee must also make its decision based on material planning considerations and case law and material presented to it at the meeting in the officer's report and any representations received.

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

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

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

## Agenda

---

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

### Reports - Part 1 - Members, Public and Press

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

#### Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	Former Reindeer PH, Maxwell Road, Northwood  18958/APP/2009/2210	Northwood;	Erection of a part two, part three, part four storey building comprising of 1 one-bedroom flat, 4 two-bedroom flats and 7 three-bedroom flats, with associated surface and basement car parking, secured cycle parking, bin store and alterations to vehicular access.  <b>Recommendation : Approval, subject to a Section 278 Agreement.</b>	1 - 44



## Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
7	Bucon House, Stonefield Way, Ruislip  63619/APP/2010/381	Cavendish;	New single storey warehouse, incorporating site re-levelling, re-using and improving existing road access point with associated parking, 2 lorry servicing bays and covered cycle facilities, including demolition of existing single storey warehouse with ancillary two storey offices and surrounding outbuildings.  <b>Recommendation: Approval</b>	45 - 80

## Non Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
8	Former Kings Arms Garage, Rickmansworth Road, Harefield  3877/APP/2009/2442	Harefield;	Conversion of existing listed building incorporating new two storey extension with habitable roofspace comprising 3 one-bedroom flats and part use as Class A1 (Retail) for use as convenience goods store, to include associated parking, involving demolition of existing single storey detached building and extension to listed building.  <b>Recommendation: Refusal</b>	81 - 122
9	Former Kings Arms Garage, Rickmansworth Road, Harefield  3877/APP/2009/2443	Harefield;	Conversion of existing listed building incorporating new two storey extension with habitable roofspace comprising 3 one-bedroom flats and part use as Class A1 (Retail) for use as convenience goods store, to include associated parking, involving demolition of existing single storey building (Application for Listed Building Consent.)  <b>Recommendation: Refusal</b>	123 - 128

	<b>Address</b>	<b>Ward</b>	<b>Description &amp; Recommendation</b>	<b>Page</b>
10	Former Kings Arms Garage, Rickmansworth Road, Harefield  3877/APP/2009/2444	Harefield;	Demolition of the existing detached car wash facility building (Application for Conservation Area Consent.)  <b>Recommendation: Refusal</b>	129 - 132

### **Non Major Applications without a Petition**

	<b>Address</b>	<b>Ward</b>	<b>Description &amp; Recommendation</b>	<b>Page</b>
11	39-41 Rushdene Road, Eastcote  51162/APP/2010/124	Eastcote & East Ruislip;	Revised layout plan for the site frontage involving a replacement crossover to access the off-street parking area and landscaping (amendment to application 51162/APP/2009/466).  <b>Recommendation: Approval</b>	133 - 142

12 Any Items Transferred from Part 1

13 Any Other Business in Part 2

### **Plans for North Planning Committee**

Pages 143 – 192

## Report of the Head of Planning & Enforcement

**Address** FORMER REINDEER PUBLIC HOUSE MAXWELL ROAD NORTHWOOD

**Development:** Erection of a part two, part three, part four storey building comprising of 1 one-bedroom flat, 4 two-bedroom flats and 7 three-bedroom flats, with associated surface and basement car parking, secured cycle parking, bin store and alterations to vehicular access.

**LBH Ref Nos:** 18958/APP/2009/2210

**Drawing Nos:** 112-09-PL-001  
112-09-PL-014  
TPP-01 (Tree Protection Plan)  
TCP-01 (Tree Constraints Plan)  
Design and Access Statement  
Wheelchair Homes Statement  
Lifetime Homes Statement  
Planning Statement  
Trees and Development Report  
Energy Assessment  
Environmental Noise Survey & PPG24 Assessment Report  
Transport Statement  
Report on a Ground Investigation  
Daylight and Sunlight Assessment  
112-09-PL-020  
112-09-PL-021  
un-numbered photomontages x 2  
112-09-PL-002 REV. A  
112-09-PL-004 REV. A  
112-09-PL-005 REV. A  
112-09-PL-006 REV. A  
112-09-PL-008 REV. A  
112-09-PL-009 REV. A  
112-09-PL-010 REV. A  
112-09-PL-011 REV. A  
112-09-PL-012 REV. A  
112-09-PL-013 REV. A  
112-09-PL-015 REV. A  
112-09-PL-016 REV. A  
112-09-PL-017 REV. A  
112-09-PL-018 REV. A  
112-09-PL-019 REV. A  
112-09-PL-003 REV. B  
112-09-PL-007 REV. B

**Date Plans Received:** 12/10/2009

**Date(s) of Amendment(s):** 12/10/0009

**Date Application Valid:** 13/01/2010

20/01/0010

### 1. SUMMARY

Planning permission is sought for the erection of a part two, part 3, part 4 storey 'U' shaped block of 12 flats comprising 1 x 1 bedroom, 4 x 2 bedroom and 7 x 3 bedroom

apartments. The proposal includes parking for 13 cars at basement and surface level, 12 secure cycle spaces and a bin store at basement (lower ground) level.

This application was withdrawn from the 6th April Planning Committee meeting, because the press notice had not correctly identified that the site was now in a Conservation Area. A revised press notice has now been published.

Six letters of objection and one petition bearing 30 signatures have been received, objecting to the proposal on the grounds of inadequate parking, traffic congestion, the scale of the development, impact on residential amenity and construction impacts.

The principle of a residential development and the mix of units are considered acceptable in this edge of town centre location. The layout, siting and scale of the development is compatible with surrounding built form and would respect the established character of the area. The proposal would not detract from the amenities of adjoining residents and provides satisfactory accommodation for future occupiers. Parking provision accords with the Council's standards and the Council's Highway Engineer raises no objection to the proposed means of access.

The current scheme addresses the reasons for refusal of a previous scheme and a Unilateral Obligation has been signed, securing contributions towards the funding of additional school places, health care, construction training, libraries, public open space and management and monitoring. This application is therefore recommended for approval.

## **2. RECOMMENDATION**

**1. That in advance of, or at the time of implementation of the development, the Council enter into a legal agreement with the applicants under Section 278 of the Highways Act 1980 (as amended) or other appropriate legislation to deliver the off site highway works.**

**2. That delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to the following conditions:**

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

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

**REASON**

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

**2 M1 Details/Samples to be Submitted**

No development shall take place until details and/or samples of all materials, colours and finishes to be used on all external surfaces have been submitted to and approved in writing by the Local Planning Authority. Such details shall include:

- (i) fenestration and doors
- (ii) balconies
- (iii) boundary walls and railings
- (iv) external lighting
- (v) comprehensive colour scheme for all built details

**REASON**

To ensure that the development presents a satisfactory appearance in accordance with

Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**3 OM1 Development in accordance with Approved Plans**

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

**REASON**

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**4 M3 Boundary treatment - details**

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building is occupied or in accordance with a timetable agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

**REASON**

To safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**5 DIS5 Design to Lifetime Homes Standards & to Wheelchair Standards**

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further, one of the units hereby approved shall be designed to be fully wheelchair accessible, or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document 'Hillingdon Design and Accessibility Statement: Accessible Hillingdon'.

**REASON**

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (February 2008) Policies 3A.5, 3A.13, 3A.17 and 4B.5.

**6 DIS1 Facilities for People with Disabilities**

All the facilities designed specifically to meet the needs of people with disabilities that are shown on the approved plans shall be provided prior to the occupation of the development and thereafter permanently retained.

**REASON**

To ensure that adequate facilities are provided for people with disabilities in accordance with Policy AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 3A.13, 3A.17 and 4B.5.

**7 A21 Parking for Wheelchair Disabled People**

Two of the parking spaces (with dimensions of 4.8m x 3.6m to allow for wheelchair transfer to and from the side of car) shall be reserved exclusively for people using wheelchairs. Such parking spaces shall be sited in close proximity to the nearest accessible building entrance which shall be clearly signposted and dropped kerbs provided from the car park to the pedestrian area. These parking spaces shall be

provided prior to the occupation of the development in accordance with the Council's adopted car parking standards and details to be submitted to and approved by the Local Planning Authority. Thereafter, these facilities shall be permanently retained.

**REASON**

To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances.

**8 H1 Traffic Arrangements - submission of details**

Development shall not begin until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas (where appropriate) must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

**REASON**

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan . (February 2008).

**9 H13 Installation of gates onto a highway**

No gates shall be installed which open outwards over the highway/footway.

**REASON**

To ensure that pedestrian and vehicular safety is not prejudiced in accordance with Policies AM3 and AM8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

**10 NONSC Non Standard Condition**

Development shall not begin until details of the shuttle signals with a vehicle detection system at the entrance and exit of the access ramp have been submitted to and approved by the Local Planning Authority. The development shall not be occupied until the works which have been approved by the Local Planning Authority have been completed. Thereafter, these facilities shall be permanently retained.

**REASON**

In the interests of highway safety and in compliance with Policy AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**11 NONSC Non Standard Condition**

Development shall not begin until details of the new vehicular access off Maxwell Road, including details of the pedestrian crossing point (tactile paving) and the relocation of the on street parking bays in Maxwell Road, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the works which have been approved by the Local Planning Authority have been completed.

**REASON**

In the interests of highway safety and in compliance with Policy AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**12 H12 Closure of Existing Access**

On completion of the new access herein approved, all redundant dropped kerbs shall be removed and the footway/s reinstated to the satisfaction of the Local Planning Authority.

**REASON**

To ensure that pedestrian and vehicular safety is not prejudiced in accordance with Policies AM3 and AM8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

**13 H15 Cycle Storage - In accordance with approved plans**

The development hereby permitted shall not be occupied until secure, covered cycle storage for 12 bicycles, indicated on the approved plans have been provided. Thereafter, these facilities shall be permanently retained on site and be kept available for the use of cyclists.

**REASON**

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

**14 N1 Noise-sensitive Buildings - use of specified measures**

Development shall not begin until a scheme for protecting the proposed development from road traffic and other noise has been submitted to and approved in writing by the Local Planning Authority. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

**REASON**

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.20 of the London Plan (February 2008).

**15 OM11 Floodlighting**

Details of lighting for the access road, ramp and car park shall be submitted to and approved in writing by the Local Planning Authority, prior to the first occupation of the development hereby approved. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall be provided prior to the occupation of the development, shall be maintained thereafter and shall not be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details. No other 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.

**REASON**

To safeguard the amenity of surrounding properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and in the



interests of highway safety and London Plan (February 2008) Policy 4B.1.

**16 OM14 Secured by Design**

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

**REASON**

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with policies 4B.1 and 4B.6 of the London Plan.

**17 OM2 Levels**

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of the proposed building 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 BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**18 OM19 Construction Management Plan**

Prior to development commencing, the applicant shall submit a construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (iv) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (v) 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 construction materials on site.

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

**REASON**

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the

Hillingdon Unitary Development Plan (Saved Policies 2007).

**19 OM5 Provision of Bin Stores**

The secure and screened storage facilities for refuse and recyclables as shown on the approved plans shall be provided prior to the occupation of any units within the site and thereafter the facilities shall be permanently retained.

**REASON**

To ensure a satisfactory appearance and in the interests of the amenities of the occupiers and adjoining residents, in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**20 SUS1 Energy Efficiency Major Applications (full)**

No development shall take place on site until an energy efficiency report has been submitted to, and approved in writing by the Local Planning Authority. The energy efficiency report shall demonstrate how the Mayor's Energy Hierarchy will be integrated into the development, including a full assessment of the site's energy demand and carbon dioxide emissions, measures to reduce this demand and the provision of a 20% reduction in the site's carbon dioxide emissions needs through on site renewable energy generation. The energy strategy should clearly define the baseline energy usage which takes account of regulated energy (in accordance with Building Regulations) and unregulated energy (energy use not covered by Building Regulations). The 20% renewable energy figure should be based on the whole energy use. The methods identified within the approved report shall be integrated within the development and thereafter permanently retained and maintained.

**REASON**

To ensure that the development incorporates appropriate energy efficiency measures in accordance with policies 4A.1, 4A.3, 4A.4, 4A.6, 4A.7, 4A.9, and 4A.10 of the London Plan (February 2008).

**21 SUS5 Sustainable Urban Drainage**

No development shall take place on site until details of the incorporation of sustainable urban drainage have been submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.

**REASON**

To ensure that surface water run off is handled as close to its source as possible in compliance with policy 4A.14 of the London Plan (February 2008) /if appropriate/ and to ensure the development does not increase the risk of flooding contrary to Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), policies 4A.12 and 4A.13 of the London Plan (February 2008) and PPS25.

**22 TL1 Existing Trees - Survey**

Prior to any work commencing on site, an accurate survey plan at a scale of not less than 1:200 shall be submitted to and approved in writing by the Local Planning Authority. The plan must show:-

- (i) Existing and proposed site levels.
- (ii) Routes of any existing or proposed underground works and overhead lines including their manner of construction.

**REASON**

To enable the Local Planning Authority to assess the amenity value of existing trees, hedges and shrubs and the impact of the proposed development on them and to ensure that the development conforms with Policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**23 TL2 Trees to be retained**

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

If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS 3998 (1989) 'Recommendations for Tree Work' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

**REASON**

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to comply with Section 197 of the Town and Country Planning Act 1990.

**24 TL3 Protection of trees during site clearance and development**

Prior to the commencement of any site clearance or construction work, the fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained as indicated in Arbtech Consulting Ltd's Tree Report and drawing No. TPP-01, shall be erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres. The fencing shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

1. There shall be no changes in ground levels;
2. No materials or plant shall be stored;
3. No buildings or temporary buildings shall be erected or stationed.
4. No materials or waste shall be burnt; and
5. No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

**REASON**

To ensure that trees and other vegetation to be retained are not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**25 NONSC Non Standard Condition**

Any imported material i.e. soil shall be tested for contamination levels therein, to the satisfaction of 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 off site receptors, in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **26 TL5 Landscaping Scheme - (full apps where details are reserved)**

No development shall take place until a landscape scheme providing full details of hard and soft landscaping works has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The scheme shall include: -

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

The scheme shall also include details of the following: -

- Proposed finishing levels or contours,
- Means of enclosure,
- Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs, or lighting),
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
- Retained historic landscape features and proposals for their restoration where relevant.

#### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **27 TL6 Landscaping Scheme - implementation**

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased

shall be replaced in the same place in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

**REASON**

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**28 TL7 Maintenance of Landscaped Areas**

No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

**REASON**

To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan (September 2007).

**29 NONSC Non Standard Condition**

No part of the development shall be occupied until details of the method of control for the designation and allocation of parking spaces has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking spaces shall be retained for the sole use of the individual flats in accordance with the approved details.

**REASON**

In order to ensure that sufficient parking is provided, in accordance with Policies AM14 and AM15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**30 NONSC Non Standard Condition**

No development shall take place until details of all balconies, including obscure screening have been submitted to and approved by the Local Planning Authority. The approved screening, where necessary, shall be installed before the development is occupied and shall be permanently retained for so long as the development remains in existence.

**REASON**

To ensure that the development presents a satisfactory appearance and to safeguard the privacy of residents in accordance with Policies BE13 and BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**31 NONSC Non Standard Condition**

Prior to development commencing, the applicant shall submit a refuse management plan to the Local Planning Authority for its approval. The plan shall detail how the refuse and recycling bins shall be moved to a predefined collection point and how the service road is to be kept clear of parked vehicles on collection day. The approved measures shall be implemented and maintained for so long as the development remains in existence.

**REASON**

To safeguard the amenity of surrounding areas and in the interests of highway and pedestrian safety, in accordance with Policies OE1 and AM7 of the Hillingdon Unitary

Development Plan (Saved Policies 2007).

**32 NONSC Non Standard Condition**

The access for the proposed development shall be provided with 2.4m x 2.4m pedestrian visibility splays in both directions and the visibility splays shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

**REASON**

In the interest of highway safety in accordance with Policy AM7 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

**33 D2 Obscured Glazing**

The Oriel windows and non habitable windows in the north east and south west elevations shall be glazed with obscure glass and non-opening except at top vent level, as detailed on approved drawing nos. 112-09-PL009 Rev. A, 112-09-PL011 Rev. A and 112-09-PL014, for so long as the development remains in existence.

**REASON**

To prevent overlooking to adjoining properties, in accordance with Policy BE24 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

**34 NONSC Non Standard Condition**

Before development commences, plans and details of one electric vehicle charging point, serving the development and capable of charging multiple vehicles simultaneously, shall be submitted to and approved in writing by the Local Planning Authority.

**REASON**

To encourage sustainable travel and to comply with London Plan Policy 4A.3.

**INFORMATIVES**

**1**

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. With regard to water supply, this comes within the area covered by the Three Valleys Water Company.

**2**

Specific security needs identified for the application site include CCTV coverage of certain key areas within the development, namely the underground car park and the main vehicular entrance to the development. This could be a simple fixed camera system for deterrence and retrospective investigation only and not monitored system. You are advised to submit details to expedite the specified security needs.

In addition to the above, for this site to achieve 'Secured by Design' accreditation, you are advised to consult with the local Police Crime Prevention Design Adviser (CPDA). The CPDA's contact number is 0208 246 1769.

**3**

The developer is requested to maximise the opportunities to provide high quality work

experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

**4**

Your attention is drawn to conditions 2, 4, 8, 10, 11, 14, 16, 17, 18, 20, 21, 22, 24, 26, 28, 30, 31 and 34, which must be discharged prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of these conditions. For further information and advice contact: Planning and Community Services Group, Civic Centre, Uxbridge (Tel: 01895 250230).

**5**

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

**6**

The applicant is encouraged to discuss with Council officers in conjunction with the Metropolitan Police Crime Prevention Officer whether on site CCTV cameras can be linked to the Council's central CCTV system.

**7**            I1                    **Building to Approved Drawing**

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

**8**            I11                    **The Construction (Design and Management) Regulations 1994**

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

**9**            I12                    **Notification to Building Contractors**

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

**10**            I14C                    **Compliance with Building Regulations Access to and use of**

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with



- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice.  
AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from [www.opsi.gov.uk](http://www.opsi.gov.uk)
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from [www.drc-gb.org](http://www.drc-gb.org).

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6 and 8.

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

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

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

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

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

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

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

**12**      I16                      **Directional Signage**

You are advised that any directional signage on the highway is unlawful. Prior consent from the Council's Street Management Section is required if the developer wishes to erect directional signage on any highway under the control of the Council.

**13**      I18                      **Storage and Collection of Refuse**

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

**14**      I19                      **Sewerage Connections, Water Pollution etc.**

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

**15**      I2                              **Encroachment**

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

**16**      I21                      **Street Naming and Numbering**

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

**17**      I3                              **Building Regulations - Demolition and Building Works**

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

## **18 Party Walls**

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

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

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Planning & Community Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

## **19 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).

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

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE4	New development within or on the fringes of conservation areas
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of

	new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
HDAS	Residential Layouts
LPP 3A.3	London Plan Policy 3A.3 - Maximising the potential of sites
LPP 3A.5	London Plan Policy 3A.5 - Housing Choice
LPP 3D.1	London Plan Policy 3D.1 - Supporting Town Centres.
LPP 4B.1	London Plan Policy 4B.1 - Design principles for a compact city.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
POBS	Planning Obligations Supplementary Planning Document, July 2008
PPG24	Noise
PPS1	Delivering Sustainable Development
PPS13	Transport
PPS3	Housing
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities

## **21            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.

## **22            160                    Cranes**

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

## **23            19                    Community Safety - Designing Out Crime**

Before the submission of reserved matters/details required by condition 17, you are advised to consult the Metropolitan Police's Crime Prevention Design Advisor, Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel. 01895 250538).

## **24**

You are advised that it is contrary to section 163 of the Highways Act 1980 for surface water from private land to drain onto the highway or discharge into the highway drainage system. The hardstanding shall therefore be so designed and constructed that surface water from the private land shall not be permitted to drain onto the highway or into the highway drainage system.

## **25**

You are advised that the developer may be required to enter into a S278 Agreement for the off-site highway works required by condition 11.

## **26**

It is contrary to section 163 of the Highways Act 1980 for surface water from private land

to drain onto the highway or discharge into the highway drainage system. The hard standing shall therefore be so designed and constructed that surface water from the private land shall not be permitted to drain onto the highway or into the highway drainage system.

## **27**

With regard to the external materials (condition 2), you are advised that it will be important to ensure that the materials match those older buildings in the locality. The drawings are annotated as being dark red/brown tiles and these are considered appropriate. The drawings also show stock brick, which should be a deep red, rather than the yellow/buff shown in the perspectives.

### **3. CONSIDERATIONS**

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

The site formally comprised the Reindeer Public house plus ancillary accommodation, an ancillary six bedroom residential apartment and 20 off-street parking spaces. In addition land to the front of the former public house building was utilised for a further three car parking spaces. The building has already been demolished and the site is currently cleared and boarded.

The site has an area of approximately 0.1493 hectares and is located in Green Lane Northwood Minor Town Centre. The site is positioned between the Primary Shopping Area and a residential area to the west outside the town centre boundary. To the north west is a small non-designated commercial business area. The site is within an aviation height restriction area.

The site falls within the Northwood Town Centre, Green Lane Conservation Area, which was designated on 2 December 2009.

#### **3.2 Proposed Scheme**

Planning permission is sought for the erection of a part two, part 3, part 4 storey 'U' shaped block of 12 flats comprising 1 x 1 bedroom, 4 x 2 bedroom and 7 x 3 bedroom apartments. The proposal includes parking for 11 cars, 12 secure cycle spaces and a bin store at basement (lower ground) level. Two additional parking bays are located at the front of the block, with the remainder of the site frontage soft landscaped.

A landscaped communal courtyard is located to the rear, with private amenity space (45sq.m) for flat 1 (lower ground) and balconies provided for flats 2, 6, 7 and 10.

The main pedestrian access to the site will be from Maxwell Road. Vehicular access will be via the existing service road, into the car park at lower ground floor level. A secondary pedestrian access is also proposed off the service road.

The application is supported by a number of reports that assess the impact of the proposal. A summary and some key conclusions from these reports are provided below:

- **Planning Statement**

The statement describes the development and provides a policy context and planning assessment for the proposal. The statement concludes that the proposal represents an efficient use of this previously developed site, provides a new active frontage to this part

of the town centre and contributes towards housing needs requirements

· Design and Access Statement

This report outlines the context for the development and provides a justification for the design, number of units, layout, scale, landscaping, appearance and access for the proposed development.

· A Tree Assessment Report

The report has identified 13 trees, which are on or close to the site. The statement has been prepared to ensure good practice in the protection of trees during the construction and post construction phases of the development.

· Energy Assessment

The assessment concludes that the use of a gas community heating system with CHP. The sustainability credentials of the scheme are assessed in respect of renewable energy resources.

· Report on Ground Investigation

The report concludes that the level of contaminants encountered are not considered sufficient to pose any significant threats to end users of the site for residential purposes.

· Noise Report

the report contains the results of a noise survey, compares the noise levels with PPG24 Criteria and details the results of the preliminary external building fabric assessment. The report concludes that suitable internal noise levels can be achieved with appropriate sound insulation.

### 3.3 Relevant Planning History

18958/APP/2008/1996     The Reindeer Ph Maxwell Road Northwood

Erection of two blocks comprising 14 flats and 468m<sup>2</sup> of commercial space with associated parking.

**Decision:** 29-10-2008     Refused

**Appeal:** 08-05-2009     Dismissed

#### Comment on Relevant Planning History

Planning permission was refused under delegated powers on 21/10/2009 for the erection of two blocks comprising 14 flats and 468sq.m of commercial space on the following grounds:

1. Overdevelopment/Impact on visual amenity.
2. Impact of noise from adjoining commercial uses.
3. Inadequate living accommodation.
4. Inadequate access for people with disabilities.
5. Inadequate vehicular access.
6. Impact on adjoining residents.
7. Renewable Energy.
8. Planning obligations.

A subsequent appeal(ref. APP/R5510/A/08/2089396) was dismissed on grounds 1, 3, 4, and 6.

### 4. Planning Policies and Standards

## UDP / LDF Designation and London Plan

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

### Part 1 Policies:

- PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.
- PT1.16 To seek to ensure enough of new residential units are designed to wheelchair and mobility standards.
- PT1.39 To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.

### Part 2 Policies:

- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM7 Consideration of traffic generated by proposed developments.
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- BE13 New development must harmonise with the existing street scene.
- BE4 New development within or on the fringes of conservation areas
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- H4 Mix of housing units
- H5 Dwellings suitable for large families
- HDAS Residential Layouts
- LPP 3A.3 London Plan Policy 3A.3 - Maximising the potential of sites
- LPP 3A.5 London Plan Policy 3A.5 - Housing Choice
- LPP 3D.1 London Plan Policy 3D.1 - Supporting Town Centres.
- LPP 4B.1 London Plan Policy 4B.1 - Design principles for a compact city.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE5 Siting of noise-sensitive developments



POBS	Planning Obligations Supplementary Planning Document, July 2008
PPG24	Noise
PPS1	Delivering Sustainable Development
PPS13	Transport
PPS3	Housing
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities

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

- 5.1** Advertisement Expiry Date:- **5th May 2010**
- 5.2** Site Notice Expiry Date:- Not applicable

26th November 2009

## 6. Consultations

### External Consultees

This application has been advertised under Article 8 of the Town and Country Planning General Development Procedure Order 1995 as a Major Development. The application has also been advertised as a development likely to affect the character and appearance of the Northwood Town centre and Green Lane Conservation Area. A total of 176 surrounding property owners/occupiers have been consulted. Six letters of objection have been received, together with a letter of objection from the Northwood Residents' Association. The issues raised are summarised below:

1. Increased traffic on Maxwell Road;
2. Access to the site should be from Green Lane;
3. Increase parking problems/lack of on site parking provision;
4. The proposed development is unreasonable in height;
5. Overlooking into neighbouring gardens;
6. Piling of foundations would result in vibration and damage to adjoining properties (not a planning matter).

#### Northwood Residents' Association

The gradient of the land slopes from south south east to north northwest. The roofline of the development has been maintained so that the northern part of the development attains four storeys in height. This part of the scheme will detract from the residential amenity for adjoining properties in Anthus Mews.

In addition, a petition bearing 30 signatures has been received objecting to the height, bulk and appearance of the proposed development. Concerns are also raised over potential damage to surrounding properties by pile drivers during construction. (This latter issue is covered by separate legislation and is not a planning matter.)

Concerns have separately been raised, by e-mail, regarding consultation procedures, notice of meetings and with respect to establishing a Conservation Area Advisory Committee.

Officer Comment: The setting up of a Conservation Area Advisory Committee is a separate matter to the determination of this application.

#### METROPOLITAN POLICE

There should be access control to the basement car park with CCTV. The development should achieve Secure by Design accreditation.

### Internal Consultees

#### POLICY AND ENVIRONMENTAL PLANNING

##### 1. Site

The proposed development is an area of approximately 0.1493 hectares. The cleared site is located in Green Lane Northwood Minor Town Centre as defined in the Unitary Development Plan Saved Policies 2007 and is positioned between the Primary Shopping Area and a residential area to the west outside the town centre boundary. To the north west is a small non-designated commercial business area. The site has a history of land contamination and is within an aviation

height restriction area.

## 2. London Plan Issues

### Residential

The London Plan states the need for housing density to relate to location and setting in terms of existing building form and massing, and the index of public transport accessibility when considering new developments. The Public Transport Accessibility Level for the site is 2. London Plan Policy 3A.3 seeks to maximising the potential of sites, compatible with local context and design principles in Policy 4B.1 (Design principles for a compact city) and with public transport capacity. Boroughs are encouraged to adopt the residential density ranges set out in Table 3A.2 (Density matrix (habitable rooms and dwellings per hectare) and which are compatible with sustainable residential quality.

London Plan Policy 3A.5 (Housing Choice) encourages Boroughs to ensure that new developments offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups, all new housing is built to Lifetime Homes standards and 10% of new housing to be wheelchair accessible. Local guidance is provided in Hillingdon Design and Accessibility Statement (HDAS) the Council's Supplementary Planning Document, which contains more details of lifetime homes on pages 8 and 9.

Guidance on the application of the housing policies is provided in the Mayor's Supplementary Planning Guidance on Housing (November 2005). The SPG also provides guidance on overall housing mix. This is based on the GLA's Housing Requirements Study, which has estimated that the London wide net housing requirement over the next 15 years to meet both current unmet demand and projected household growth, incorporating assumptions about the extent of voluntary sharing by single person households, is divided between household sizes as follows:

Overall housing mix - 1 bedroom household 32%, 2/3 bedroom household 38%, 4 bedroom or larger household 30%

Specific proportions of affordable housing within the above overall figures, are based on the Council's Housing Register. Information from the Housing Supply Team has been that Housing Services are working to the West London sub-region agreed unit mix for providing affordable housing either in the case of S106 provision or in the case of a 100% affordable development by a Registered Social Landlord.

The mix required is:

1 bed - 15%, 2 beds - 35%, 3 beds - 25%, 4 beds - 15%, 5 beds - 10%.

This will enable the borough to provide the affordable housing to meet the need as established by the Housing Needs Survey 2005.

### Town Centres

The London Plan sets out the Mayor's strategic objectives for the viability and vitality of Town Centres and the creation of a Town Centre Network through Policies 2A.8 Town centres and 3D.1 Supporting town centres of the Plan. Annex 1 of the Plan, London's strategic town centre network expands further on the Mayor's hierarchy of town centres with a general description and importance of each type of centre. Northwood is defined as a District Centre.

### Transport Links and Car Parking

The London Plan refers to the need for all developments that will be major generators of traffic to submit a Transport Assessment and Green Travel Plan (Policy 3C.2).

### 3. Main UDP Policy Issues

Given that the site is now vacant and there are no saved policies to protect public houses as community facilities, the principal of the development is not contested. In policy terms the key issue for consideration relates to the density of development, whether this is appropriate for the site and is in accordance with the indicative thresholds contained in Table 3A.2 of the London Plan. Also relevant is the appeal decision for a mixed use scheme of 14 flats and ground floor commercial uses on the same site (APP/R5510/a/08/2089396).

#### Residential Density

In terms of density Table 3A.2 of the London Plan is relevant. 12 units with 52 habitable rooms would equate to 80u/ha and 348hr/ha at an average density of 4.33 hr/u. The London Plan, for sites with an urban character close in town centres where the Public Transport Accessibility Level (PTAL) score is 2-3 has an indicative density range of 200-450 hr/ha and 45-120 u/ha. The proposed density would be considered appropriate provided site specific issues including those points raised by the Inspector on the previous scheme (impact on the character and appearance of the area, access for people with disabilities, living conditions of neighbouring properties particularly outlook and amenities of future occupiers) are addressed.

#### Housing Mix

Policy H4 requires where possible, a mix of housing units, particularly units of one or two bedrooms, to reflect the changing housing demands of the Borough. The scheme provides 1 x 1 bed, 4 x 2 bed and 7 x 3 bed.

The supporting text to this policy states that the Council will have regard to the units most urgently required in different parts of the borough. Particular consideration will be given to family homes and ethnic minorities in assessing the need for larger dwellings, either in new development or through extensions to existing dwellings.

#### Affordable Housing

50% affordable housing is sought for schemes of 10 or more units. Lower provision would need to be supported by a robust economic viability assessment. No affordable housing is proposed. The accompanying economic viability assessment justification for no affordable housing provision would need to be supported by the implementation team.

#### SUSTAINABILITY OFFICER

The information provided suggests that the development will meet the efficiency targets of the London Plan (4A.7) through the submission of an energy statement (required by policy 4A.4). The Energy Assessment lacks information on how un-regulated energy has been considered. The SAP calculations they have used only relate to regulated and are therefore missing out on a considerable proportion of energy usage.

However, the information provided gives a good framework, but needs more work prior to agreement. A condition should therefore be imposed requiring a 20% reduction in CO2 emissions from renewable technologies and a condition/informative be included advising the developer as follows:

The energy strategy needs to clearly define the baseline energy usage which takes account of regulated energy (in accordance with building regulations) and un-regulated energy (energy use not covered by building regulations). The 20% renewable energy figure should be based on the whole energy use.

## S106 OFFICER

### Proposal:

Erection of a part 3, part 4 storey building comprising of 1 x 1 bed flat, 4 x 2 bed flats and 7 x 3 bed flats with associated surface and basement car parking, secured cycle parking, bin store and alterations to vehicular access.

1 x 1 bed flat @ 2hrms and 1.51 pop  
4 x 2 bed flats @3hrms and 1.5 pop  
7 x 3 bed flats @ 4hrms and 1.93 pop

total population: 21.02

### Proposed Heads of Terms:

1. Transport: a s278 agreement will be required to secure the relocation of the parking bays at the front of the site and any other identified highways works.

2. Education: education have sought a financial contribution for nursery and primary school places in the sum of: £28,287.

3. Health: the PCT have sought a contribution towards local primary health care facilities in the sum of £4,554.40.

4. Community facilities: a contribution in the sum of £10,000 is sought towards expansion of local community facilities.

5. Libraries: a contribution in the sum of £483 towards library books has been sought.

6. Open space: a contribution in the sum of £28,000 has been sought towards local open space and recreation improvements (this is in line with the previous application).

7. Construction Training: could you please advise if the construction cost exceeds £2m and the construction period is proposed to be longer than 3 months? if so then the formula kicks in seeking £2,500 for every £1m build cost or a recognised in-kind scheme could be considered.

8. Project Mgmt and Monitoring: In line with the SPD a contribution towards project management and monitoring is sought equal to 5% of the total cash contributions secured from this proposal.

(Note: These sums have been agreed by the applicant and a Unilateral Undertaking has already been signed.)

## ENVIRONMENTAL PROTECTION UNIT (EPU)

### Noise

The Environmental Protection Unit has considered the noise report prepared by RBA Acoustics (ref. 3253/PPG). Account has also been taken of the comments on noise contained in the appeal decision dated 8th May 2009 (Appeal ref: APP/R5510/A/08/2089396) on the previous application (ref: 18958/APP/2008/1996) relating to a similar development on the same site. The revised development does not include commercial premises at ground floor (as provided with the previous development).

The RBA Acoustics noise report identifies the main noise source affecting the site as road traffic, but also notes that there would be some noise from the small industrial estate adjacent to the

western boundary of the site. The appeal decision recognised that there could be noise from the small industrial estate, for example in the form of early morning waste collections. It was, however, stated that noise from these sources can be controlled through statutory regulation and that sound insulation of the new residential properties would also provide a degree of noise mitigation. In view of the ruling in the appeal decision, I accept that noise from the small industrial estate does not form a reason for refusal of the present application.

The RBA Acoustics noise report contains results of a noise survey carried out at locations representative of the eastern, north and western facades of the proposed building. The report uses the measured noise levels to establish the suitability of the site for new residential development using the noise exposure categories of PPG24. The measured noise levels show that the site is in noise exposure category B of PPG24. The appropriate advice in PPG24 for category B is that noise should be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise.

In view of the above, no objections are raised to the application on noise grounds, subject to ensuring adequate sound insulation and associated ventilation, by imposition of a condition requiring the submission, approval and implementation of a sound insulation and ventilation scheme for protecting the proposed development from road traffic and other noise.

In order to avoid nuisance during demolition and construction, it is recommended that the standard control of environmental nuisance from construction work informative be attached.

#### Contaminated Land

The report is very limited and only 5 samples from the top 1 metre from two boreholes were tested for contamination. They identified made ground to a depth of 0.6 m and 0.8 m in each borehole, underlain by what was identified as natural soils. Contaminant levels were below the residential with garden criteria used in the report. There was no gas monitoring information provided (no indication to suggest one may be required).

The report and the application seems to imply the development will be almost all covered by hardstanding and building with just the trees at the boundary of the site retained. It also appears at least part of the site will have a basement. As a residential development, it could still be considered a sensitive end use.

With the application in its current form, a contaminated land condition does not appear to be necessary, as long as proper consideration (including for contamination) is given under the Building Regulations.

However, a standard contaminated land condition may be appropriate, if there is a possibility of amendments to the landscaping at the site, or if soil is likely to be imported in relation to the retained trees.

#### EDUCATION AND CHILDRENS' SERVICE

There will be an education contribution sought for nursery & primary school places and amounts to £28,287.

In the Northwood ward specifically, there is still no request for secondary or post-16 contributions due to the number of unfilled school places at Northwood Secondary School.

URBAN DESIGN OFFICER

The scheme regards the redevelopment of the Reindeer Public House site, which is situated within Northwood town centre, adjacent to the southern end of Clive Parade. The attractive neighbourhood comprises of a mixture of different uses and has an avenue of trees along both sides of Maxwell Road.

The scheme, which has undergone a complete re-design following officers' advice, is laid out as an elongated U-shape with the main built element stretching along the north-eastern boundary, creating a sensitively designed, elegantly proportioned and well articulated building. The proposed building is now considered to relate well in terms of scale, height and massing to the existing built context. The front elevation has a three storey core element which then steps down to two storeys adjacent to No. 9 Maxwell Road and is thereby considered to respect and respond positively to the setting and residential amenity of the adjacent building. A classical turret creates a distinct feature at the Eastern corner along Maxwell Road, which contributes positively to the character and appearance of the street scene.

The design cue is traditional classic which respects and compliments the local distinctiveness of the area. The gradually evolving character created by the different built elements provides an interesting variation and a pleasant scale, further expressed by the traditional, tiled roofscape, the strong gable features, the small paned elongated fenestration, traditional doors and porches and fine stone detailing.

The revised layout is considered to utilise the site efficiently, whilst creating an interesting building which responds well to the challenges of the site such as the scale and character of the street scene as well as level changes. The main development is accommodated to the rear of the site, utilising the change in levels, creating a discrete access point to the underground car parking from the rear of the site. The development benefits from a well designed inner courtyard which provides communal amenity space for future residents. Private amenity space is provided for in the form of private balconies and a private patio garden.

From an urban design point of view the scheme benefits from a responsive layout and a high quality design with attention to materials and details, inspired by the local distinctiveness in the area. Previously raised fundamental urban design issues such as scale, height, massing, bulk, layout, design approach and detailing are considered to be fully addressed, and the current proposal is therefore fully supported from an urban design perspective.

#### Conditions

Samples of all building materials to be submitted and agreed in writing prior to the commencements of works.

#### CONSERVATION OFFICER

The Reindeer PH has been demolished and the site cleared. This constitutes a prime site on the very edge of Northwood's commercial centre. To the north-east is the modern and very bland shopping parade - Clive Parade, to the south-west, the residential area, comprising large, red brick, gabled, two storey detached houses. Opposite is the handsome terrace of red brick Edwardian buildings with oriels at first floor, half timbered gabled attics and shops at ground floor, whilst the police station, c. 1910 and a listed building, stands diagonally opposite. The area was included in Northwood Green Lane Conservation Area in December 2009.

The site is on higher ground, which drops down towards the Rickmansworth Road to the north-west. The proposed development, at three and four storeys would thus be elevated from the rear. The building would also tower above the two-storey residential properties down Maxwell Road. In general though, the design is considered to reflect the general vernacular style and variation of



features, materials and building line found in the area. Thus the visibility of the development would not necessarily be an issue. However, the roofs, at 50 degrees, would be uncharacteristically steep, and this would draw attention to the bulk of the roofscape and lead to a concomitant increase in the unattractive areas of flat crown roofs.

With regard to the materials, it will be important to ensure that the materials match those older buildings in the locality, disregarding the insipid buff brick and artificial slate of Clive Parade. The drawings (as opposed to the perspectives, which show pale grey slates) are annotated as being dark red/brown tiles and these are considered appropriate. The drawings also show stock brick, which should be a deep red rather than the yellow/buff shown in the perspectives.

RECOMMENDATIONS: Amendment required to materials but otherwise no objection.  
(Officer comment: Materials are conditioned. An informative provides guidance on this matter.)

#### TREE AND LANDSCAPE OFFICER

##### The site

The site lies within Northwood Town Centre and comprises the vacant plot of land, formerly occupied by the Reindeer Public House. The plot is situated at the interface between the commercial/shopping centre and a suburban residential street. Ground levels fall significantly from the front to the rear of the site and across the site from north to south.

There are a number of trees on and close to, the site which have been surveyed by Arbtech Consulting Ltd. Selected trees on the adjoining site, to the south, in Anthus Mews, are protected by TPO No. 305. The closest protected tree to this site is (off-site) in the southern corner, in the front garden of 8 Maxwell Road. This tree is a fine Oak, T25 on the TPO schedule - referred to as 1670:A2 on the Tree Constraints Plan ref. TCP-01. This plan shows a total of 8 trees, both on and off-site, which have been assessed according to BS5837:2005.

##### The Proposal

A previous application for this site was refused and dismissed at appeal (ref. APP/R5510/A/08/2089396). The current proposal is to build a part 3/part 4-storey block of flats with associated surface and basement car parking, and amenity space. The Design & Access Statement refers to landscaping in section 6.0. While the statement sets out no landscape/design objectives for the external spaces, it confirms that the Arboricultural Report supports the development in as much that any potential conflicts between trees and the proposed building have been satisfied in the Arboricultural Implications Assessment. The landscape report also states that 'the layout of pedestrian pathways have been designed to provide easy access for all areas of the building and communal areas.

Excelsior drawing No. 004 indicates the groundfloor layout of the site with landscaped gardens annotated to the front of the development and the 'U'-shaped building opening onto a south-facing landscaped courtyard. Tree symbols are indicated along the southern boundary (north boundary of Anthus Mews). Vehicular access is via the northern service road (existing) which will then wrap around the west of the new building and ramp down to a basement car park beneath the courtyard.

##### Landscape Issues

The tree report includes the survey, definition of root protection areas, a tree constraints plan, arboricultural implications assessment and tree protection plan. The summary of the tree report (section 10) confirms that three low quality, 'C' rated, trees are to be removed from the west boundary (see drawing No. TCP-01). It is proposed to retain and safeguard all of the other offsite

trees - as indicated on drawing ref. TPP-01. The protected Oak and a street tree ref.1672:A2 will require special protective fencing and care in the implementation of new surfacing in front of the building.

A method statement should be conditioned to ensure that the site is managed and work implemented in accordance with the protective tree measures outlined by Arbtech.

The landscape quality of the scheme largely depends on the design objectives and detailing of the shared/communal amenity courtyard. To date no clear objectives or aspirations have been set out. It should be noted that most of this space is above the basement car park. Significant planting which are useful for providing screening and spatial definition is likely to be constrained by, what is effectively, a roof garden.

The landscape quality on the Maxwell Road frontage would be improved and be more 'residential' in character, with an existing roadway converted into a front garden, with 2 disabled access bays.

No objections are raised, subject to conditions (TL1, TL2, TL3 appropriately amended), TL5, TL6, and TL7.

#### ACCESS OFFICER

The scheme should be revised and compliance with all 16 Lifetime Home standards (as relevant) should be shown on plan. In addition, one apartment should comply fully with Wheelchair Home Standards in accordance with relevant policies, legislation and adopted guidance.

The following access observations are provided:

1. To support the Secured by Design agenda, accessible car parking bays should not be marked. Car parking spaces should be allocated to a specific unit, allowing a disabled occupant choice whether the bay is marked.

REASON: Bays that are not allocated would not guarantee an accessible bay to a disabled resident. Similarly, a disabled person may not necessarily occupy an accessible home allocated a disabled parking space. Marking bays as disabled parking could lead to targeted hate crime against a disabled person.

2. It is recommended that apartment No.4 is designated and appropriately designed as the Wheelchair Standard Home. From the internal face of the front door, the wheelchair standard flat should be reconfigured to provide an obstruction free area not less than 1500mm wide and 1800mm to any door or wall opposite.

3. The passageways within the Wheelchair Standard Home should be a minimum of 1200mm wide. Internal doors across circulation routes and into rooms should be no less than 850mm wide and capable of opening beyond ninety degrees.

4. The Wheelchair Standard Home should feature a level access shower, in addition to, or instead of the bath. Such detail should be fully specified on plan.

5. Every proposed Lifetime Home must feature at least one bathroom/ensuite facility with at least 700mm to one side of the WC, with 1100 mm provided between the front edge of the toilet pan and a door, wall or similar obstruction opposite. This appears not to be the case and plans should therefore be amended as necessary.

6. To allow the same bathroom (as detailed in point 5) to be used as a wet room in future, plans

should indicate floor gulley drainage and specify the technical details.

Conclusion:

The proposal is by and large acceptable, however, revised plans should be requested detailing the above prior to any grant of planning permission.

(Note: Revised plans have been received addressing the Access Officer's concerns).

#### WASTE MANAGER

With respect to the flats, the plans indicate a bin provision area. The required ratio is of 1100 litre bins on a ratio of 1:10 + 1 per waste stream as a minimum. For this development, the minimum requirement would be 3 x 1100 litre refuse bins and 3 recycling bins. Concerns are however raised that the bin store will not be readily accessible at lower ground level and would not meet the necessary pulling distance and vehicle access requirements. It is recommended that the bin store area be relocated to the front of the building on Maxwell Road. Historically access to this site has always been limited, due to the location and proximity to shops.

Alternatively, there is no objection to Management arranging for the bins to be wheeled up from the basement to the bin collection area, provided that parking restrictions are in place, so that no vehicles park along the service road.

In addition to ensuring adequate design of the bin chambers, there is a requirement for a Site Waste Management Plan.

#### HIGHWAY ENGINEER

It is proposed to relocate the existing access approximately 14m (centre to centre) to the north east. The access layout (including the access road) would be adequate for two vehicles to pass each other and for the Council's refuse vehicles. Pedestrian crossing point with buff coloured tactile paving should be provided at the proposed vehicular access.

The proposed access arrangements would affect the on-street parking. The applicant should provide plans clearly showing the effect of the proposals on the on-street parking and the proposal to relocate the parking spaces.

All off-site highway works shall be carried out at the developer's expense. A grampian type condition should be applied to cover the details of the new vehicular access including the pedestrian crossing point(footway) and on-street parking to be submitted before commencement of the development and works completed before occupation of the development. An informative should be attached informing the applicant to enter into a S278 Agreement for the off-site highway works.

Gradient of the proposed access ramp leading to the car parking area is 1:15, which is considered acceptable. The width of the access ramp is not suitable for two vehicles to pass each other and visibility including inter-visibility and those entering and exiting the ramp would be poor. Shuttle signals with vehicle detection system should therefore be provided at the entrance and exit of the access ramp. This issue should be covered through a grampian type condition for the details to be submitted before commencement of the development and works completed before occupation of the development.

Lighting within the access road and car parking should be provided in accordance with the current British Standards. This issue should be covered through a condition for the lighting to be completed

to the LPA's satisfaction before the occupation of the development.

### Car Parking

A total of 13 car parking spaces have been proposed, 11 spaces on the lower ground floor level and 2 spaces within the front forecourt area. The car parking provision is in accordance with the Council's maximum standards. The parking spaces would have adequate turning area. Details of the car parking allocation should be covered through a suitable planning condition.

Two car parking spaces within the forecourt area are proposed as disabled bays, which is in accordance with the Council requirement of 10% spaces to be suitable for disabled users. In addition to the 1.2m transfer space to the side of the disabled bays, there should also be a 1.2m wide safety zone at the vehicle access end of each bay to provide boot access or for use of a rear hoist. All transfer spaces should be clearly marked. A disabled logo should also be marked within the disabled bays.

Parking bays 2 and 3 are also proposed as disabled bays. Due to the columns being proposed within the proposed hatched areas, these spaces are not considered to be suitable for disabled bays.

(Note: These spaces have been converted to normal parking bays).

Details of the car parking including disabled spaces and allocation should be covered through a suitable planning condition.

### Surface water

It is contrary to section 163 of the Highways Act 1980 for surface water from private land to drain onto the highway or discharge into the highway drainage system. The hardstanding shall therefore be so designed and constructed that surface water from the private land shall not be permitted to drain onto the highway or into the highway drainage system.

(Note: This has been covered by an informative)

### Walking & Cycling

The surrounding roads typically have footways. Main pedestrian access is proposed at the front of the development and a footway to the side of the access road could also be used by the pedestrians.

12 cycle storage spaces are proposed. The provision and maintenance of cycle parking should be covered through a suitable planning condition.

### Traffic Impact

The proposed development is not considered to result in such level of traffic generation in comparison with the sites permitted use, which would be prejudicial to highway safety and free flow of traffic.

Trip generation was not a reason for refusal on the previous planning application and/or subsequent dismissal of the appeal.

The revised application is a reduction of two residential units and removal of approximately 468 sq.m of commercial space compared to the original application. The traffic impact is therefore considered to be less than the previous application.

## Public transport

The site is shown to be in an area with a PTAL accessibility rating of 2, (on a scale of 1-6, where 6 is the most accessible), as indicated on maps produced by TfL. The site is therefore shown to have a low level of accessibility to public transport. However, the site is close to Northwood Station and bus routes.

## Refuse

The developer has agreed the refuse collection arrangement with the Council's refuse department. The arrangement would involve refuse bins being wheeled from the lower ground floor to the north western side of the building by the site management. The refuse and recycle vehicles would need to reverse into the site from the highway for collection.

This type of arrangement is not desirable from the highway safety and free flow of traffic point of view and could set a precedent leading to proliferation of similar refuse collection arrangements, resulting in the refuse/recycle vehicles reversing into other relatively small-medium size developments.

Notwithstanding the above, given the developer has agreed this arrangement with the Council's refuse department, the proposals are not considered to merit refusal on this ground.

In addition, the trundling of refuse bins to the northern access point could result in Health and Safety issues due to the weight of the bins distance required to be covered, and ramp gradient. These issues would typically fall under Building Regulations.

## Conclusion & Recommendation

No objection is raised on the highways and transportation aspect of the development subject to the above issues being covered by suitable planning conditions.

### Conditions to cover;

1. Sightlines for 43m.
2. Pedestrian visibility splays.
3. Access and off-site highway works
4. Shuttle signals
5. Lighting
6. Details of car parking, allocation, and disabled spaces
7. Surface water drainage
8. Cycle parking
9. Refuse Management

### Informative to cover;

1. Off-site highway works costs and S278 Agreement.
2. Surface water drainage

## **7. MAIN PLANNING ISSUES**

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

The site is located within the Green Lane Northwood Minor Town Centre as defined in the Unitary Development Plan Saved Policies 2007. It is positioned between the Primary Shopping Area and a residential area to the west, outside the town centre boundary. Whilst general policies are supportive of residential development in principle, this is

subject to compliance with a number of detailed criteria, including the consideration of the loss of any existing use of the site.

The authorised use of the site is for a public house, although the site is now cleared. There are no Hillingdon UDP policies that prevent the loss of a public house. In addition, the proposal is consistent with Central Government advice contained in PPS3, which encourages the re-use of previously developed land more efficiently. There is therefore no objection in principle to residential development on the site, subject to the proposal satisfying other policies within the UDP.

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

Density guidelines are provided by the London Plan. These guidelines take into account public transport accessibility, the character of the area and type of housing proposed. Sites with an urban character close to town centres, where the Public Transport Accessibility Level (PTAL) score is 2-3 have an indicative density range of 200-450 hr/ha. and should achieve a density within the range of 45-120 u/ha.

In terms of the current proposal, the 12 units with 52 habitable rooms would equate to 80u/ha and 348hr/ha at an average density of 4.33 hr/u. The development therefore does not exceed the London Plan density guidance and is therefore considered appropriate, subject to site specific issues, including impact on the character and appearance of the area, access for people with disabilities, living conditions of neighbouring properties and amenities of future occupiers, which are addressed in other sections of this report.

Policy H4 of the UDP also seeks to encourage additional housing in town centres. The supporting text states:

"The Council recognises the importance of residential accommodation in town centres as a part of the overall mix of uses which is necessary to ensure their vitality and attractiveness. Such housing offers particular advantages in terms of accessibility to town centre facilities, employment opportunities and public transport. In order to maximise the residential potential of town centre sites, residential development within them should comprise predominantly one or two-bedroom units."

In terms of the mix of units, the application proposes 1 x 1 bedroom, 4 x 2 bedroom and 7 x 3 bedroom apartments. It is considered that this represents an acceptable mix of units, providing smaller dwelling units in an accessible town centre location and contributing to the vitality of the centre in accordance with the Council's policies.

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

The site does not fall within an archaeological priority area.

The site falls within the Northwood Town Centre, Green Lane Conservation Area, which was recently designated on 2 December 2009. Policy BE4 states that new development within or on the fringes of conservation areas will be expected to preserve or enhance the features, which contribute to the Conservation Area's special architectural or visual qualities.

The street scene within the town centre is generally of a very high standard, made more interesting by the topography of the area. Whilst there are some modern developments such as Clive Parade to the north of the application site, the area nevertheless has a very strong character and a high proportion of good quality commercial and public buildings.

The Conservation Officer notes that the site is on higher ground, which drops down towards the Rickmansworth Road to the north-west and that the proposed development,

at three and four storeys would thus be elevated from the rear. The building would also be higher than the two-storey residential properties down Maxwell Road. However, the block steps down to two storey on the south western side elevation, following the topography of the road and it is considered that this provides an effective transition between the commercial centre and the residential development that adjoins it. The overall massing of the block and its relationship with surrounding built development has been dealt with elsewhere in the report. The Conservation Officer considers that in general, the design reflects the broad vernacular style and variation of features, materials and building line found in the area. Therefore, the visibility of the development would not necessarily be an issue. However, the roofs, at 50 degrees, would be uncharacteristically steep and this would draw attention to the bulk of the roofscape, and lead to a resultant increase in the unattractive areas of flat crown roofs.

In response, the applicant has submitted that a reduction to the pitch of the roof to reduce the size of the crown would result in a number of difficulties as listed below:

1. There are Photo Voltaic (PV) panels on the crown of the roof and the scheme is utilising the whole area for this purpose.
2. A reduction in the size of the crown will mean that the scheme will not achieve the required number of panels to meet the renewables requirement.
3. If the size of the crown was reduced, then the PV panels would have to be located on the south east roof slope of the building. This is the front elevation of the building and would be visible from the street. It is considered that this would have more of a detrimental impact on the character and appearance of the Conservation Area compared with the scheme as currently proposed. The applicant notes that there would in any case be insufficient space on the south east roof slope to accommodate the number of PV panels that are required.
4. A change in the pitch would reduce the amount of saleable space in the roof area and the scheme is already making a financial loss as it is without this reduction. Thus any reduction would exacerbate the applicant's losses.
5. The crown roof will not be visible from street level.

With regard to the materials, the Conservation Officer considers that it is important to ensure that the materials match those older buildings in the locality (disregarding the insipid buff brick and artificial slate of Clive Parade). This can be covered by condition.

Overall, it is considered that the scheme will introduce a built form that is appropriate to its Conservation Area context and will improve the townscape character of the area, with a high quality built form. The scheme is therefore considered to comply with the aims of Saved Policy BE4 of the Unitary Development Plan.

#### **7.04 Airport safeguarding**

There are no airport safeguarding objections to this proposal.

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

There are no Green Belt issues related to this application.

#### **7.06 Environmental Impact**

A Ground Investigation report has been submitted as part of this application. The report states that sources of contamination include possible migration of contamination from the local industrial land use and potential made ground imported onto the site. The report has identified made ground to a depth of between 0.6m and 0.8m underlain by natural soils. Contamination levels were assessed as being below the criteria for residential development without soft landscaped gardens. The development will comprise mainly hard standing and building with the trees at the boundary of the site retained. At least part of the site will have a basement. Soft landscaping will be provided at the front and rear of

the block, in the lower ground floor court yard and the rear amenity area. However it is likely that the soil for these areas would be imported.

The Environmental Protection Unit has reviewed the report and advises that although the residential development is considered a sensitive end use, a contaminated land condition will not be necessary, as long as proper consideration is given under the Building Regulations. However, it has advised that as a new development, it is important that the soils in any landscaped or garden areas are suitable for use. A condition controlling the quality of soil likely to be imported in relation to the soft landscaping is therefore recommended.

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

Policies BE13 and BE19 of the UDP attempt to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Policy BE38 of the UDP requires new development proposals to incorporate appropriate landscaping proposals. More specifically, in respect of town centres, Policy BE26 seeks to ensure that the design, layout and landscaping of new buildings reflects their role, overall scale and character as a focus of shopping and employment activity. The buildings should be designed so that they contribute to the security and safety of pedestrians and other footway users by overlooking pedestrian spaces and avoiding hidden recesses in accordance with Policy BE18.

The scheme has undergone a complete re-design following the previous refusal and dismissal of the subsequent appeal. Instead of the two separate blocks in the refused scheme, the current proposal is laid out as an elongated U-shape, with the main built element stretching along the north-eastern boundary. The main development is accommodated to the rear of the site, utilising the change in levels, creating a discrete access point to the underground car parking from the rear of the site. The development benefits from a well designed inner courtyard, which provides communal amenity space for future residents. Private amenity space is provided for in the form of private balconies and a private patio garden.

The front elevation facing Maxwell Road respects the established building line. The overall height and massing of this element of the scheme has been significantly reduced when compared to the refused scheme. In this case, the front wing facing Maxwell Road steps down to two storey on the south western side elevation, following the topography of the road and providing an effective transition between the commercial centre and the residential development that it adjoins. A classical turret creates a distinct feature at the eastern corner along Maxwell Road, which is considered to contribute positively to the character and appearance of the street scene. It is proposed to retain and safeguard all of the off site trees, including the protected Oak and a street tree.

The architectural approach has been influenced by a traditional/classic style, respecting and complimenting the local distinctiveness of the area, including the Edwardian gable features of properties on the opposite side of Maxwell Road. The design includes a traditional tiled roofscape, strong gable features, small paned elongated fenestration, traditional doors and porches and fine stone detailing. The gradually evolving character created by these different built elements are considered to provide an interesting variation, at an acceptable scale.



The Urban Design Officer considers that the revised layout utilises the site, including level changes efficiently, whilst creating an interesting building which is sensitively designed, elegantly proportioned and well articulated, relating well in terms of scale, height and massing to the existing surrounding built context.

In conclusion, it is considered that the layout siting and scale of the development is compatible with surrounding built form and would respect the established character of the area, in compliance with Policies BE13 and BE19 of the Unitary Development Plan Saved Policies (September 2007).

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

In relation to outlook, Policy BE21 requires new residential developments to be designed to protect the outlook of adjoining residents. The design guide 'Residential Layouts' advises that for two or more storey buildings, adequate distance should be maintained to avoid over dominance. A minimum distance of 15m is required, although this distance will be dependent on the extent and bulk of the buildings.

In terms of height and massing, the building has a three storey core element which steps down to two storeys adjacent to No. 8 Maxwell Road, thereby protecting the setting and residential amenity of that property. Furthermore, this element would not project beyond the rear of 8 Maxwell Road, while the three storey element would be approximately 7 metres away from the side boundary with 8 Maxwell Road. It is not therefore considered that this element of the proposal would result in an over dominant form of development which would detract from the amenities of that property, when seen from the habitable room windows on the rear elevation and both the front and rear of 8 Maxwell Road.

In terms of the relationship with residential development to the west, the overall height of the scheme has been significantly reduced and the siting of the rear element has been set back from the north west and south west boundaries. A distance of approximately 15.6 metres is maintained between the 3/4 storey rear element and the 3 storey residential block at 20-28 Anthus Mews. It is proposed to retain a large Ash tree in the western corner of the site which will mitigate against the impact of the building. The massing of the block relative to the adjoining Clive Parade is considered satisfactory, as the massing of the block steps down, following the fall in levels along the service road. It is therefore considered that the proposal would not result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with Policy BE21 of the UDP.

Policy BE24 states that the design of new buildings should protect the privacy of occupiers and their neighbours. In terms of privacy, the balconies have full height privacy screens and where appropriate, oriel windows are proposed facing Clive Parade and the rear garden of 8 Maxwell Road. Obscure glazing is proposed to non habitable rooms. These can be secured by conditions. To the rear, the units overlook car parking areas and the adjoining industrial units, while screen planting is proposed along the southern boundary with 8 Maxwell Road.

Subject to conditions, it is not considered that there would be a loss of privacy to adjoining occupiers, in accordance with Policy BE24 of the UDP Saved Policies (September 2007) and relevant design guidance.

In relation to sunlight, Policy BE20 of the UDP seeks to ensure that buildings are laid out to provide adequate sunlight and preserve the amenity of existing houses. It is not considered that there would be a material loss of day or sunlight to neighbouring

properties, as the proposed building would be orientated or sited a sufficient distance away from adjoining properties.

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

### **LIFETIME HOMES AND WHEELCHAIR COMPLIANCE**

HDAS was adopted on the 20th December 2005 and requires all new residential units to be built to lifetime home standards and 10% of units designed to wheelchair accessible standards. Further guidance is also provided on floor space standards for new residential development to ensure sound environmental conditions are provided on site. As a guide, the recommended minimum standards for 1` bedroom flats is 50sq.m , 63sq.m for 2 bedroom flats and 77sq.m for 3 bedroom flats. Where balconies are provided, the floor space of the balconies can be deducted from these standards, up to a maximum of 5sq.m. Additional floorspace would be required for the wheelchair units.

The floor plans indicate that the development achieves HDAS recommended floor space standards for all of the units and that Lifetime Home Standards could be met for these flats in terms of size.

Although not identified, one of the units could be designed to full wheelchair accessible standards.

The Access Officer is satisfied with the level of facilities provided subject to minor revisions to the internal layout of the units to ensure full compliance with all 16 Lifetime Home standards (as relevant) and Wheelchair Home Standards for one of the units. Subject to a condition to ensure compliance, it is considered that proposed development is in accord with the aims of Policies 3A.4, 4B.5 of the London Plan, the Hillingdon Design and Access Statement (HDAS) Accessible Hillingdon and Policy AM15 of the UDP.

### **AMENITY SPACE**

Policy BE23 of the UDP requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats.

Due to site constraints and the fact that the site lies within a town centre, the applicants have submitted that it is not feasible to provide extensive areas of amenity space. The design does however incorporate balconies to flats 2, 6, 7 and 10. A private courtyard some 45sq.m in extent is allocated to the lower ground floor flat(unit 1), while a communal garden/courtyard amounting to 174sq.m is provided at the rear of the block. The total amenity spaces provision amounts to 247 sq.m, equating to an average of 20.5 sq m.

Landscape gardens are proposed at the front of the block and at the rear an amenity strip is proposed between the block and vehicular access ramp. However, these areas are of limited amenity value, given their potential exposure to noise and disturbance. Nevertheless, given that the site is within a town centre, there is considered to be flexibility concerning the level of amenity space provided, and it is noted that the site is not in an area of local open space deficiency. In addition, a contribution towards public open space enhancement has been secured by way of a legal agreement, to mitigate the impact of the development. Overall, the amenity space provided is considered acceptable, in compliance with the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Saved Policy BE23 of the UDP.

Each of the units benefit from a reasonable level of privacy, outlook and light and overall, it is considered that good environmental conditions can be provided for future occupiers in compliance with relevant UDP saved policies and supplementary design guidance.

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

##### Traffic Generation

The applicant has submitted a Transport Assessment to consider the traffic impacts on the existing road capacity. The development is forecast to add 15 additional two way trips during the am peak hour and a similar number during the pm peak. This level of increase in peak hour traffic can be accommodated on Maxwell Road. The Highway Engineer notes that trip generation was not a reason for refusal on the previous planning application and/or subsequent dismissal of the appeal. In addition, the revised application has resulted in a reduction of two residential units and removal of approximately 468sq.m of commercial space compared to the refused scheme. The traffic impact is therefore considered to be less than the previous application. The highway Engineer therefore raises no objections on traffic generation grounds.

##### Parking

The application proposes a total of 13 parking spaces, including 2 spaces for people with a disability. These comprise 11 spaces in the basement and 2 spaces for people with a disability at the front of the building. The Council's standards allow for a maximum provision of 1.5 spaces per residential unit, a total of 18 spaces in this case. The site has a PTAL rating of 2 and the Council's Highways Engineer has raised no objection to the level of car parking and has confirmed that all parking spaces would be of sufficient dimensions and usable. As such, it is considered that the application complies with UDP Saved Policies AM14 and AM15.

In addition, the submitted plans indicate that secure cycle storage can be provided within the basement for 12 cycles. Although the Council's minimum cycle parking standards stipulate a requirement of 19 spaces, it is considered the 12 secure cycle parking spaces (one space per flat) stipulated in condition 13 are sufficient to serve this town centre development. Subject to compliance with this condition, the scheme would be in accordance with the Council's standards and Saved Policy AM9 of the UDP.

##### Refuse Collection

In terms of refuse collection, refuse/recyclable storage is provided on the lower-ground floor, next to the car parking spaces. A collection point has been identified on the plans at the rear of the site and a management company will move the bins to the collection point ready for collection. The new access onto Maxwell Road will enable the refuse vehicles to access the service road to the rear of Clive Parade either in forward or reverse gear. This cannot be achieved at present due to the existing awkward access arrangements (dog leg). There would therefore be no need to push the bins all the way up the service road to the Maxwell Road frontage.

The Waste Manager is satisfied with this arrangement, provided the service road is kept clear of parked cars on the day of collection. The Highway Engineer has commented that this type of arrangement is not ideal from a highway safety and free flow of traffic point of view and could set a precedent leading to proliferation of similar refuse collection arrangements, resulting in the refuse/recycle vehicles reversing into other relatively small-medium size developments. However, given the developer has agreed this arrangement

with the Council's refuse department and that the proposed arrangements are an improvement on the existing situation in relation to the properties in Clive Parade, the proposals are not considered to merit refusal on this ground.

The Highway Engineer also notes that the trundling of refuse bins to the northern access collection point by the management company could result in Health and Safety issues, due to the weight of the bins, the distance required to be covered, and the ramp gradient. However these are matters covered by separate legislation, including Building Regulations. (It is noted that Part H of the Building Regulations is silent on trundling distances for bins and merely specifies a gradient not exceeding 1:12. The access ramp has a shallower gradient of 1:15 and is therefore compliant). It is therefore recommended that a condition be imposed, requiring details of a refuse management plan, detailing how the site management company will address the issues raised above.

#### Vehicular access

With regard to vehicular access to the basement car park, this is via a ramp at the rear of the site, leading from the private access road running along the northeast boundary of the site. This access road also serves the rear of commercial premises fronting Clive Parade and Green Lane. This arrangement is similar to that proposed in the refused scheme. It is noted that the Inspector, in considering the subsequent appeal, took the view that access to the car park would be from a private road. Therefore, although the gradients and overall design standards might be sub-standard for a public highway, this was not sufficient justification to dismiss the appeal scheme.

The Highway Engineer considers that the gradient of the proposed access ramp leading to the car parking area at 1:15, is acceptable. However, the width of the access ramp is not suitable for two vehicles to pass each other and visibility including inter-visibility and those entering and exiting the ramp would be poor. Shuttle signals with vehicle detection system should therefore be provided at the entrance and exit of the access ramp. The applicant has agreed to this solution and can be secured by way of a condition in the event of an approval.

The proposal involves the creation of a new vehicular access to the service road, off Maxwell Road which would require the relocation of parking bays on the public highway and the closure of an existing access. The applicant would be required to fully fund these highway works, which are to be secured by way of a condition in the event of an approval, such that detailed design of these works are submitted and approved prior to implementation.

In light of the above considerations, it is considered that both the vehicular and pedestrian access to the development is adequate and is unlikely that the development would give rise to conditions prejudicial to free flow of traffic and highway and pedestrian safety. The development is therefore in accordance with Policy AM7 of the Unitary Development Plan Saved Policies (September 2007).

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

Issues relating to urban design have been dealt with elsewhere in the report.

#### **7.12 Disabled access**

HDAS was adopted on the 20th December 2005 and requires all new residential units to be built to lifetime home standards and 10% of units designed to wheelchair accessible standards. Policy 4B.5 of the London Plan expects all future development to meet the highest standard of accessibility and inclusion. This together with the Mayor's

Supplementary Planning Guidance 'Accessible London: achieving an inclusive environment' underpins the principles of inclusive design and the aim to achieve an accessible and inclusive environment consistently across London.

The Access Officer considers that the proposal is by and large acceptable subject to minor revisions to address Lifetime Home standards (as relevant). In addition, one apartment should comply fully with Wheelchair Home Standards, in accordance with relevant policies, legislation and adopted guidance.

Amended plans have been submitted, in order to address the Access Officer's outstanding concerns.

The following provisions are included within the scheme:

- 1) The proposals provide 2 parking bays capable of meeting the disabled parking space standard. These are located at entrance level.
- 2) The entrance level spaces are 12 metres from the front entrance of the apartments.
- 3) The approach to the main building entrance is level. The secondary entrance is via a maximum grade 1:20 ramp, 1200mm minimum width with intermediate landings.
- 4) The entrances are covered, illuminated and have a level threshold. Communal stairs have been designed to provide easy access and the lifts are DDA compliant and fully accessible. Entrances and hallways meet the necessary criteria.
- 5) In terms of wheelchair accessibility, there is space for turning a wheelchair in dining areas and living rooms and adequate circulation space for wheelchairs elsewhere.
- 6) All Apartments are single level. Therefore the bed spaces are at entrance level for each. In addition wheelchair accessible entrance level WCs will be provided, with drainage provision enabling a shower to be fitted in the future. Walls in the bathroom and WC will be made capable of taking adaptations such as handrails.

It is considered that the revised scheme has addressed deficiencies in the refused scheme and comments by the appeal Inspector regarding access issues. Any outstanding issues can be secured by condition. Overall, the proposal is considered to be in accordance with London Plan Policies 3A.5 and 4B.5 and the Hillingdon Design and Accessibility Statement (HDAS): Accessible Hillingdon.

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

The London Borough of Hillingdon Affordable Housing SPD (May 2006) seeks to secure a minimum of 50% affordable housing on new build schemes that contain 15 units or more. This should then be split in 70% social rented and 30% shared ownership/intermediate housing. The Council's Planning Obligations SPD (July 2008), together with the London Plan Consolidation (2008) supersedes these requirements and schemes with 10 units or more shall secure 50% affordable housing unless a Financial Viability Assessments indicates otherwise. A Financial Viability Assessment (FVA) has been provided, which confirms that no affordable housing can afford to be delivered as a result of this scheme.

#### **7.14 Trees, Landscaping and Ecology**

Policy BE38 of the Unitary Development Plan Saved Policies states, amongst other things that development proposals will be expected to retain and utilise topographical and landscape features of merit.

The scheme involves the removal of three low quality, 'C' rated, trees from the west the site. All other trees including the off site Oak tree in the front garden of 8 Maxwell Road (protected by TPO No 305) and a Lime which is a street tree, situated within the roadside footway in front of the site, are to be protected. The almost total site coverage of built development of the site provides little opportunity for landscape enhancement apart from a small courtyard area between the blocks.

The Design & Access Statement refers to landscaping and confirms that the Arboricultural Report supports the development in that any potential conflicts between trees and the proposed building have been satisfied in the Arboricultural Implications Assessment. The landscape report also states that the layout of pedestrian pathways have been designed to provide easy access for all areas of the building and communal areas.

The proposal will include landscaped gardens at the front of the development and a south-facing landscaped courtyard within the 'U'-shaped building. New tree planting is indicated along the southern boundary (north boundary of Anthus Mews).

A method statement has been conditioned to ensure that the site is managed and work implemented in accordance with the protective tree measures outlined in the submitted documentation.

The Tree and Landscape Officer comments that the landscape quality of the scheme will depend largely on the design objectives and detailing of the shared/communal amenity courtyard. It should be noted that most of this space is above the basement car park and significant planting is therefore likely to be constrained by, what is effectively, a roof garden. Nevertheless, some tree planting is proposed along the south western boundary with Anthus mews and the rear garden of 8 Maxwell Road, which will provide some screening of the development from surrounding properties.

It is considered that the landscape quality on the Maxwell Road frontage will be improved and be more residential in character, with the existing roadway/parking area converted into a front garden with 2 disabled access bays. This would provide a satisfactory setting for the building and an effective transition between the more commercial town centre to the north and the residential character of Maxwell Road to the south.

The Tree/Landscape Officer considers that the revised scheme is on the whole acceptable and in compliance with Saved Policy BE38 of the UDP, subject to relevant tree/landscape conditions, modified to take into account tree protection information already provided with the application.

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

Refuse is provided on the lower-ground floor next to the car parking spaces. The Waste Manager initially raised concerns over the location of the bin store, as it would not be readily accessible at lower ground level, or meet the necessary pulling distance and vehicle access requirements. However, the applicants have proposed that a management company will move the bins to a predefined collection point by the service road and then return them after they have been emptied. Refuse trucks will then have a choice of either driving straight into the service road off Maxwell Road, collecting refuse and then reversing out, or alternatively, the refuse vehicle could reverse into the service road and drive out in forward gear.

The Waste Manager is satisfied with this arrangement. In the event of an approval, a condition requiring further details of refuse collection is recommended, in order to ensure the proposed facilities comply with Council guidance.

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

London Plan (February 2008) policies 4A.4 and 4A.7 require the submission of an energy demand assessment based on sustainable design and construction; a demonstration of how heating and cooling systems have been selected in accordance with the Mayor's energy hierarchy; and how the development would minimise carbon dioxide emissions, maximize energy efficiencies, prioritise decentralised energy supply, and incorporate

renewable energy technologies, with a target of 20% carbon reductions from on-site renewable energy.

The applicant has submitted a renewable energy assessment as part of the application. The report addresses how to reduce carbon emissions and sets out the most suitable and viable forms of renewable energy generators for the scheme. 92sq.m of solar PV are proposed. This is the preferred technology to deliver the renewables target for the scheme. Although the Energy Assessment provides a good framework, the calculations on energy usage only relate to regulated energy. The report lacks information on how unregulated energy has been considered. The assessment is therefore missing out on a proportion of energy usage.

It is recommended that a condition be imposed requiring details of how the renewable energy can be implemented as part of the development, to contribute at least 20% CO2 reduction, in accordance with the aims of Renewable Energy Policy 4A.7 and 4A.9 of the London Plan (February 2008). Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation of and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with relevant London Plan (February 2008) policies.

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

There are no specific flooding or drainage issues associated with this application. However, in the event that this application is approved, it is recommended that a sustainable urban drainage condition be imposed.

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

The application site is on a busy high road. It is therefore reasonable to expect that traffic noise is likely to be high enough to affect the residential amenities of future occupiers. Although the site falls within NEC B as defined in PPG24, it is considered that flatted development is acceptable in principle, subject to adequate sound insulation.

The noise report submitted with the application while identifying the main noise source affecting the site as road traffic, also notes that there would be some noise from the small industrial estate adjacent to the western boundary of the site. The appeal decision on the refused application recognised that there could be noise from the small industrial estate, for example in the form of early morning waste collections. It was, however, stated that noise from these sources can be controlled through statutory regulation and that sound insulation of the new residential properties would also provide a degree of noise mitigation. In view of the ruling in the appeal decision, the Environmental Protection Unit accepts that noise from the small industrial estate does not form a reason for refusal of the present application.

The acoustic assessment contains recommendations which, if implemented, would reduce noise to levels that comply with reasonable standards of comfort, as defined in British Standard BS 8233:1999 'Sound insulation and noise reduction for buildings - Code of Practice'. It is considered that the issue of sound insulation can be addressed by the imposition of a suitable condition. Subject to compliance with this condition, it is considered that the scheme is in compliance with Saved Policy OE5 of the UDP.

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

The main issues raised have been dealt with in the main body of the report. Damage to adjoining properties during construction activities is subject to separate legislation and is not a planning matter. The applicants have advised that they intend to use a CFA auger piling rig, which effectively bores a hole and does not drive or ram the ground (the latter could cause vibrations and thus cause damage to neighbouring properties).

## **7.20 Planning Obligations**

Policy R17 seeks to supplement the provision of recreational open space and other community, social and educational facilities through planning obligations. To offset the impact of the proposed development on local facilities, a range of planning obligation contributions have been agreed with the applicants:

1. Education: A financial contribution for nursery and primary school places in the sum of £28,287.
2. Health: The Primary Care Trust have sought a contribution towards local primary health care facilities in the sum of £4,554.40.
4. Community facilities: A contribution in the sum of £10,000 towards expansion of local community facilities has been agreed.
5. Libraries: A contribution in the sum of £483 towards library books has been agreed.
6. Open space: a contribution in the sum of £28,000 has been agreed towards local open space and recreation improvements (this is in line with the previous application).
7. Construction Training: A contribution of £ 5,000 towards the cost of providing construction skills training within the Borough has been agreed.
8. Project Management and Monitoring: A contribution towards project management and monitoring has been agreed, equal to 5% of the total cash contributions secured from this proposal.

The applicants have agreed to these contributions, and have signed a Unilateral Undertaking to that effect to address these issues.

The proposal includes the formation of a new access off Maxwell Road, which would affect on street parking bays. The details of any off site highway works required in connection with the development (and implementation of the works prior to occupation), have been secured by condition 11. The recommendation also requires the developer to enter into a S278 Agreement, to enable the delivery of the said works.

## **7.21 Expediency of enforcement action**

There are no enforcement issues associated with this site.

## **7.22 Other Issues**

There are no other issues relating to this application.

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

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of



these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

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

This is not applicable to this application.

## **10. CONCLUSION**

The application seeks to develop a site in Green Lane Northwood Town Centre for residential purposes. It will bring into use a site which has been vacant for a considerable period of time.

The proposed scheme will make a valuable contribution to the Borough's housing stock in the form of smaller dwellings, in accordance with the aims and objectives of the UDP housing policies. The scheme would also contribute towards the vitality and viability of the Town Centre.

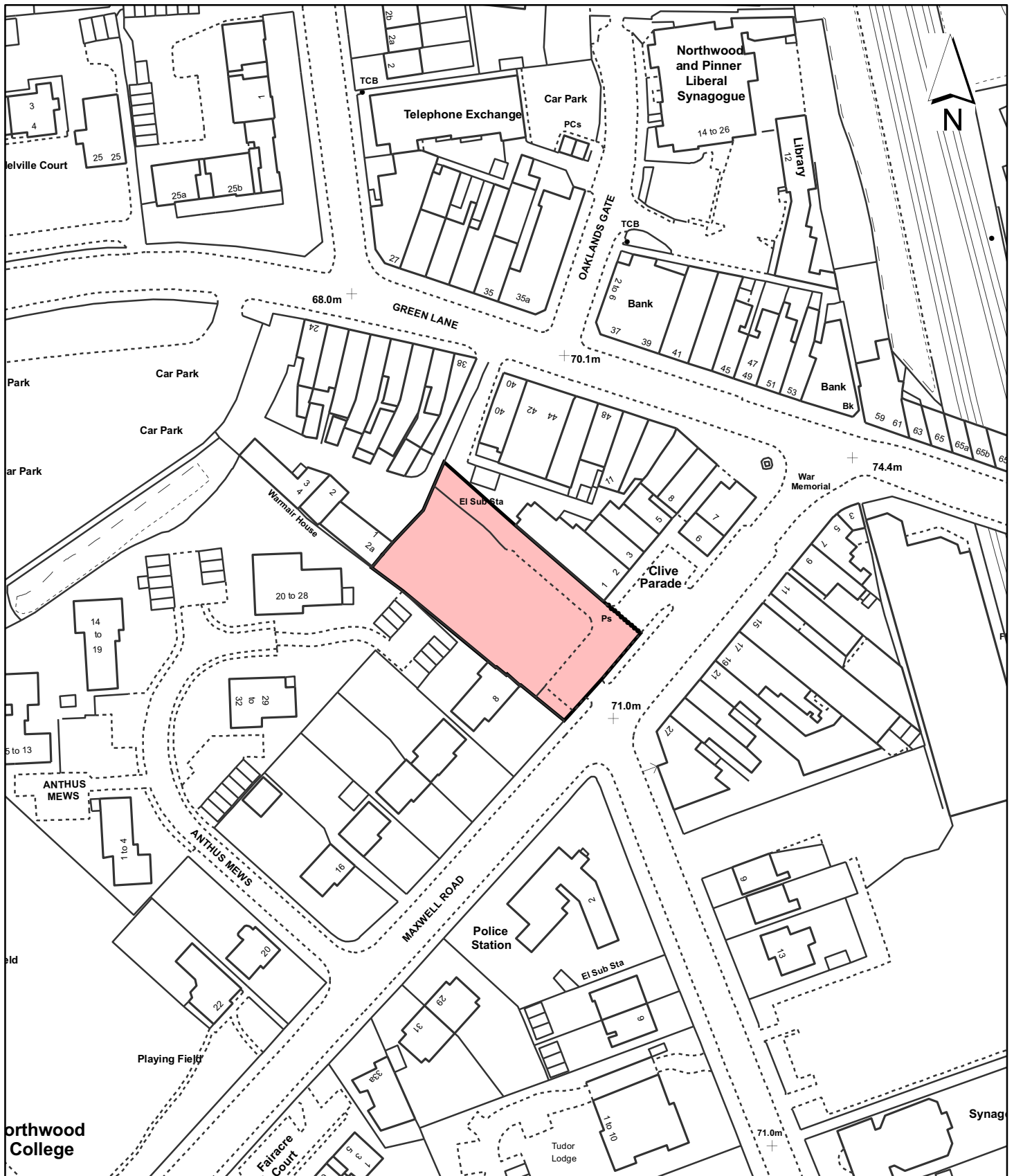
It is considered that the proposal will not detract from the visual amenities of the street scene or the character and appearance of the recently designated Conservation Area. It provides a satisfactory form of accommodation for future residents and the amenities of adjoining residents would not be adversely affected by the proposals. It is considered that highway and pedestrian safety issues have been satisfactorily addressed. The proposal is considered to satisfy the relevant policies of the UDP and as such the application is recommended for approval, subject to the recommended conditions and the signed Unilateral Obligation securing contributions towards the provision of school places, health care facilities, construction training, public open space, management and monitoring.



## **11. Reference Documents**

Planning Policy Statement 1 (Delivering Sustainable Development)  
Planning Policy Statement 3 (Housing)  
PPS6 (Town Centres And Retail Developments)  
Planning Policy Guidance Note 13 (Transport)  
Planning Policy Guidance Note 24 (Planning and Noise)  
The London Plan

**Contact Officer:** Karl Dafe

**Telephone No:** 01895 250230



<p><b>Notes</b></p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown Copyright. All rights reserved. London Borough of Hillingdon 100019283 2009</p>	<p>Site Address</p> <p align="center"><b>Former Reindeer Public House Maxwell Road Northwood</b></p>		<p align="center"><b>LONDON BOROUGH OF HILLINGDON</b></p> <p align="center"><b>Planning &amp; Community Services</b></p> <p align="center">Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p align="center"><b>18958/APP/2009/2210</b></p>	<p>Scale</p> <p align="center"><b>1:1,250</b></p>	
	<p>Planning Committee</p> <p align="center"><b>North</b> Page 44</p>	<p>Date</p> <p align="center"><b>April 2010</b></p>	
		 <p align="center"><b>HILLINGDON</b> LONDON</p>	

## Report of the Head of Planning & Enforcement

**Address** BUCON HOUSE STONEFIELD WAY RUISLIP

**Development:** New single storey warehouse, incorporating site re-levelling, re-using and improving existing road access point with associated parking, 2 lorry servicing bays and covered cycle facilities, including demolition of existing single storey warehouse with ancillary two storey offices and surrounding outbuildings.

**LBH Ref Nos:** 63619/APP/2010/381

**Drawing Nos:** 14000 OGL Rev. A  
1271.1  
9722/TP/01 Rev. A  
9722/TP/02  
9722/TP/03  
9722/LP/01  
Planning Statement Rev. A  
Protected Species Biodiversity Survey  
RENEWABLES ASSESSMENT REV. B  
Transport Statement Rev. A  
Noise Impact Assessment (February 2010)  
Air Quality Statement  
Light Pollution Statement  
Waste Statement  
Report entitled Carbon Emission Reduction  
Landscape Establishment and Maintenance  
Phase 1 Environmental Assessment (07-3036.01)

**Date Plans Received:** 23/02/2010                      **Date(s) of Amendment(s):**

**Date Application Valid:** 26/03/2010

### 1. **SUMMARY**

Planning permission is sought for the erection of an industrial building on the site, to provide an extension to an adjoining warehouse building. The proposal would provide 2,210m<sup>2</sup> warehousing floor space, which would directly replace a total of 2,100m<sup>2</sup> of industrial floor space.

It is considered that the proposal is acceptable in principle, as it is located in an Industrial & Business Area. The proposed design would relate satisfactorily with the adjoining building and the immediate townscape. Highway and ecological issues have been satisfactorily addressed. Approval is recommended accordingly.

### 2. **RECOMMENDATION**

**APPROVAL subject to the following:**

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

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

REASON

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

**2 M1 Details/Samples to be Submitted**

No development shall take place until details and/or samples of all materials, colours and finishes to be used on all external surfaces have been submitted to and approved in writing by the Local Planning Authority.

**REASON**

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**3 M3 Boundary treatment - details**

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building is occupied or in accordance with a timetable agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

**REASON**

To safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**4 OM2 Levels**

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor level of the proposed building 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 BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**5 OM13 Demolition Protocols**

The applicant is to prepare a selective programme (or demolition protocol) to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed from the site safely and intact for later re-use or processing, which is to be submitted to the Local Planning Authority prior to the commencement of demolition work.

**REASON**

To establish an 'audit trail' for demolition materials based on an established Demolition Protocol which will encourage more effective resource management in demolition and new builds, in accordance with London Plan (February 2008) Policies 4A.30 and 4A.31.

**6 OM19 Construction Management Plan**

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works

- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

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

#### REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

#### **7 0M11 Floodlighting**

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

#### REASON

To safeguard the amenity of surrounding properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan and/or in the interests of highway and railway safety.

#### **8 DIS1 Facilities for People with Disabilities**

All the facilities designed specifically to meet the needs of people with disabilities, including the provision of one disabled parking bay, that are shown on the approved plans, shall be provided prior to the occupation of the development and thereafter permanently retained.

#### REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with Policies AM13, AM15 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 3A.13, 3A.17 and 4B.5.

#### **9 H1 Traffic Arrangements - submission of details**

Development shall not begin until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas (where appropriate)

must be permanently retained and used for no other purpose at any time. The disabled parking bay shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

**REASON**

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan . (February 2008).

**10 H13 Installation of gates onto a highway**

No gates shall be installed which open outwards over the highway/footway.

**REASON**

To ensure that pedestrian and vehicular safety is not prejudiced in accordance with Policies AM3 and AM8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

**11 H9 Roads/Parking/Sight Lines - construction**

The roads, sight lines at road junctions and parking areas (including where appropriate the marking out of parking spaces) shown on the approved plans shall be constructed prior to occupation of the development, and thereafter permanently retained and used for no other purpose.

**REASON**

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policies AM3 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

**12 NONSC Non Standard Condition**

No part of the development hereby permitted shall be commenced until details of covered and secure cycle storage for 9 cycles in total, have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details prior to the occupation of the development and thereafter permanently retained.

**REASON**

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan (February 2008).

**13 NONSC Non Standard Condition**

The access for the proposed development shall be provided with 2.4m x 2.4m pedestrian visibility splays in both directions and the visibility splays shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

**REASON**

To ensure that pedestrian and vehicular safety is not prejudiced in accordance with Policies AM2 and AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan (February 2008).

**14 NONSC Non Standard Condition**

Prior to the commencement of development a scheme for the provision of wildlife enhancements shall be submitted to and approved by the Local Planning Authority. The scheme shall be appropriate to the scale and nature of the development and demonstrate the inclusion of wildlife enhancement (e.g. bird/bat boxes) within the design of the development.

**REASON**

To promote and encourage biodiversity enhancements within the development in accordance with Policy 3D.14 of the London Plan and the principles of PPS9.

**15 MCD11 Storage in Defined Areas**

No raw materials, finished or unfinished products, parts, crates, packing materials or waste shall be kept on the site except within the buildings or storage areas specified on the approved plans.

**REASON**

In order to safeguard the amenities of the area in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

**16 OM1 Development in accordance with Approved Plans**

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

**REASON**

To ensure that the external appearance of the development is satisfactory and complies with Policy BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**17 OM7 Refuse and Open-Air Storage**

Prior to development commencing, the applicant shall submit a refuse management plan to the Local Planning Authority for its approval. The plan shall detail how the refuse and recycling for the extension shall be integrated into the existing Crown Worldwide Waste Strategy and shall include details of the on-site refuse storage for waste material awaiting disposal, shown on the approved plans. The approved measures shall be implemented and maintained for so long as the development remains in existence.

**REASON**

To safeguard the amenity of surrounding areas and in the interests of highway and pedestrian safety, in accordance with Policies OE1 and AM7 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

**18 RCU4 Internal Floorspace**

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional internal floorspace shall be created in excess of that area expressly authorised by this permission.

**REASON**

To enable the Local Planning Authority to assess all the implications of the development

and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policy AM7 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**19 OM14 Secured by Design**

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

**REASON**

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with policies 4B.1 and 4B.6 of the London Plan.

**20 NONSC Land Contamination**

Before any part of this development is commenced a site survey to assess the land contamination levels shall be carried out to the satisfaction of the Council and a remediation scheme for removing or rendering innocuous all contaminants from the site shall be submitted to and approved by the Local Planning Authority. The remediation scheme shall include an assessment of the extent of site contamination and provide in detail the remedial measures to be taken to avoid risk to the occupiers and the buildings when the site is developed. All works, which form part of this remediation scheme, shall be completed before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority). The condition will not be discharged until verification information has been submitted for the remedial works. Any imported material for landscaping purposes ie. soil shall be tested for contamination levels therein to the satisfaction of the Council.

**REASON**

To ensure that risks from land contamination to the future users of the warehouse site and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**21 SUS1 Energy Efficiency Major Applications (full)**

The measures to reduce the energy demand and carbon dioxide emissions of the development and to provide 20% of the sites energy needs through renewable energy generation contained within the submitted reports entitled Renewables Assessment and Carbon Reduction Statement, shall be integrated into the development and thereafter permanently retained and maintained.

**REASON**

To ensure that the development incorporates appropriate energy efficiency measures in



accordance with policies 4A.1, 4A.3, 4A.4, 4A.6, 4A.7, 4A.9, and 4A.10 of the London Plan (February 2008).

**22 SUS5 Sustainable Urban Drainage**

No development shall take place on site until details of the incorporation of sustainable urban drainage have been submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.

**REASON**

To ensure that surface water run off is handled as close to its source as possible in compliance with policy 4A.14 of the London Plan (February 2008) and to ensure the development does not increase the risk of flooding contrary to Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), policies 4A.12 and 4A.13 of the London Plan (February 2008) and PPS25.

**23 SUS6 Green Travel Plan**

Prior to the commencement of the development hereby permitted a ten year Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan, as submitted shall follow the current Travel Plan Development Control Guidance issued by Transport for London and will include:

- (1) Targets for sustainable travel arrangements
- (2) Effective measures for the ongoing monitoring of the Travel Plan;
- (3) A commitment to delivering the Travel Plan objectives; and
- (4) Effective mechanisms to achieve the objectives of the Travel Plan by both present and future occupiers of the development.
- (5) Details of how the measures in (4) above can be incorporated into the existing Crown Worldwide's existing Travel Plan.

The development shall be implemented only in accordance with the approved Travel Plan.

**REASON**

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with Policies 3C.1, 3C.2 and 3C.3 of the London Plan (February 2008).

**24 SUS8 Electric Charging Points**

Before development commences, plans and details of one electric vehicle charging point(s), serving the development and capable of charging multiple vehicles simultaneously, shall be submitted to and approved in writing by the Local Planning Authority.

**REASON**

To encourage sustainable travel and to comply with London Plan Policy 4A.3.

**25 RPD11 Restrictions on Changes of Uses (Part 3, Sch. 2 GPDO 1995)**

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the building shall be used only for purposes within Use Class B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

## REASON

In order to retain industrial and warehousing floorspace in an Industrial and Business Area and to comply with Policy LE2 of the Unitary Development Plan Saved Policies (September 2007).

## INFORMATIVES

### 1

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

### 2

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains on the adjoining railway line. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. You are advised to seek Network Rail's approval of your detailed proposals regarding lighting. Following occupation of the development, if within three months Network Rail or a Train Operating Company has identified that lighting from the development is interfering with driver's vision, signal sighting, alteration/mitigation may be required to remove the conflict at the developer's expense.

### 3 I13 **Asbestos Removal**

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

### 4 I14 **Installation of Plant and Machinery**

The Council's Commercial Premises Section and Building Control Services should be consulted regarding any of the following:-

The installation of a boiler with a rating of 55,000 - 1¼ million Btu/hr and/or the construction of a chimney serving a furnace with a minimum rating of 1¼ million Btu/hr;

The siting of any external machinery (eg air conditioning);

The installation of additional plant/machinery or replacement of existing machinery.

Contact:- Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190). Building Control Services, 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

### 5 I14C **Compliance with Building Regulations Access to and use of**

You are advised that the scheme is required to comply with either:-

· The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with

- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice.  
AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from [www.opsi.gov.uk](http://www.opsi.gov.uk)
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from [www.drc-gb.org](http://www.drc-gb.org).

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6 and 8.

## **6            115            Control of Environmental Nuisance from Construction Work**

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

- A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank and Public Holidays.
- B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.
- C) The elimination of the release of dust or odours that could create a public health nuisance.
- D) No bonfires that create dark smoke or nuisance to local residents.

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

**7**            I18                    **Storage and Collection of Refuse**

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

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

**8**            I2                            **Encroachment**

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

**9**            I24                        **Works affecting the Public Highway - General**

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

**10**           I25                        **Consent for the Display of Adverts and Illuminated Signs**

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Planning & Community Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

**11**           I3                            **Building Regulations - Demolition and Building Works**

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

**12**           I45                        **Discharge of Conditions**

Your attention is drawn to condition(s) 2, 3, 4, 5, 6, 9, 12, 14, 17, 19, 20, 22, 23 and 24 which must be discharged prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of this/these condition(s). The Council may consider taking enforcement action to rectify the breach of

this condition(s). For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

### **13            I47                    Damage to Verge**

You are advised that 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).

### **14            I5                            Party Walls**

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

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

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Planning & Community Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

### **15            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).

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

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of

		new planting and landscaping in development proposals.
EC1		Protection of sites of special scientific interest, nature conservation importance and nature reserves
EC3		Potential effects of development on sites of nature conservation importance
EC5		Retention of ecological features and creation of new habitats
LE2		Development in designated Industrial and Business Areas
POBS		Planning Obligations Supplementary Planning Document, July 2008
PPG13		Transport
PPG24		Planning and Noise
PPS1		Delivering Sustainable Development
PPS4		Planning for Sustainable Economic Growth
PPS9		Biodiversity and Geological Conservation

## **17        I58                    Opportunities for Work Experience**

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

Please refer to the enclosed leaflet and contact Peter Sale, Hillingdon Education and Business Partnership Manager: contact details - c/o British Airways Community Learning Centre, Accommodation Lane, Harmondsworth, UB7 0PD. Tel: 020 8897 7633. Fax: 020 897 7644. email: p.sale@btconnect.com .

## **18        I6                        Property Rights/Rights of Light**

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

## **19        I60                        Cranes**

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

## **20        I61                        Lighting Near Aerodromes.**

The development is close to the aerodrome and the approach to the runway. The applicant is advised that there is a need to carefully design any lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

## **21**

The applicant is reminded of the duties set out in the Disability Discrimination Act 1995, with regard to employment and service provision. Whilst an employer's duty to make reasonable adjustment is owed to an individual employee or job applicant, the

responsibility of service providers is to disabled people at large, and the duty is anticipatory. The failure to take reasonable steps at this stage to facilitate access will therefore count against the service provider, if/when challenged by a disabled person. It is therefore recommended that the applicant takes full advantage of the opportunity that this development offers, to improve the accessibility of the premises to people with mobility and sensory impairments. The following points should be noted:

1. Accessible car-parking bays should be sited within 50m of the entrance. They should be 4.8m x 2.4m, with an adjoining 1.2 m transfer area (not 4.8 x 3.6 as stated in the Design & Access Statement) and marked and signed in accordance with BS 8300.
2. Internal door widths should provide a minimum clear opening width of 800mm to facilitate adequate access for wheelchair users. Internal doors should also have 300mm unobstructed space to the side of the leading edge.
3. It is noted that there is no intention to install a toilet block as part of the new building. This should be discouraged or disallowed, if from the furthest point in the new building to the nearest accessible WC in the adjoining building exceeds 100 m. Given the scale of the proposed development, and the Disability Discrimination Act duties on service providers to make reasonable adjustments, an accessible toilet in accordance with best practice must be provided within the development as a whole.
4. Toilets should be designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004.
5. The accessible toilet should be signed either Accessible WC or Unisex. Alternatively, the use of the wheelchair symbol and the words Ladies and Gentlemen or Unisex would be acceptable.
6. Alarm systems should be designed to allow deaf people to be aware of its activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system.)
7. Fire exits should incorporate a suitably level threshold and should open onto a suitably level area.
8. Advice from a suitably qualified Fire Safety Officer concerning emergency egress for disabled people should be sought at an early stage.

### **3. CONSIDERATIONS**

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

The site is located at the rear of the long established Stonefield Way Industrial Estate and backs onto an elevated railway line (Chiltern Line). The railway embankment is some 8m higher than the Bucon House site and some 9m higher than the existing Crown site. The site is 3,140m<sup>2</sup> (0.314 hectares) in extent and is predominantly flat, but at a higher level than the adjoining Crown site. The site consists of a large single storey warehouse building with 2-storey brick clad offices to the Stonefield Way frontage and a series of small outbuildings at the rear, all totalling 2,100m<sup>2</sup>. The site is used as furniture manufacturing and assembly facility with ancillary offices. A small paint spray facility exists within the factory.

To the east, the site is bounded by the existing Crown building, consisting of 4 floors of offices at the front and a warehouse at the rear, with an associated service yard. The offices have a total height of 16 metres, with a central feature being 18.7 metres high. The warehouse space has a maximum height of 17 metres. The adjoining site is fenced to the side and rear boundaries with Palisade fencing. The Stonefield Way boundary is fenced with a combination of brick piers/dwarf wall and metal railings. Security gates control service yard and car parking areas.

Two railway lines run along the railway embankment at the rear of the site, the first being 30m away and second some 95m away. The area between the railway lines is part of the Ruilsp Municipal Solid Waste Transfer station. Behind a second railway line is a residential area with the nearest property some 160m away. The residential area is separated from the second railway line with a dense planting zone, some 30m wide. (Note: this vegetation has now been partially cleared in order to facilitate railway improvements on the Chiltern Line and is subject to a separate planning application).

The site is accessed via Stonefield Way, which is a one-way road, with access and egress onto Victoria Road. The carriageway width is 7.3m, with pavements to both sides of the road. Some parking restrictions exist on the road. The site has one vehicular access to Stonefield Way.

### **3.2 Proposed Scheme**

Planning permission is sought for the redevelopment of the Bucon House site to provide for a 2,210m<sup>2</sup> Class B8 single storey warehouse linked to the existing Crown Worldwide warehouse at the adjoining site (known as 19 Stonefield Way), to form a single unit. The proposal will involve the demolition of the existing structures which comprise old industrial single storey buildings, with ancillary 2-storey offices, totalling 2,100m<sup>2</sup>. The proposed extension would link fully to the existing west elevation of the Crown building so that operationally, one building can be created.

The proposed building would be 47 metres wide by between 42 to 48 metres deep. The rear of the building would be angled to follow the line of the rear boundary, leaving a gap of 3 metres between the building and the boundary. The front elevation would be recessed to allow for two loading bays for articulated lorries at the front, but the extension would generally follow the forward building line of the adjoining Crown building.

The proposed extension needs to accommodate document storage which utilizes a racking system at 3m increments and will be operated to 6 levels, therefore requiring an internal clear height of 18m. Externally, the extension would be approximately 22 metres high. The site levels at 38.27 would be reduced to levels of the existing Crown site (37.76 AOD).

The external materials would be metallic silver cladding and composite panels, to match the existing Crown building. The extension would also feature a blue painted plinth and projecting horizontal brise-soleil, also to match the existing building.

The proposal will include parking for 13 cars (including one disabled space), together with 9 covered cycle spaces and 1 motorcycle space. Loading areas, with 2 loading doors would be provided at the front of the proposed building.

Access to the proposed extension will utilise the existing road access but will require minor modifications. The site frontage to Stonefield Way would be designed to replicate Crown's brick piers/dwarf wall and metal railing fence. Side and rear elevations would



have 2.4m high Palisade fence. CCTV will be installed to increase security and will be linked to Crown's existing CCTV installation.

The site will be gated for security purposes and the frontage will be landscaped to continue a theme already established at Crown's existing site.

The applicants have submitted a number of supporting documents that describe the development and assess the impact of the proposal, together with mitigation measures. These are briefly summarised below:

#### PLANNING STATEMENT

The statement describes the development and provides a policy context and planning assessment for the proposal. The statement concludes that the proposal will reuse the site to create purpose built modern accommodation, will contribute towards the regeneration of the area, will generally enhance the appearance of the area, will not impact on surrounding land uses and is acceptable in highway terms.

#### AIR QUALITY STATEMENT

The proposed development is for a B8 warehouse type facility. The goods to be stored will not have any impact on air quality. The traffic flows will be comparable to the existing uses of the site. The proposed development will therefore not have any adverse effect on existing air quality. The existing Bucon House factory with its spraying facility and its car movements has worse air quality characteristic than the proposed B8 building.

#### DRAINAGE AND UTILITIES STATEMENT

The statements includes details of existing and proposed British telecom, electricity, gas supplies. There is no requirement for any off-site reinforcement works to the surrounding services infrastructure, which will minimize the development's impact on the services to the neighbouring occupiers.

#### FLOOD RISK STATEMENT

The site is within Stonefield Way industrial estate. Flood zone maps show that the area is outside flood zones.

#### LIGHT POLLUTION STATEMENT

The external lighting to the development has been designed to avoid nuisance to the accommodation in close proximity to the development and to reduce as much as is practical the overspill illumination.

#### NOISE IMPACT STATEMENT

The statement concludes that as the proposed development is for a B8 warehouse type facility, involving the storage and distribution of goods, there will be no processes involving noise creation apart from the movement of vehicles. The proposed development will not have any adverse effect on existing noise in the area. The existing Bucon House factory with its production facility and its car movements has comparable noise quality characteristics.

#### TRANSPORT STATEMENT

The layout allows for the servicing needs of the unit, allowing for dedicated delivery areas. The statement concludes that there will not be a significant impact on the operation of the local highway network due to the proposal and that this application raises no traffic or transport related concerns.

## WASTE STATEMENT

The proposed development has designated spaces for refuse and recyclable waste but Crown Worldwide already has a waste strategy in place. The proposed extension will use their existing facilities. Crown Worldwide currently have a skip for timber waste, which is crushed and collected when the container is full. It is all recycled. Cardboard is bailed and collected from site once a full load is available. Office paper is all recycled via collection points, as are all plastics, glass, toner cartridges etc. WEEE directive waste is collected by the same company that collect the Office waste.

## PROTECTED SPECIES BIODIVERSITY SURVEY

The report concludes that on the basis of evidence obtained from the protected species biodiversity survey work and with the implementation of the recommendations set out in this report, there is no reason to suggest that any protected species will be adversely affected by the proposals.

## PHASE I ENVIRONMENTAL ASSESSMENT

The assessment undertakes an appraisal of the potential for soil and groundwater contamination issues at the site. The report concludes that the site represents a low to medium overall contamination risk status, with regard to the potential for soil and groundwater contamination, and land gas, at the site. However, there is the potential that an intrusive investigation, and limited remediation, may be required under the planning process.

## RENEWABLES ASSESSMENT AND CARBON EMISSION REDUCTION STATEMENT

It is proposed to use renewable energy air to air heat pumps with destratification fans as the heat source and main method of reducing carbon emissions by 20% together with photovoltaic cells to generate some of the site electricity demand. Further carbon emission reduction will be by increasing the level of building insulation, reducing permeability to air and to the use of photovoltaic cells.

### 3.3 Relevant Planning History

#### Comment on Relevant Planning History

None.

## 4. Planning Policies and Standards

### UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

- |      |   |
|------|---|
| AM14 | New development and car parking standards.  |
| AM15 | Provision of reserved parking spaces for disabled persons   |
| AM2  | Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity |
| AM7  | Consideration of traffic generated by proposed developments.  |
| AM9  | Provision of cycle routes, consideration of cyclists' needs in design of highway  |

	improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves
EC3	Potential effects of development on sites of nature conservation importance
EC5	Retention of ecological features and creation of new habitats
LE2	Development in designated Industrial and Business Areas
POBS	Planning Obligations Supplementary Planning Document, July 2008
PPG13	Transport
PPG24	Planning and Noise
PPS1	Delivering Sustainable Development
PPS4	Planning for Sustainable Economic Growth
PPS9	Biodiversity and Geological Conservation

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **20th April 2010**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

The application was advertised under Article 8 of the Town and Country Planning Act (1990) as major development. A site notice was erected on the site and a public notice was placed in a local paper. 54 adjoining businesses were directly notified via letter. No letters have been received from adjoining occupiers.

### NETWORK RAIL

We have no objection in principle to the development, however due to its close proximity to the operational railway, we would request that the following points below are taken into account if granting the application.

No water or effluent should be discharged from the site or operations on the site into the railway undertaker's culverts or drains, without Network Rail approval. Soakaways should not discharge towards and/or within 10m of railway infrastructure. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicant's expense.

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed.

If not already in place, the developer must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future

maintenance and renewal. Network Rail's existing fencing/wall must not be removed or damaged including any foundations. Should the works impact in any way on the embankment then the developer will need to contact the Asset Protection Engineer with any plans and method statements to ensure no damage will occur to the embankment. (Contact AssetProtectionLNWSouth@networkrail.co.uk)

Consideration should be given to ensure that the construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land, and therefore all/any building should be situated at least 2 metres from Network Rail's boundary. This will allow construction and future maintenance to be carried out from the applicant's land, thus avoiding provision and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land.

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's approval of their detailed proposals regarding lighting. Following occupation of the development, if within three months Network Rail or a Train Operating Company has identified that lighting from the development is interfering with driver's vision, signal sighting, alteration/mitigation will be required to remove the conflict at the applicant's expense.

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development.

#### **THAMES WATER**

##### **Waste Comments**

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.

##### **Water Comments**

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

SOUTH RUISLIP RESIDENTS' ASSOCIATION - No response.

#### **Internal Consultees**

##### **POLICY AND ENVIRONMENTAL PLANNING**

##### **Biodiversity**

The biodiversity information submitted with the application is appropriate to the scale and nature of

the development. I accept that the impacts on biodiversity are minimal. I also accept that there is minimal opportunity for enhancement measures within the small boundary of the development, however there are opportunities within the fabric of the building. Policy 3D.14 of the London Plan states:

The planning of new development and regeneration should have regard to nature conservation and biodiversity and opportunities should be taken to achieve positive gains for conservation through the form and design of development.

The following condition should be applied:

#### CONDITION

Prior to the commencement of development a scheme for the provision of wildlife enhancements should be submitted to and approved by the Local Planning Authority. The scheme shall be appropriate to the scale and nature of the development and demonstrate the inclusion of wildlife enhancement (e.g. bird/bat boxes) within the design of the development.

#### REASON

To promote and encourage biodiversity enhancements within the development in accordance with Policy 3D.14 of the London Plan and the principles of PPS9.

#### Energy

The original Renewables Energy statement submitted with the application is inadequate. It does not include a clear baseline or a thorough assessment of the chosen technology. With regard to the supplementary information submitted to address this issue, a condition requiring the use of photovoltaics as set out in the conclusions section is recommended.

#### S106 OFFICER

Proposed Heads of Terms:

1. Transport: in line with the SPD on Planning Obligations there may be the need for some transport improvements as a result of this proposal. There may be some public transport needs. However, this will depend upon TfL and our transport colleagues.

2. Construction Training: in line with the SPD a contribution equal to £2,500 for every £1m build cost or an in kind scheme demonstrating how construction training will be delivered on site will be required as a result of this proposal.

3. Project Management and Monitoring: in line with the SPD if a s106 agreement is entered into then a cash contribution equal to 5% of the total cash contributions secured in the agreement will be sought to enable the project management and monitoring of the agreement.

#### ENVIRONMENTAL PROTECTION UNIT (EPU)

#### Noise

The Noise Impact Statement states that there will be no processes involving noise creation apart from the movement of vehicles and that the existing production facility with its car movements has comparable noise quality characteristics. The submitted statement maintains that the development will not have any adverse noise effect.

The interior of the proposed building is to be used to house document management operations. Such operations are unlikely to generate significant noise levels. Vehicle access to the site is at the north of the site off Stonefield Way. Car parking spaces and two HGV loading bays are provided at the north side of the proposed building. The proposed building will screen noise from activities at the site involving vehicles in relation to the nearest residential properties to the south. In addition, the site is around 150m from those residential properties and there is an 8m high railway embankment between the site and the residential properties. In view of these factors, it is unlikely that noise associated with use of the proposed development will be a problem. It is therefore considered that conditions controlling noise impact are not necessary. In particular, restrictions on the requested 24 hour and 7 days per week use are not justified.

#### Light Pollution

The Light Pollution Statement states that lighting at the development has been designed to avoid nuisance to accommodation in close proximity to the development, and to reduce as much as practical, overspill illumination.

#### Construction Activities

In order to advise on measures to avoid environmental nuisance during demolition and construction, the standard Nuisance from Demolition and Construction informative be attached to any planning permission. Subject to application of this informative, no objections are raised to the application on noise or light pollution grounds.

#### Land Contamination

This site is industrial and the proposed use is also industrial. Contaminates may be present in the soil, water (ground/surface) and gas within the land or exist on the surface of the land. Since there was at least an electronics factory at this location, EPU would advise a condition so that a contaminated land assessment is included in the geotechnical investigation for the new building. The Environmental Protection Unit should be consulted when using this condition.

#### WASTE MANAGER

- a) The planning submission states that waste re-use and recycling will be incorporated in the new operation and space needs to be allocated for this.
- b) The walls and floor of the waste storage area should have a surface that is smooth and can be washed down, and the floor should be 100 mm thick to withstand the weight of the bins. The walls of the chamber should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.
- c) The bin chamber door/gate needs to be made of either metal, hardwood, or metal clad softwood and to have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Again the doorway should allow clearance of 150mm either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.
- d) The collectors should not have to cart the bulked bin (if these are being used for waste and recycling storage) more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).
- e) The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20.
- f) The value of the construction project will be in excess of £300,000 so the Site Waste Management

Plans Regulations apply. This requires a document to be produced which explains how waste arising

from the building works will be reused, recycled or otherwise handled. This document needs to be prepared before the building works begin.

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

#### URBAN DESIGN OFFICER

The proposed scheme is for the demolition of the existing single storey warehouse and the erection of a new single storey warehouse, incorporating site re-levelling, re-using and improving existing road access point with associated parking, 2 lorry servicing bays and covered cycle facilities.

The application site is located at the rear of the South Ruislip established industrial estate. The existing buildings date from early 1960s. The surrounding land uses are all of the same type, industrial or office uses. At the rear of the site is a railway embankment, elevated some 8 meters above the application site. The proposed development comprises a 2,210m<sup>2</sup> B8 single storey warehouse, linked to the existing Crown Worldwide warehouse site in Stonefield Way. The two buildings will function as one unit. The scheme also includes parking provision and a loading area with two loading doors. The proposed extension will be accessed from the north-east corner of the site. The proposed building design, which is developed to comply with part M of the building regulations and to be fully compliant with the requirement of the DDA, does provide strong internal flexibility. The proposed scheme, although higher than the existing Crown building, has been designed in the same ethos as the existing building. Apart from design features, the same colours, materials, and detailing, is continued throughout the new development, as for example the projecting solar shading.

From an urban design point of view, the proposed extension is considered to be clearly subordinate in terms of scale, position, articulation and overall appearance, compared to the existing main building along the Stonefield Way frontage. The set back of the building line, the compactness and overall proportions, the increase in height which combined with the minimized frontage creates a clear distinction to the main building in terms of character as well as function. Overall the scale, height, massing and general design concept is considered to match the existing main building, as well as being in keeping with the surrounding built context.

#### Conditions

Samples of all building materials, fenestration and doors as well as a co-ordinated colour scheme to be submitted to the LPA and agreed in writing prior to the commencement of any works.

#### HIGHWAY ENGINEER

The proposals are for B8 use consisting of space for storage purposes. The proposals are shown to operate ancillary to the adjacent B8 use with additional 4 staff, 13 car parking spaces (including 1 disabled space), 2 lorry loading/unloading areas, and 9 cycle parking spaces. The cycle parking area appears to be inadequate for 9 spaces. The cycle parking spaces should be secure and covered.

The site is located in a low PTAL area. The Council's car parking standards stipulate requirement of maximum 21-22 parking spaces for the proposed floor area, the parking provision is therefore less than the Council's maximum standards. However given that the site is proposed to be used ancillary to the adjacent B8 use and is proposing to employ only 4 additional staff, the parking provision is considered to be adequate and is also considered to cater for some of the shortfall of parking (if any) at the existing site.

The access would need to be constructed in accordance with the Council's requirements at the developer's expense, including tactile paving, visibility, material, and layout. The applicant would need to enter into a section 278 Agreement with the Council to carry out any works on the highway. This should be covered through a suitable planning informative. The applicant should also be informed to contact the Council's Highways Department to discuss the works on the Highway to be carried out through the Council at the developer's expense.

Suitable planning conditions should be applied for the site to be used ancillary to the adjacent B8 use, access details, car parking and cycle parking, pedestrian visibility splays, and no discharge of surface water from the private land onto the highway.

No objection subject to the above issues being covered through suitable conditions.

#### TREES AND LANDSCAPE OFFICER

There are no trees on or close to the site. The layout of the proposed extension reserves a strip of land at the front of the site, which will enable hard and soft landscaping and tree planting, similar to that on the main warehouse site.

The landscaping scheme includes piers and railings at the front of the site, with four Field Maple trees and shrubs in the planting strip behind them (see Planting Plan). The proposed landscaping will fit with the existing landscaping on the main site and others nearby.

The Planting Plan includes a note that the soft landscaping was designed without the benefit of services information. It is imperative that any services do not conflict with the proposed tree planting, so if the application is approved details should be submitted for approval before works commence on site.

The application does not include any information about the maintenance of the landscaping, but this matter can also be dealt with by condition.

Subject to conditions TL1 (services), TL6 and TL7, the scheme is acceptable in terms of Saved Policy BE38 of the UDP.

#### ACCESS OFFICER

The proposed facility will be subject to the Disability Discrimination Act 1995 because it is assumed that it will be providing a service to the public. It should be noted that reasonable adjustments to practices, policies and procedures, auxiliary aids, and physical features will need introducing to ensure that disabled people receive the same level of service.

The following observations are provided:

1. Accessible car-parking bays should be sited within 50m of the entrance. They should be 4.8m x 2.4m, with an adjoining 1.2 m transfer area (not 4.8 x 3.6 as stated in the Design & Access Statement) and marked and signed in accordance with BS 8300.
2. Internal door widths should provide a minimum clear opening width of 800mm to facilitate adequate access for wheelchair users. Internal doors should also have 300mm unobstructed space to the side of the leading edge.
3. It is noted that there is no intention to install a toilet block as part of the new building. This should be discouraged or disallowed, if from the furthest point in the new building to the nearest accessible WC in the adjoining building exceeds 100 m. Given the scale of the proposed development, and



the Disability Discrimination Act duties on service providers to make reasonable adjustments, an accessible toilet in accordance with best practice must be provided within the development as a whole.

4. Toilets should be designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004.

5. The accessible toilet should be signed either Accessible WC or Unisex . Alternatively, the use of the wheelchair symbol and the words Ladies and Gentlemen or Unisex would be acceptable.

6. Alarm systems should be designed to allow deaf people to be aware of its activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system.)

7. Details should be requested to ensure that arrangements exist to provide adequate means of escape for all, including wheelchair users. Fire exits should incorporate a suitably level threshold and should open onto a suitably level area.

8. Advice from a suitably qualified Fire Safety Officer concerning emergency egress for disabled people should be sought at an early stage.

NB: The applicant is reminded of the duties set out in the Disability Discrimination Act 1995, with regard to employment and service provision. Whilst an employer's duty to make reasonable adjustment is owed to an individual employee or job applicant, the responsibility of service providers is to disabled people at large, and the duty is anticipatory. The failure to take reasonable steps at this stage to facilitate access will therefore count against the service provider, if/when challenged by a disabled person. It is therefore recommended that the applicant takes full advantage of the opportunity that this development offers, to improve the accessibility of the premises to people with mobility and sensory impairments.

(Officer comment: The issues raised above have all been addressed by the applicant. An informative re-inforcing the above guidance has been recommended).

## **7. MAIN PLANNING ISSUES**

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

The London Plan provides a strategic policy framework for the development within Greater London. The plan aims to set out an integral social, economic and environmental framework for the future development of London over the next 15-20 years. A key objective of the London Plan is to ensure that an adequate supply of employment land is retained over the Plan period.

At a national level the key government guidance relevant to this proposal is PPS4 (Planning for Sustainable Economic Development). This document reiterates the government's commitment to promoting economic development, albeit with a greater emphasis on ensuring that this is achieved in a sustainable way.

The site is identified in the Unitary Development Plan Saved Policies (September 2007) as falling within an Industrial Business Area (IBA), where employment development within classes B1, B2 and B8 are deemed acceptable. Saved Policy LE2 seeks to safeguard these areas from loss of employment development, unless an alternative proposal can satisfy certain criteria. Saved Policy LE1 states that proposals for industry warehousing and business uses will be assessed taking into account

- \* the LPA's overall objective of securing redevelopment or regeneration of an area,
- \* availability and capacity of public transport for employment intensive uses,

- \* the ability for road network to cope with traffic generation
- \* the provision of facilities for people with disabilities and
- \* whether the development will create unacceptable demands for other land to be developed.

The application proposes 2,210m<sup>2</sup> of Class B8 warehouse floor space, replacing 2,100m<sup>2</sup> of existing industrial floorspace. As a result of the redevelopment there will be no loss of space but a small gain. The applicants also point out that the new warehouse is to be purpose built for an identified occupier ensuring early delivery of the development.

The site has historically been used for industrial purposes and the application site lies within an IBA, which is considered to be the most appropriate location for accommodating employment-generating uses. The proposed redevelopment of the site provides traditional employment development and will make efficient and effective use of the site, proposes the redevelopment of an outdated site in a dense industrial location and will help to serve a local market. As such, it is considered to be in compliance with Policies LE1 and LE2 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), the strategic objectives of the London Plan and in line with the objectives of PPS4. No objections are therefore raised to the principle of the redevelopment of the site for Class B8 uses.

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

Policy BE3 seeks to ensure that sites which may contain archaeology are investigated and any findings recorded before any development commences. The site is outside archaeological priority area, as identified in the UDP. In addition, a Phase I Environmental assessment undertaken concludes that the site is not of archaeological significance.

The site does not fall within an conservation area or area of special local character. The proposal will not affect any statutory or locally listed buildings.

#### **7.04 Airport safeguarding**

There are no airport safeguarding objections to the proposal.

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

The application site does not fall within or is adjacent to the Green Belt. As such no Green Belt issues are raised by this application.

#### **7.06 Environmental Impact**

##### **GROUND CONTAMINATION**

A Phase 1 Environmental Assessment has been submitted with this application. The assessment undertakes an appraisal of the potential for soil and groundwater contamination issues at the site prior to redevelopment of the site for a commercial end use. The report concludes that the site represents a low to medium overall contamination risk status, with regard to the potential for soil and groundwater contamination and land gas. However, there is the potential that an intrusive investigation, and limited remediation, may be required under the planning process. On the basis of this initial assessment, the report recommends the following measures:

- \* A hotspot protocol be drawn up and adhered to
- \* Appropriate hygiene practices and personal protective clothing should be in practice
- \* Appropriate Health and Safety practices be adhered to
- \* Appropriate asbestos survey be undertaken.

The Environmental Protection Unit recommends that a condition be imposed, requiring all relevant information to be submitted to ensure appropriate remediation proposals are carried out. Verification information will also need to be submitted, to demonstrate the

necessary remedial works have been carried out, in order to fully satisfy the condition.

Subject to this condition, it is considered that land contamination issues will be satisfactorily addressed, in compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and relevant London Plan (February 2008) policies.

## LIGHT POLLUTION

The Light Pollution Statement submitted in support of this application states that lighting at the development has been designed to avoid nuisance to accommodation in close proximity to the development and to reduce, as much as practical, light spillage. The general car parking and yard lighting will be mounted on the building at the appropriate height. The light fittings will provide no upward light which enables them to be dark sky compliant. They also include internal shields to control stray light along property lines, provide reduced energy consumption and reduce glare. The lighting will be controlled from programmable time clocks, which will provide lighting to the occupied times required by the developer. The lighting will also be controlled via a photocell to save energy.

There are no residential properties in close proximity to the application site, which is surrounded on three sides by other industrial buildings. However, the site is located adjacent to an operational railway line. Network Rail have stated that any lighting associated with the development must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. It is noted that vehicle lights would be shielded from the railway line by the new building. Nevertheless, a condition is recommended requiring the submission and approval of an external lighting scheme. The applicants have been advised by way of an informative, to contact Network Rail, with regard to the detailed proposals for any external lighting, in order not to prejudice the safe operation of the adjoining railway. Subject to this condition, it is not considered that the development would interfere with train drivers' vision, or result in light pollution affecting the adjacent railway embankment, which also acts as a wildlife corridor, in compliance with Saved Policies OE1 and EC3.

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

Saved Policy BE13 seeks to ensure high quality design in new development appropriate to their surroundings. Saved Policy BE25 seeks to achieve modernisation and improvement of industrial and business areas.

The proposed scheme involves the demolition of the existing single storey industrial building and the erection of a new single storey warehouse, incorporating site re-levelling, upgrading the existing vehicular access, with associated parking, 2 lorry servicing bays and covered cycle facilities. The site houses buildings built in the early 1960s that are now in poor condition and not suitable for modern business processes. In addition, the existing buildings are not considered to be of any particular architectural merit. As such the site is considered to present a real opportunity to provide high quality flexible space suitable for modern employment activities. The design approach has therefore sought to create a high quality functional building, that will provide flexible accommodation to suit the applicant's (Crown's) operational needs and enable that company's continuing presence in this area.

The layout of the proposal is determined by the applicants' need to link the proposed new extension to their current adjacent warehouse and by respecting the building line established by Crown's existing building. The two buildings will function as one unit. The siting of the extension is similar to the footprint of the existing buildings on the site, but set

back further from the road to follow the line of the existing Crown building. This also provides opportunity to continue landscaping treatment established at the Crown building.

In terms of materials, the new structure would be clad with profiled metal sheeting, to match the adjacent Crown building. The appearance of the building would therefore continue the design ethos and principles established by the Crown building, using quality materials appropriate for this type of development, which are also similar to materials used on other developments on this industrial estate.

With regard to the height of the proposed building, the applicant has submitted that Crown's expansion is very important for their operational needs, to ensure future growth of their specialist services, such as records management and storage. This requires space of an increased height within the building. As a result, the proposed building would measure approximately 22 metres high. Saved Policy BE35 of the UDP deals with developments of buildings of increased height. The site does not fall within an area sensitive to tall buildings (as defined in the UDP). It is also noted that the Solid Waste Transfer station located nearby is a tall structure and the proposed building will not exceed that height.

The views from the railway corridor at the rear of the site is also a material consideration. Policy BE35 requires developments adjacent to or visible from major rail connections to be of a high standard of design, layout and landscape, and that where the opportunity arises, important local landmarks are opened up from these transport corridors. The proposed building will not block important views, as there are no local landmarks in the vicinity, given that the site is surrounded by industrial and office uses. The facade of the new extension facing the railway will be composite panels, in common with the existing Crown building, and typical of industrial buildings in the area. The extension would be less than half the width of the existing crown building. Although the building will be 5 metres higher than the main bulk of the existing Crown building, it would be only 3.8 metres higher than the existing building's central feature and would be located some 34 metres away from the nearest railway track. Crucially, the railway embankment is elevated some 8 meters above the application site and views from the rail corridor would be further mitigated by embankment planting between the tracks and the extension.

The Urban Design Officer considers that the proposed extension, although higher than the existing Crown building, has been designed in the same ethos as the existing building. As well as design features such as the projecting solar shading, the scheme utilises the same colour scheme, materials and detailing as the adjoining Crown building. Subject to an external materials condition, it is considered that the design of the new extension would relate satisfactorily with the adjoining industrial building and would contribute to the modernisation and improvement of the industrial estate, in compliance with Saved Policies BE13 and BE25 of the UDP.

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

Policy OE1 seeks to ensure that new development will not prove detrimental to the amenity of nearby properties by virtue of siting or appearance, the storage or display of vehicles, goods, equipment or other merchandise, traffic generation or congestion and noise vibration or the emission of other dust or other pollutants.

The proposed works would be approximately 150 metres away from the nearest residential properties. Given this distance away from residential properties, it is not considered that the proposal would result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, or that there would be a

material loss of privacy, daylight or sunlight to neighbouring properties, in compliance with Policies BE21, BE20 and BE24 of the UDP Saved Policies September 2007.

In terms of activity, the main impacts on surrounding residents as a result of the development during both the construction and operational phases are considered to be noise and vibration. These issues have been dealt with in detail at other sections of this report. Overall, it is not considered that proposed development would result in the occupiers of surrounding properties suffering any significant additional noise and disturbance or visual intrusion, in compliance with Policy OE1 of the UDP Saved Policies September 2007.

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

Not applicable to this application.

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

Policy AM2 provides the general assessment for transport impacts from new development. Policy AM9 seeks to ensure appropriate pedestrian and cycle facilities are incorporated in new development. Policies AM14 and AM15 require new development to provide adequate car parking and ensure appropriate provision for the disabled. The development incorporates good pedestrian access and on-site facilities for cyclists. The building will also have a dedicated service area suitable for goods vehicle deliveries.

The proposals are for B8 use consisting of space for storage purposes. The proposals are shown to operate ancillary to the adjacent B8 use with additional 4 staff, 13 car parking spaces (including 1 disabled space), 2 lorry loading/unloading areas, and 9 cycle parking spaces.

A Transport Statement has been submitted in support of the application. The statement outlines why the development would be acceptable in highway terms.

The site is located in a low PTAL area. The Council's car parking standards stipulate a requirement of maximum 21-22 parking spaces for the proposed floor area. The development will provide 13 parking spaces, which includes 1 disabled space. The Highway Engineer considers that although the parking provision is less than the Council's maximum standards, given that the site is proposed to be used as an extension to the adjacent use and only 4 additional staff are to be employed, the parking provision is adequate in this case, in compliance with saved Policies AM14 and AM15 of the UDP.

Although the site has a low PTAL score of 1B, the applicants contend that there are frequent bus services on Victoria Road, which link to the Underground Station and numerous other bus services, making the site readily accessible by public transport to employees/visitors. There is also a significant residential catchment within a reasonable walk or cycle distance. The applicants submit that Crown's existing Travel Plan will encompass the new extension. It is considered that a Travel Plan is required, including targets and monitoring. This matter is the subject of a recommended planning condition.

The Highway Engineer also considers that the development incorporates good pedestrian access and on-site facilities for cyclists, in compliance with Saved Policy AM9 of the UDP. The building will also have a dedicated service area suitable for goods vehicle deliveries. Overall the Highway Engineer raises no objections to the proposal, subject to conditions requiring the submission of details relating to access, retention of car parking spaces, cycle parking, pedestrian visibility splays, and no discharge of surface water from the private land onto the highway. Subject to these conditions, it is considered that the proposal would not have an adverse impact on traffic flows, congestion and traffic safety

along Civic Way and the wider highway network, in compliance with Policies AM2 and AM7 of the UDP saved policies September 2007.

The access would need to be constructed in accordance with the Council's requirements at the developer's expense including tactile paving, visibility, material, and layout. The applicant would need to enter into a section 278 Agreement with the Council to carry out any works on the highway. This should be covered through a suitable planning informative. The applicant should also be informed to contact the Council's Highways Department to discuss the works on the Highway to be carried out through the Council at the developer's expense. Conditions are recommended for, access details, car parking and cycle parking, pedestrian visibility splays, and no discharge of surface water from the private land onto the highway. Subject to these conditions the proposal is considered acceptable in highway terms.

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

Urban design issues are dealt with in Section 7.07 of this report.

##### **SECURITY**

The applicants have stated that they consider it important to secure the site and buildings against possible crime, accordingly the following measures have been agreed:

- 2.4m high galvanized palisade fencing to rear and western boundary will be installed to enclose the development as shown on the application drawings.
- The Stonefield Way frontage will be secured by a combination of brick piers, dwarf brick walls and railings to match the existing Crown building.
- Matching electric remote controlled gates to control vehicular access will be installed with pedestrian pass gates.
- Provision will be made for ducts beneath roads/yards and into buildings to facilitate a CCTV installation as part of the developments security provisions, to cover both internal road/yard area and the boundaries. CCTV will be linked to Crown's existing CCTV installation.
- Entrance doors will comply with BS8220 part 3 glazed aluminum doors at ground floor level will be laminated glazing of the appropriate thickness to meet this standard. Fire escape doors will be steel security door sets also to meet the LPS 1175 SR 2 standard.
- Loading doors are insulated sectional overhead consisting of a metal inner and outer skin with bonded rigid insulation between. They will have internal locking shoot bolts.
- External walls to buildings are of twin skin metal construction consisting of an inner skin of profiled metal sheeting, a layer of insulation and an outer skin of profiled metal sheeting.
- Internal blockwork perimeter wall will be constructed at ground floor level, 2m high, to increase low level security. The Stonefield Way elevation at ground floor will have rendered cavity blockwork wall.
- Paving will generally be interlocking block paving or in-situ concrete and as such it is difficult/impossible to lift. The finish to rear escape paths will be brushed concrete.
- External lighting will be mainly building mounted suitable for CCTV coverage. Escape routes to the sides and rear of the buildings will also have artificial lighting to facilitate escape.

This level of security is considered adequate for this development to meet a Secured by

Design standards and has been secured by condition.

#### **7.12 Disabled access**

Stonefield Way, together with its footpaths facilitate easy access for pedestrians as the area is generally flat. Ramps or steep gradients are not required to access the site. The Design and Access Statement provides the following details:

- External dropped curbs to maintain wheelchair access.
- All entrances are a minimum 1.0 metre clear width.
- The building is single storey linked to the existing warehouse. Both buildings have the same floor level and no internal stairs or ramps are necessary.
- All entrances, including fire escapes will have level thresholds.
- The building will comply with Part M of the Building Regulations.

Overall, it is considered that the layout has been designed to accommodate people with disabilities, in compliance with Saved Policies LE1(vi), R16 and AM15 of the UDP.

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

This is a commercial development with no residential component. As such, housing issues are not applicable to this application.

#### **7.14 Trees, Landscaping and Ecology**

##### TREES AND LANDSCAPING

There are no trees on or close to the site. To the south of the application site, the railway embankment has recently been cleared of trees and has been colonised by grassland, with areas of ruderal vegetation.

The layout of the proposed extension reserves a strip of land at the front of the site, which will enable some hard and soft landscaping, with tree planting, similar to that on the main Crown warehouse site. The landscaping scheme includes piers and railings at the Stonefield way frontage, with four Field Maple trees and shrubs in the planting strip behind them. It is considered that this will complement the existing landscaping on the main site and others nearby.

Although it is not anticipated that any services are to be located in the area of landscaping, the Tree and Landscape Officer considers that it is imperative that any services do not conflict with the proposed tree planting. Such details should therefore be submitted for approval before works commence on site. In addition, a condition relating to the maintenance of the landscaping is recommended.

Subject to these conditions it is considered that the scheme will provide planting and landscaping appropriate to the scale and nature of the development and offer environmental improvements to the Industrial and Business Area, in accordance with Saved Policies BE25 and BE38.

##### ECOLOGY

Policies EC1, EC2 and EC3 seek to protect areas of potential ecological or nature conservation interest from the impact of development. Policy 3D.14 of the London Plan states that the planning of new development and regeneration should have regard to nature conservation and biodiversity, and opportunities should be taken to achieve positive gains for conservation through the form and design of development.

The site is currently fully built-up with a very small amount of soft landscaping, limiting the scope for protected species habitat. The application site is located adjacent to a railway

embankment, which acts as a wildlife corridor. However, the proposed building is located due north of the railway corridor and would not therefore result in shading or loss of light to the adjacent embankment.

A Protected Species and Biodiversity Survey has been undertaken and the findings are contained in a separate Ecology Assessment submitted with this application. The assessment concludes that roosting bats are unlikely to use the existing buildings or be present within the site. With regard to badgers, no evidence for the use of the site by this species was revealed and this species is not considered to represent a constraint to any development at this site. The assessment also concludes that there are no suitable habitats within the site for reptiles or amphibians and no bird species were recorded within the site at the time of the survey. However, the assessment makes two recommendations, namely that (i) for reptiles, the corrugated asbestos located to the south of the site be disassembled by hand between the months of March/April and September/October, in order to disburse any reptiles and (ii) It is recommended that any clearance of breeding habitat be undertaken outside the breeding season.

The biodiversity information submitted with the application is considered appropriate to the scale and nature of the development. It is accepted that the impacts on biodiversity are minimal and there is minimal opportunity for enhancement measures within the small boundary of the development. However, it is considered that a condition should be applied for the inclusion of wildlife enhancement (e.g. bird/bat boxes) within the design of the scheme, appropriate to the scale and nature of the development and the mitigation measures contained within the Ecological Assessment. Subject to this condition, it is considered that the proposal will not have unacceptable ecological effects and promote and encourage biodiversity enhancements within the development in accordance with Saved Policies EC1, and EC3 of the UDP, Policy 3D.14 of the London Plan and the principles of PPS9.

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

A Waste Statement has been submitted in support of this application. The statement points out that proposed development has designated space for refuse and recyclable waste at the front of the site. In addition, Crown Worldwide already have a waste strategy in place and the proposed extension will use their existing facilities. These include a skip for timber waste, which is crushed and collected recycled. Cardboard is bailed and collected from site once a full load is available. Office paper is all recycled via collection points, as are all plastics, glass, toner cartridges etc. WEEE directive waste is collected by the same company that collect the office waste.

Although the location of the refuse/recycling area has been indicated on the submitted drawings, no details have been provided as required by the Waste Manager. In addition details of how the refuse and recyclable waste generated by the activities in the proposed extension are to be integrated into Crown's existing waste strategy are required. The details of these facilities can be secured by a condition, in the event of an approval.

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

London Plan (February 2008) policies 4A.4 and 4A.7 require the submission of an energy demand assessment based on sustainable design and construction; a demonstration of how heating and cooling systems have been selected in accordance with the Mayor's energy hierarchy; and how the development would minimise carbon dioxide emissions, maximize energy efficiencies, prioritise decentralised energy supply and incorporate renewable energy technologies, with a target of 20% carbon reductions from on-site renewable energy.



Policy 4A.9 promotes five principles to support the most effective adaptation to climate change. These are: to minimize overheating and contribution to heating and effects, minimise solar gain in summer, contributing to flood risk reductions, including applying sustainable drainage principles, minimising water use and protecting and enhancing green infrastructure. Specific policies cover overheating, living roofs and walls and water. Policies 4A.2 and 4A.8 focus on the means to mitigate climate change.

A Sustainability Statement (Carbon Emissions Reduction Statement) has been submitted in support of the scheme. This statement sets out how the proposals would comply with the relevant renewable energy planning policies in accordance with Policy 4A.3 of the London Plan. The proposals would include a number of energy efficient design measures including increasing the level of building insulation and reducing permeability to air.

The Energy Statement, in assessing the most appropriate method of generating renewable energy, identified the installation of air to air heat pumps with destratification fans as the heat source and main method of reducing carbon emissions by 20% together with photovoltaic cells to generate some of the site electricity demand. Other technologies have been discounted for a range of technical and practical reasons. Together, the proposed measures would result in a reduction in carbon dioxide emissions of 20%. These measures would meet with guidance outlined within the Supplement to PPS1 and ensure that the proposals comply with Policies 4A.6 and 4A.7 of the London Plan.

However, since the details of the renewable technologies has not been finally addressed, it is recommended that a condition be imposed requiring details of how the renewable energy can be implemented as part of the development, to contribute at least 20% CO2 reduction, in accordance with the aims of Renewable Energy Policy 4A.7 and 4A.9 of the London Plan (February 2008). Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation of and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with relevant London Plan (February 2008) policies.

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

Policies OE7 and OE8 seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The Environment Agency flood map indicates that the application site sits outside any Flood Zone.

The existing Bucon House buildings connect to the existing foul and surface water sewers in Stonefield Way pavements. The existing foul connections will be disconnected and a new run installed to serve proposed toilet location. The toilet will not be installed at this stage as it is proposed that the new extension utilizes toilet facilities in the main building. The existing surface water drainage will be removed and a new surface drainage system constructed utilizing existing connection. The proposed development will result in only a modest increase of 100sq. metres of floor area. The proposed development surface area run-off is comparable to the existing buildings run-off. As a result, there will not be a significant increase in surface water flows, thereby mimimising the risk of flooding in compliance with policies OE7 and OE8 of the UDP Saved Policies September 2007.

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

Saved Policy OE1 states that planning permission will not normally be granted for uses and associated structures that are likely to become detrimental to the character and amenities of surrounding propoerties or the area generally because of noise, vibration, the emission of dust, smell or other pollutants. Policy OE3 seeks to ensure that uses which have the potential to cause noise be permitted only where the impact is appropriately mitigated. Policies OE1 and OE3 seek to protect the environment from the adverse effects

of pollutants and to ensure sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable.

A Noise Impact Statement has been submitted in support of this application. This states that as the unit will only be used to house document management operations, there will be no operational noise generating activity, other than from the movement of vehicles. The statement also points out that the adjoining unit has comparable noise quality characteristics and therefore concludes that the development will not have any adverse noise effect.

The Environmental Protection Unit states that the proposed operations are unlikely to generate significant noise levels. Vehicle access to the site, car parking spaces and two HGV loading bays are to the north of the site off Stonefield Way and the new building will screen noise from activities at the site involving vehicles from the nearest residential properties to the south which are over 150m away. In addition, there is an 8m high railway embankment between the site and the residential properties which would act as a noise buffer. The Environmental Protection Unit does not therefore consider that noise associated with use of the proposed development will be a problem.

Given the fact that the application site lies within a long established industrial estate and its distance from the nearest residential properties, it is considered that the proposed use would be unlikely to become detrimental to the character and amenities of surrounding properties or the area generally because of noise. Council records do not reveal any complaints arising from activities at the site and there are no limitations to the hours of use of the existing buildings. It is therefore considered that conditions controlling noise impact, or restrictions on the operational hours of use are unnecessary in this case.

With regard to air quality, the Environmental Protection Unit has advised that the standard Nuisance from Demolition and Construction informative be attached to any planning permission, in order to advise on measures to avoid environmental nuisance during demolition and construction. Subject to application of this informative, no objections are raised to the application on noise or air quality grounds.

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

There has been no response to the public consultation.

#### **7.20 Planning Obligations**

Policy R17 of the Council's Unitary Development Plan states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals.'

Given that there will be a net increase in floor space of only 100m<sup>2</sup> and the inherent benefits associated with the scheme, it is considered that it would not be reasonable to seek a contribution towards the Council's training initiatives in this particular case.

The application site lies within a designated IBA and there are no adverse planning issues that require mitigation. The proposed scheme will assist in the regeneration of the Borough, contributing to strategic investment and employment opportunities in the area. It is therefore considered that there are no grounds for seeking planning benefits through a S106 Agreement for this development.

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

There are no enforcement issues relating to this site.

## **7.22 Other Issues**

There are no other relevant planning issues relating to this site.

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

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

## **10. CONCLUSION**

The new building is considered acceptable in principle and will provide a much needed purpose built facility for a known user, already well established in the area. The proposed scheme will assist in the regeneration of the Borough, contributing to strategic investment and employment opportunities in the area.

The scheme will replace obsolete buildings first developed some 50 years ago and will enhance the general appearance of the site and this part of the Industrial Business Area, relating satisfactorily with the adjoining buildings.

The building will not adversely impact on the surrounding land-uses, while the access arrangements will not have an adverse impact on the free flow of traffic and conditions of general highway and pedestrian safety on the adjoining public highway. The parking provision for this particular development is considered acceptable, as parking is available to the applicant on the adjoining site. The proposed scheme will assist in the regeneration of the Borough, contributing to strategic investment and employment opportunities in the area.

The redevelopment of Bucon House site is considered to be consistent with the policies contained in the Hillingdon Unitary Development Plan Saved Policies (September 2007)

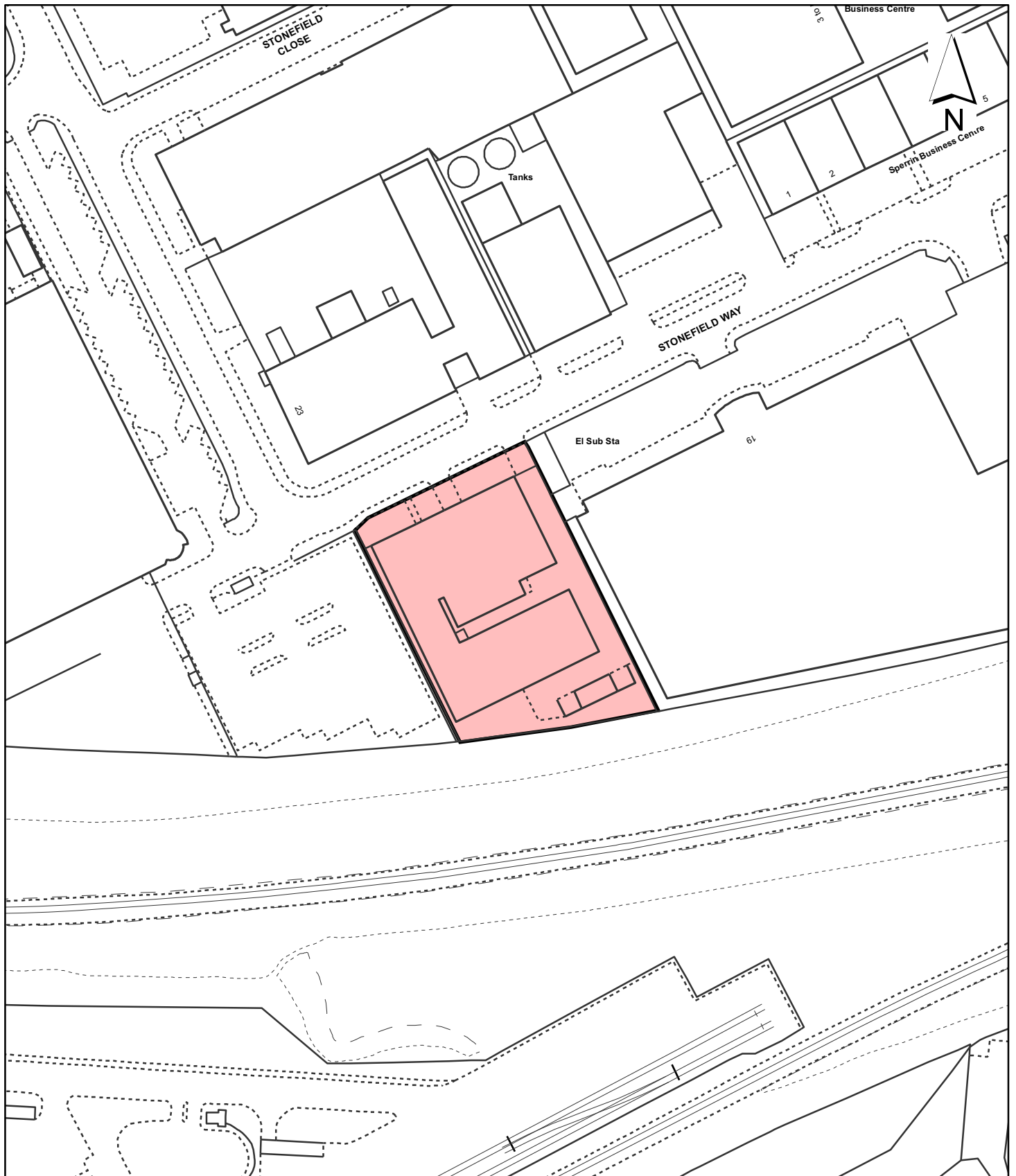
and the London Plan, along with national policy.



## **11. Reference Documents**

Planning Policy Statement 1 (Delivering Sustainable Development)  
Planning Policy Statement 4 (Planning for Sustainable Economic Growth)  
Planning Policy Statement 9 (Biodiversity and Geological Conservation)  
Planning Policy Statement 25 (Development and Flood Risk)  
Planning Policy Guidance Note 13 (Transport)  
Planning Policy Guidance Note 24 (Planning and Noise)  
Hillingdon Design and Accessibility Statement (HDAS)  
Council's Supplementary Planning Guidance Community Safety by Design  
Council's Supplementary Planning Document: Planning Obligations Strategy  
The London Plan  
The Mayor's Biodiversity Strategy

**Contact Officer:** Karl Dafe

**Telephone No:** 01895 250230



<p><b>Notes</b></p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown Copyright. All rights reserved. London Borough of Hillingdon 100019283 2009</p>	<p>Site Address</p> <p align="center"><b>Bucon House Stonefield Way Ruislip</b></p>		<p align="center"><b>LONDON BOROUGH OF HILLINGDON</b></p> <p align="center"><b>Planning &amp; Community Services</b></p> <p align="center">Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p align="center"><b>63619/APP/2010/381</b></p>	<p>Scale</p> <p align="center"><b>1:1,250</b></p>	 <p align="center"><b>HILLINGDON</b> LONDON</p>
	<p>Planning Committee</p> <p align="center"><b>North</b> Page 79</p>	<p>Date</p> <p align="center"><b>May 2010</b></p>	

This page is intentionally left blank

## Report of the Head of Planning & Enforcement

**Address** FORMER KINGS ARMS GARAGE SITE RICKMANSWORTH ROAD  
HAREFIELD

**Development:** Conversion of existing listed building incorporating new two storey extension with habitable roofspace comprising 3 one-bedroom flats and part use as Class A1 (Retail) for use as convenience goods store, to include associated parking, involving demolition of existing single storey detached building and extension to listed building.

**LBH Ref Nos:** 3877/APP/2009/2442

**Drawing Nos:** GC21575.001 (Tree Survey)  
44707X/1  
3308 (P)200  
GC.21575.002 Rev. D (Tree Constraints & Protection Plan)  
Un-numbered East Elevation  
Un-numbered North Elevation  
Un-numbered South Elevation  
Un-numbered West Elevation  
Arboricultural Method Statement  
Report on the Arboricultural Impact of the Proposed Development  
Unilateral Planning Obligation  
Renewable Energy Feasibility Study, September 2008 (4th Issue)  
Transport Statement, October 2009  
Geo-Environmental Assessment, April 2008  
Listed Building and Conservation Area Consent Application  
3308 (P)505 App.(A)  
Planning, Design and Access Statement, November 2009  
3308 (P)201 App.(B)  
3308 (P)501 re[vii]  
Archaeological Desk Based Assessment, dated May 2008  
Background Noise Survey BS4142:1997 and PPG Assessment  
Refrigeration and Air Conditioning Equipment  
Background Noise Survey BS8233 Assessment on Residential Flats  
Retail Assessment, October 2009  
1:1250 Location Plan  
Servicing Management Plan

**Date Plans Received:** 09/11/2009

**Date(s) of Amendment(s):**

**Date Application Valid:** 19/11/2009

### 1. SUMMARY

The proposal is a third submission involving the restoration, conversion and extension of the Grade II listed garage building and redevelopment of the site to provide for a mixed use scheme comprising a ground floor retail unit (convenience goods store) with residential above. The proposed building is identical to that proposed in the latest previous applications (refs. 3877/APP/2008/3159, 3160 and 3161) with 262m<sup>2</sup>, (including ancillary areas) of retail floor space (206.5m<sup>2</sup> Gross internal floor area, excluding circulation space) on the ground floor and the rear part of the first floor (ancillary retail

storage and office space) with the remainder of the first floor comprising two one-bedroom residential flats and the third one-bedroom flat in the roof of the building. Only the parking/servicing arrangements have been revised.

The site is prominently located within the Harefield Village Conservation Area and incorporates part of the nineteenth century Grade II listed stables formerly associated with the Kings Arms public house.

There are no objections to the demolition of the modern flat roofed garage building and the mono-pitched extension to the listed stable building.

The previous scheme was not considered to raise any specific design concerns and this assessment remains the same on this application. If the applications had not been recommended for refusal, conditions would have been sought to address minor outstanding design issues, but otherwise, the scheme is not considered to detrimentally impact upon the setting of the Harefield Village Conservation Area or the Grade II listed stables.

The previously refused planning application (ref. 3877/APP/2008/3161) did raise highway objections relating to the proposed layout which was considered to provide insufficient manoeuvring space for retail parking and delivery vehicles. The parking layout was considered to be cramped and likely to result in vehicle and pedestrian conflict within the application site, to the detriment of vehicular and pedestrian safety. Furthermore, the scheme was refused on the basis that restricted delivery space would not allow for the safe and satisfactory manoeuvring of delivery vehicles from the public highway, appearing to be reliant on one of the residential bays being vacant during delivery times, interfering with the safe and efficient operation of both the public footpath and public highway in front of the application site. Also, in the absence of an appropriate legal agreement, a means of securing the Servicing Management Plan had not been secured and without control of the future management of service deliveries to the site, the scheme would have significant impacts on the adjoining highways network. A subsequent appeal was also dismissed.

The applicant has revised the parking and servicing arrangements on site, whereby four of the six customer parking spaces previously proposed have been omitted and the three residents and three remaining customer parking spaces, including a disabled space have been re-sited, enabling a shared use pedestrian path to be created to access the store and service vehicles to manoeuvre across the full width of the site.

The Council's Highway Engineer objects to this scheme on highway grounds. The proposed servicing arrangements would still involve a high level of management intervention for the scheme to operate which was criticised by the previous Inspector. A protected London Plan tree requires excessive crown lifting to allow use by larger delivery vehicles which is unacceptable to the appearance of the tree and the surrounding conservation area and has not been fully justified. It is therefore recommended that planning permission be refused for these reasons.

## **2. RECOMMENDATION**

**REFUSAL for the following reasons:**

### **1 NON2 Non Standard reason for refusal**

The proposed delivery vehicle operations at the site would involve the need for a high and consistent level of management intervention throughout the life of the development which would not be sufficiently robust in the long term to ensure the safe operation of the



site. In the absence of such management intervention, the proposal is likely to result in delivery vehicles waiting and/or loading/unloading on the adjoining highway. The proposal would also involve cars exiting the site via an entry only access when deliveries are underway which would result in driver confusion and unexpected vehicle movements. The proposal would therefore be detrimental to highway and pedestrian safety and prejudicial to the free flow of traffic on the adjoining highway, including access by emergency vehicles at the adjoining Harefield Hospital, contrary to Policy AM7 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

**2 NON2 Non Standard reason for refusal**

The proposal involves the crown lifting of a protected London Plane tree (T11 of TPO3) to a height of 5m. It is considered that at this time, the crown lifting would be detrimental to the appearance of the tree and the surrounding area, whilst the need for such crown lifting has not been fully justified. The proposal is therefore considered to be detrimental to the character and appearance of the Harefield Village Conservation Area, contrary to Policies BE4, BE13 and BE38 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2009).

**INFORMATIVES**

**1 I52 Compulsory Informative (1)**

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

**2 I53 Compulsory Informative (2)**

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

PPS1	Delivering Sustainable Development
PPS4	Planning for Sustainable Economic Growth
PPS3	Housing
PPS5	Planning for the Historic Environment
PPG13	Transport
PPS22	Renewable Energy
PPG24	Planning and Noise
LPP 4A.3	London Plan (February 2008)
BE1	Development within archaeological priority areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
BE9	Listed building consent applications for alterations or extensions
BE11	Proposals for the demolition of statutory listed buildings
BE12	Proposals for alternative use (to original historic use) of statutorily listed buildings

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
H4	Mix of housing units
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
AM15	Provision of reserved parking spaces for disabled persons
HDAS	Residential Layouts Accessible Hillingdon
BE10	Proposals detrimental to the setting of a listed building

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The application site is a plot of land approximately 0.073 hectares in area, formerly known as The Kings Arms Garage and is situated on the western side of Rickmansworth Road, to the north of its roundabout junction with Park Lane, Breakspear Road North and High Street, Harefield. The southern boundary of the site abuts The Kings Arms Public House, a Grade II Listed Building. To the north of the site is the main entrance to Harefield Hospital, with a small wooded area on the immediate boundary. To the west is the beer garden of The Kings Arms Public House. The site is currently vacant and somewhat derelict, and has been partially fenced off. The western part of the site is occupied by a single storey ridged roof building with accommodation in the roof with a front dormer which was used as the garage/petrol sales/workshop. This building was formerly an outbuilding to The Kings Arms Public House and extends southwards across the site, linking with the public house. It has been added to with a mono-pitched extension on its

northern side. The northern part of the site is currently occupied by a single storey flat roofed detached building previously used as a car wash facility. To the east of the site on the other side of Rickmansworth Road is the village green. A pedestrian crossing is situated immediately outside the Public House.

The former garage/workshop building is Grade II listed, as is the adjoining Kings Arms Public House. The site is located within the Harefield Local Centre, Harefield Village Conservation Area and also forms an archaeological Priority Area as identified in the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007). A London Plane tree on the eastern boundary of the site has a Tree Preservation Order.

The site has a Public Transport Accessibility Level of 1b on a scale of 1 to 6 where 1 represents the lowest level of accessibility.

### **3.2 Proposed Scheme**

The proposal involves the restoration of the Grade II listed building and redevelopment of the remainder of the site to provide for a mixed use scheme accommodating 262m<sup>2</sup> (206.5 Gross Internal Floor Area) of retail sales at ground floor (convenience goods store) and ancillary retail storage and office space and residential above. A small mono-pitched roof extension to the listed building and the flat roofed car wash building would be demolished.

The scheme seeks to accommodate 3, one-bedroom flats, two at first floor level and one in the roof space.

The overall building footprint would be L-shaped and would have an overall width of 15.25m taken from the side wall of the original former garage/workshop building, which would extend so that at its nearest point, the building would be set off from the north boundary by 2.4m. The building would abut the western boundary and have an overall depth of 17.0m. The main building would be two storeys with various gabled ended ridged roofs incorporating accommodation in the roofspace, with 2 front dormers, a side dormer and rooflight on the northern elevation and two rooflights at the rear. The overall height of the ridged roof would be 8.9m. A single storey extension with a ridged roof and front rooflight would link the main two storey building with the retained garage/workshop building, replacing the flat roof extension to the former outbuilding.

The scheme proposes 6 car parking spaces, 3 for residential and 3 for customers, including 1 disabled person space and 8 cycle parking spaces (4 for the flats and 4 for the convenience goods store).

The development would not be served by any communal or private amenity space.

Access to the customer and parking spaces would be via two existing vehicular crossovers on Rickmansworth Road. Service/delivery vehicle standing will be located in front of the customer parking spaces. Pedestrian access to the store would be taken from between the two crossovers with a separate entrance to the residential units located to the side of the store, on the northern elevation of the building. The goods entrance to the store would be sited behind the residential entrance with separate commercial and residential refuse stores proposed, adjacent to the respective entrances.

As part of the proposal, various supporting statements have been submitted:

Planning, Design and Access Statement:

This describes the more recent planning history that has led to the submission of these three applications, and in particular focuses upon the Planning Inspector's decision letter dated 11th June 2009. It highlights the changes made to the scheme in an attempt to address the Inspector's concerns and the pre-application consultation held with the Council. The background to the proposed development is provided, and a commentary on how the scheme has evolved. Reference is made to the two previous Tesco schemes, and the previous officers' reports to the 8th October 2008 and 17th March 2009 committees when officers considered that the retail element was consistent with policy, which was agreed by Members and the appeal Inspector. It goes on to highlight that although a significant number of residents objected to the presence of Tesco on the site on the planning consultation with the first scheme, this has to be contrasted with the questionnaire sent to 2,500 residents within a 1 kilometre catchment of the site on the 10th April 2008. Of the 462 respondents, 231 (50%) were in support of a Tesco Express on the site as opposed to 44% against.

It goes on to provide a description of the application site and the surrounding area, together with a planning history of the site. A detailed history of the evolution of the scheme is provided, together with details of the various officer discussions that took place and changes made to the scheme. The statement then goes on to assess the planning policy framework and provides an appraisal of the development. In terms of land use mix, the document refers to the Retail Assessment that shows a clear and definable need for new convenience goods floor space in the area and that the development, would have a positive impact upon the vitality and viability of the Harefield Local Centre and that no other sites are available. The development would regenerate the site, bringing environmental enhancement, provide new residential units and stimulate investment in the local centre. Again, the statement stresses that these arguments have been accepted by the Council and the Planning Inspectorate. The statement refers to the Heritage Assessment and assesses the impacts of the development upon the former stable building, the setting of the King's Arms Public House and the Harefield Village Conservation Area. The statement refers to a separate Archaeology Desk Based Assessment and acknowledges that the development could have an archaeological impact which would need to be evaluated at site. The layout, scale, appearance and landscaping of the development is described and the quality of the residential accommodation assessed. Although the units would have no amenity space, a suggestion that balconies be provided has previously been rejected by the Conservation Officer on design grounds and the site is immediately opposite the village green. Again, the Council has accepted the lack of provision. The statement then assesses the impact of the development on surrounding properties, both in terms of its built form and potential for noise generation. In respect of the latter, reference is made to the findings of the Noise Report. The Statement then looks at the impact upon footfall, transportation and parking and mainly re-iterates the findings of the Transport Statement. The statement then discusses renewable energy, store recycling and land contamination.

#### Transport Statement:

This describes the planning background to this application, focusing on the Inspector's decision letter dated 11th June 2009 and briefly describes how the current proposal overcomes the Inspector's concerns. It goes on to provide a description of the proposed development and the amendments that have been made since the second application, including a new pedestrian footway linking the store entrance with Rickmansworth Road and a re-arrangement of the car parking spaces. Vehicle access is then described, and the report advises that the existing footway and crossovers are in a poor state of repair and will be resurfaced to a specification agreed by the Highway Authority. The proposed

site access arrangements would include a general one way system, with in-bound vehicles using the northern crossover, and outbound vehicles the southern which would be clearly signed. The only time this arrangement would not apply would be when a customer vehicle requires to exit the site while a delivery is underway but such incidence is expected to be rare. It goes on to advise that a suggestion made at a pre-application meeting to incorporate bollards within the site each side of the crossovers has not been taken forward, as a swept path analysis shows that access to the site from the south by larger cars and vans would be difficult.

Service access is then described, stating that service vehicles would enter via the eastern [northern] crossover, and reverse toward the northern boundary once inside the site, aided by a trained banksman. The maximum size of vehicle would be a 10.35m rigid vehicle. The removal of three parking spaces allows for delivery vehicles to unload, whilst allowing pedestrians safe access to the site. Staff will close off the customer parking spaces 30 minutes in advance of each delivery. Vehicles will manoeuvre to a position free of the carriageway and footway and exit the site in a forward gear. The three residential spaces would be fully accessible during deliveries to the store. No customer parking would be permitted during deliveries but should a customer vehicle not have vacated one of the spaces before the arrival of the delivery vehicle, egress would still be possible as the delivery vehicle could move forward to let the customer vehicle out. Any delivery vehicles that cannot access the site must continue past and travel via Breakspear Road North, Northwood Road/White Hill and the A404 and legally park at the Tesco superstore in Rickmansworth to await further instructions. This is not expected to be a frequent occurrence as deliveries would be scheduled carefully, with only one vehicle at the site at a time. Long 'blocks' of time would be allocated to each delivery to allow for possible delays, congestion or other anomalies, as well as ensuring that peak traffic and trading times are avoided. Deliveries of fresh food and other goods would be undertaken using a 10.35m rigid vehicle making 4 deliveries on a typical day, with a delivery duration of 10 to 30 minutes. The total time each day when deliveries would affect the car park is therefore approximately 1 hour, 20 minutes out of a 16 hour trading day, outside of the peak hours and spread through the day. A delivery and car park management plan will be provided and should be conditioned as part of any planning approval. Prior to opening of any new store, Tesco undertake a delivery risk assessment which are passed to Tesco distribution centres, store staff and to third party suppliers, who are bound by contract to follow the instructions. These include all delivery information, including vehicle size and time restrictions and provides the mechanism which allows deliveries to Express stores to be carefully controlled and planning conditions/delivery management plans to be adhered to. Delivery vehicles also collect 90% of the stores refuse which is taken back to the distribution centres for sorting, then recycling/disposal as appropriate.

A new pedestrian footpath will provide pedestrian and cyclist access from Rickmansworth Road centrally through the car park. The car park would be constructed as a shared surface, with different materials to denote pedestrian routes.

The statement then goes on to discuss parking provision. It stresses that both the UDP and the London Plan set maximum standards with no minimum level of provision. The maximum level of provision for A1 floorspace is 1 space per 30m<sup>2</sup> GFA which would give a maximum number of 9 spaces, whereas the proposal would provide 3 spaces for the retail element, consistent with appropriate guidance. Furthermore, the statement refers to paragraph 8 of the Inspector's decision letter, where the Inspector confirmed the opinion of the Council's highway witness 'that an on-site retail parking provision would not be essential.' The residential element would have one space per unit and these spaces would have droppable bollards so that they can be restricted for residential use. This level of

provision is within the maximum level of provision suggested within the UDP and London Plan and is therefore appropriate. Four cycle parking spaces are provided for the retail store, and four covered and secure spaces for the residential units.

On-street parking surveys were undertaken by an independent company on Friday 13th and Saturday 14th March 2009. These took a 150m radius around the site, split into 75m and 75m - 150m areas, where all legal and possible on-street and public parking was counted on an hourly basis. This showed that on the Friday, between the hours of 08:00 to 18:00, peak occupancy occurred at 15:00, with 53% of the spaces occupied within a 75m distance, reducing to 51% in the 75m to 150m zone, leaving 27 spaces available within 150m of the site. On the Saturday, between the hours recorded of 09:00 and 16:00, peak occupancy occurred at 11:00, with 59% of the spaces filled within the 75m distance and 53% of spaces occupied in the 75m to 150m zone beyond, leaving 27 spaces available. There is therefore reserve parking capacity in the vicinity of the site to accommodate additional vehicles which may be attracted to the area during exceptional peaks.

The statement then looks at sustainability issues and considers pedestrian infrastructure within the vicinity of the site to be good and that the site is readily accessible to surrounding residential areas and the wider Harefield local centre for the convenience store to offer opportunities for linked pedestrian shopping trips. Cyclists will also be catered for and the site is served by three bus routes.

Traffic attraction is then analysed. This uses a TRICS database and takes a typical dwell time of between 10 and 12 minutes for a standard parking space serving a convenience retail unit such as is being proposed and a 20 minute typical time for a disabled space. Taking a worst case scenario where all the parking spaces are used for the store, in total, the site could attract a peak hour two-way traffic flow of 68, as compared to 28 associated with the existing use. This equates to approximately one vehicle every two minutes in each direction. The statement goes on to advise that recent research demonstrates that a significant proportion of traffic attracted to a retail development will already exist on the public highway and would only involve shopping trips diverting from previous destinations and therefore not all trips can be described as new traffic on the highway.

#### Draft Servicing Management Plan:

This illustrates the type of measures that would be included in the Servicing Management Plan, which would be controlled by a Unilateral Undertaking, identifying the manner in which the car park will be managed to facilitate deliveries to the store and associated safety measures to be applied. The plan seeks to ensure that the site will be serviced in a safe manner which does not result in any detriment to the free flow of traffic or public amenity. To this end, it would identify the most appropriate routes between the distribution centres and the store to be distributed to all appropriate drivers/distribution centres/stores etc, overall length of delivery vehicles to be restricted to 10.35m, includes auto-tracking plans to show vehicles can manoeuvre safely on site, store manager to be informed on daily basis of all delivery timings for the day, parking spaces to be closed 30 minutes before delivery vehicle arrives, specifies delivery times, delivery vehicle engines to be switched off during loading/unloading operations, 2 additional staff to direct vehicles with tail lifts to ensure public kept safe, delivery roll cages to be loaded/unloaded from the vehicle/store only when space available on the vehicle/in store, refuse handling details, third party delivery arrangements, including risk assessments and third parties to be bound by contract to follow Tesco instructions regarding delivery arrangements.

#### Unilateral Undertaking:

This would secure an appropriate Servicing Management Plan.

#### Retail Assessment:

This provides a site and proposal description, summarises the planning history and policy context. The report then assesses the quantitative need for the development by using a standard methodology whereby expenditure in the catchment area is calculated at a future date. The turnover of existing/committed facilities is then subtracted to leave the residual expenditure capable of supporting additional floor space. In this instance, the primary catchment area of 1km has been taken which mainly takes in Harefield village. Population in the catchment area is estimated, as is convenience goods expenditure per head. This is adjusted to take account of 'non-store sales' such as market stalls, on-line shopping etc. Growth projections are then applied. The study calculates that in 2012, there will be £8.38m of expenditure available on convenience goods within the catchment area, which represents a growth of £0.24m from the base line figures for 2007. Of this, 65% is estimated to be spent in the surrounding larger supermarkets and town centres, leaving 35% to be spent for 'top-up' shopping in the catchment area. In addition, a store in this location would attract some pass by expenditure and also attract trade from the workers and visitors of Harefield Hospital and from South Harefield, which lies outside the catchment area. In total, it is estimated that 20% of convenience goods spending would come from outside the catchment area. In total, this gives £3.66m of available top-up expenditure in Harefield in 2012, rising to £3.81m in 2015. Turning to existing convenience stores in Harefield, taking into account their floor areas, changing floor space efficiencies/turnovers etc., their total turn over is calculated to be £2.02m in 2012, rising to £2.05m in 2015. The proposed Tesco store would be likely to generate £1.66m in 2012 of which £1.33m or 80% would be derived from the 1km primary catchment area. This rises to £1.35 in 2015. Adding the projected turn over from the existing stores to the Tesco turnover from the catchment area leaves a residual turnover of £0.31 in 2012, rising to 0.4m in 2015. The identified surplus would be more than sufficient to support the proposed Tesco and allow existing stores to grow their turnover in line with national projections.

The report goes on to advise that the Tesco store would anchor the northern end of the centre, increasing footfall through the length of the High Street. The store would increase the range of fresh food available in Harefield and retain a greater proportion of spend that is currently leaking out to the larger supermarkets in Rickmansworth, Ruislip and Uxbridge. For a local centre in a London borough, Harefield is relatively isolated and rural and therefore important for it to provide a strong convenience provision to meet the needs of the local community, particularly those less able to travel and encourage sustainable travel patterns.

The report goes on to say that footfall surveys at Tesco Express stores elsewhere, show an average increase of 43%. Other surveys suggest that after the opening of a Tesco Express, more people buy fresh fruit and vegetables. As the site has an edge of centre location, a sequential analysis was also undertaken (updated in September 2009), to assess whether any other sites in the core shopping area were suitable, viable and available for the development. Within the Core Shopping Area, Nos. 18 and 28 High Street and the former fitness centre at No.34 were vacant. Of these, Nos. 18 and 28 were far too small, with only 8% and 17% respectively of the minimum number of product lines required of being displayed to accommodate a Tesco Express. With 178m<sup>2</sup> of floor space available at No. 34, the unit is much larger, but still only capable of accommodating 68%

of the required number of product lines. Access was also restricted and not considered suitable. There are no other sites in the town centre identified for retail and although the application site is edge of centre, it is well linked to the core shopping area. Other vacant sites outside the centre include Nos. 7 and 25 High Street and No. 9 Park Lane, but again these could only accommodate 31%, 18% and 16% respectively of Tesco's requirements. In sequential terms, the application site is the most appropriate location.

In terms of the impact of the proposal on the vitality and viability of the existing centre, Harefield was found to have a good mix of retail and service uses, and although the amount of floor space was in line with national averages, the number of units was above, suggesting the town is dominated by small scale retail units. With only two small retail units vacant, together with the former fitness centre, there is a lack of floor space for retailers looking to locate in the centre. The Hillingdon Retail Study undertaken in 2006 estimates that convenience stores in Harefield have a sales density of around £4,627 per sqm, whereas it considers an optimum trading density would be around £4,000 and suggest existing units are overtrading and although the study suggest that this is not having a detrimental impact, it does suggest existing stores are trading very well. With the proposed store the catchment area can be expected to retain greater expenditure, which would help to ensure the vitality and viability of the centre.

The report concludes that the current statement updates the survey undertaken in April 2009 which was accepted by the Council and the Inspector and the findings are still valid. The site satisfies policy guidance in PPS6 and the UDP and the quantitative need assessment demonstrates that the £1.64m residue available 'top-up' expenditure in the catchment area in 2012 is more than sufficient to support the new store. There is also a qualitative need for a modern format food store to retain a greater proportion of spend that is leaking to the larger supermarkets and the site satisfies sequential analysis. It would have a positive impact on the town centre.

#### PPS4 Statement:

This advises that the statement should be read in conjunction with the main Retail Assessment and other originally submitted documents as these already address the policy considerations that are now set out in PPS4. It identifies the relevant policies in the new guidance, and re-iterates the relevant considerations, namely:

#### Policy EC10.1:

This advises Local Planning Authorities to adopt a positive and constructive approach towards economic development and that applications which secure sustainable growth should be viewed favourably.

#### Policy EC10.2:

- a) The scheme could achieve a reduction in CO2 emissions and includes sustainable development principles of sustainable design and construction and store recycling.
- b) The application site is readily accessible to those on foot, being within a short walk of a good density of residential development. Proposed improvements to pedestrian facilities will improve pedestrian safety and cycling will be encouraged with a reasonable amount of cycle parking being provided on site. Movement along surrounding pedestrian and vehicle routes would not be affected.
- c) Proposed scheme has been carefully designed to harmonise with its surroundings, including listed stable building and public house,
- d) Re-development of a vacant and derelict site with a high quality scheme will have a positive impact on the application site, conservation area and local centre and



regeneration benefits will be realised throughout wider area.

e) Proposal will bring forward significant new jobs, equivalent of between 20 and 25 full time jobs. The proposal will retain expenditure in area which will be mutually beneficial to other shops through linked trips.

Policy EC13:

The retail assessment demonstrates that the impact of the proposal would not affect any existing facilities in the centre.

Policy EC14:

Requires a sequential assessment for retail applications that are not in an existing centre and are not in accordance with an up to date development plan. The proposal is within the Harefield Local Centre but outside the core shopping area. Alternative sites have been examined but it was concluded that no sites are available, viable and suitable for the proposal. This conclusion was accepted at the previous committees and by the 11 June Inspector decision.

Policy EC16.1:

This requires an Impact Assessment for retail applications over 2,500sqm gross floorspace. The proposal is significantly below this threshold and therefore a full impact assessment is not required under this policy. However, all the considerations under EC16.1 have already been addressed in the submitted Retail Assessment and the Inspector's decision on the 11 June 2009 accepted that the scheme would in fact bring positive impact to the centre, recapturing some of the lost expenditure.

Policy EC17.1:

This states that planning permission should be refused where there is 'clear evidence that the proposal is likely to lead to significant adverse impacts on any of the impacts set out in Policies EC10.2 and EC16.1'. This letter, in conjunction with the submitted Retail Assessment demonstrates that there is no evidence at all that the proposal will have a significant adverse impact on any of these impacts identified in the policies. On the contrary, the foodstore is a sustainable economic development which would provide a genuine choice to meet local needs and will reduce the need to travel for basic food shopping. The proposal would bring significant economic and physical benefits to the Harefield centre.

The letter concludes by stating that the proposal is fully compliant with PPS4.

Archaeological Desk Based Assessment:

This establishes the scope of the study and the planning policy background. The geology and topography of the site is described. The archaeological and historical background is assessed, and defines the time periods used in the study. It goes on to document the archaeological finds and features within a 750m radius of the application site. Given the scatter of finds, the possibility for the site producing finds from the prehistoric or Roman periods is low, whereas as the site has been used in connections with the Kings Head public house, which is thought to have fifteenth century antecedents and the site appears to have been within a historic core of a Late Medieval village, there is a moderate potential for Medieval finds at the application site. As regards the Post Medieval period (AD 1486 - 1749), there is documentary evidence of buildings on the site of the Kings Head public house and in the seventeenth century, it was recorded as an inn called The Butts. A survey of Middlesex in 1754 shows Harefield as a linear settlement along roads which become Rickmansworth Road, running north-south, and Park Lane/Breakspear Road,

which run east-west. Buildings are shown in the vicinity of the site which lies at the junction of these roads. A map of 1813 shows the study site occupied by buildings and open areas associated with the rear of the Kings Arms public house. Various demolitions and extensions to the public house buildings are shown on the Ordnance Survey maps after this date, with one of the buildings labelled a smithy on the Ordnance Survey map of 1896 and stabling and a motor garage are advertised at the public house in a photograph of 1908. The smithy and stables appear to have been demolished in the early twentieth century. The study site is labelled a garage on the 1960 map. The potential of the study site for the Post Medieval and Modern periods can be defined as moderate.

Any agricultural or horticultural use of the site prior to development, together with the various stages of building construction and demolition, together with associated cutting of foundations, services, levelling and landforming would have had a severe negative archaeological impact on the study site. However, in view of the site's archaeological potential, the redevelopment proposals are considered to have a potential archaeological impact. A rapid programme of archaeological evaluation is recommended and dependent upon the results, further work may be required.

#### Geo-Environmental Assessment:

This provides a preliminary assessment of the chemical and physical properties of the underlying soil and was primarily designed to identify whether any soil or groundwater contamination is present. The assessment identifies the scope of the study and possible limitations. The site location and use is described, as are the general underlying conditions of the soil and possible threats posed to the re-development of the site which is briefly described. A historical and regulatory review is then provided, together with a summary of potential sources of contamination. The various processes of site investigation are described, and the results of the laboratory analysis, observed ground conditions, geotechnical and environmental results are assessed. In particular, associated with the past use of the site as a petrol filling station, the presence of underground storage tanks is identified and the site lies on an aquifer. A summary of the site investigation and a contaminated land risk assessment is provided and given the sensitivity of the site, conclusions and recommendations are made.

#### Renewable Energy Feasibility Study:

This report identifies that a 10% reduction in CO<sub>2</sub> emissions is required to satisfy policy. Baseline energy consumption is calculated from the various energy demands made by the development. Various technologies are assessed, namely solar thermal, solar photovoltaic, biomass heating, combined heat and power, wind turbine and ground source heat pumps and evaluates their potential to deliver carbon footprint reductions on site. Financial considerations are factored in, such as maintenance and service costs and payback periods. It concludes that a ground source heat pump would be the most suitable system in terms of delivering the 10% reduction of CO<sub>2</sub> emissions, but if the Council could not support this solution due to the sensitive nature of the site, a wind turbine or a biomass boiler system could also satisfy the 10% reduction requirement. The report concludes by exploring the feasibility of a 20% reduction and considers this impractical on this site, as the technologies identified could not be easily scaled up due to the site constraints limiting the area from which renewables could be harvested.

#### Arboricultural Impact Statement:

This provides an existing site overview. An arboricultural impact is provided, and details of

recommended tree works. This includes removal of a dead tree trunk and crown lifting of other trees.

Arboricultural Method Statement:

This details the measures to be employed to ensure that retained trees will be protected during the construction process, including details of protective fencing and general site operations. It also includes the statement that the protected London Plane (T11 on TPO3) will require a crown lift of 5m in height to allow delivery vehicles to access the site without conflict with the tree.

Background Noise Survey - BS8233 Assessment on Residential Flats.

Background Noise Survey - BS4142:1997 and PPG Assessment Refrigeration and Air Conditioning Equipment.

### **3.3 Relevant Planning History**

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

The application site has had a very long history of being used in connection with the adjoining Kings Head Public House. A smithy and stabling used in connection with the public house appears to have given way to garaging activities with the advent of the car at the beginning of the twentieth century. This use evolved throughout the twentieth century and becomes distinct from the use of the public house and continues until the site is vacated.

The application site has an extensive planning history and includes the following more recent applications:

3877/APP/2006/3040 - Erection of a two storey building and conversion of existing workshop building to provide a ground floor restaurant and 4, one-bedroom self-contained flats at first floor (involving demolition of the existing single storey building). Refused on 25/01/2007 due to inadequate car parking giving rise to conditions prejudicial to highway and pedestrian safety and failure to demonstrate that existing trees on or close to the site would be retained in the longer term.

3877/APP/2006/3036 - The application for the associated Listed building consent for the above scheme was also refused at the same time as insufficient information had been submitted as regards the demolition and as the planning application had been refused, the proposed demolition was detrimental to the character and appearance of the listed building.

3877/APP/2008/2566 - Conversion of part of the two-storey garage/workshop and involving part demolition of the existing single storey workshop building (adjoining the listed coach house)(Application for Listed Building Consent). Refused 17/10/2008 for the following reasons:

1. Insufficient information has been submitted to enable the Council to determine the impact on the listed coach house from the proposed partial demolition of the workshop building and the erection of an extension on the eastern elevation of the building. In particular there are concerns about whether there are changes to floor levels and roof structures and whether existing doors and windows (including the attic window) are retained. Furthermore the height of the linking structure is not considered to be sufficiently subservient to the remaining coach house building, to the detriment of the character and

appearance of the listed building. The proposal is therefore considered to be detrimental to the character and appearance of the grade II listed building. The proposal therefore does not comply with policies BE8 and BE10 of the adopted Hillingdon Unitary Development Plan, Saved Policies (September 2007).

2. Planning application ref: 3877/APP/2008/2565 has been refused for the erection of a two storey building and conversion of the existing listed workshop building to provide a Class A1 use on the ground floor with ancillary storage on part of the first floor and 3, 1 bedroom flats on part of the first floor and second floor. As such there are no acceptable and detailed plans for any redevelopment. The proposal therefore does not comply with policies BE8 and BE10 of the adopted Hillingdon Unitary Development Plan, Saved Policies (September 2007).

3877/APP/2008/2565 - Erection of a two storey building and conversion of the existing listed workshop building providing a Class A1 (retail) use at ground floor to be used as a convenience goods store, with ancillary storage on part of the first floor and second floor (involving the part demolition of the existing single storey workshop building, which is not listed) (Full Planning Application). Refused 17/10/2008 for the following reasons:

1. Insufficient information has been submitted to enable the Council to determine the impact on the listed coach house from the proposed partial demolition of this building and the erection of an extension on the eastern elevation of the building. In particular there are concerns about whether there are changes to floor levels and roof structures and whether existing doors and windows (including the attic window) are retained. Furthermore the height of the linking structure is not considered to be sufficiently subservient to the remaining coach house building, in this respect it would appear dominating and visually intrusive in the streetscene. This is to the detriment of the character and appearance of the Harefield Conservation Area and the curtilage listed building. Accordingly the proposal does not comply with policies BE4, BE8, BE10, BE13 and BE19 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

2. The proposed layout provides insufficient manoeuvring space for the proposed residential parking, retail parking and delivery vehicle parking. The parking layout is considered to be cramped and likely to result in vehicle and pedestrian conflicts within the application site to the detriment of vehicular and pedestrian safety. The proposals are therefore contrary to policies AM7 and AM14 of the Hillingdon Unitary Development Plan, Saved Policies (September 2007).

3. It is considered that the restricted delivery space will not allow safe and satisfactory manoeuvring of delivery vehicles from the public highway. It is furthermore noted that the layout appears to rely on one of the residential parking bays being vacant during delivery times. It is considered that the proposals will result in delivery vehicles interfering with the safe and efficient operation of both the public footway and public highway in front of the application site, and that this would be to the detriment of highway and pedestrian safety. The proposals are therefore contrary to policies AM7 and AM14 of the Hillingdon Unitary Development Plan, Saved Policies (September 2007).

3877/APP/2008/2584 - Demolition of the existing detached car wash facility building (application for Conservation Area Consent). Refused 17/10/2008 for the following reason:

1. Planning applications ref: 3877/APP/2008/2565 and 2566 to extend the listed building have been refused. As such, there are no acceptable and detailed plans for any redevelopment. In this instance the Local Planning Authority do not have full information

about what is proposed for the site after demolition. In the absence of further information the proposed works are considered to be detrimental to the character and appearance of the listed building and the Harefield Conservation Area. The proposal is therefore considered contrary to Policies BE4, BE8 and BE9 of the Hillingdon Unitary Development Plan, Saved Policies (September 2007)".

3877/APP/2008/3159 - Demolition of the existing detached car wash facility building (Application for Conservation Area Consent) - Refused 20/03/09 for the following reason:

Planning applications ref: 3877/APP/2008/3161 and 3160 to extend the listed building have been refused. As such, there are no acceptable and detailed plans for any redevelopment. In this instance the Local Planning Authority do not have full information about what is proposed for the site after demolition. In the absence of further information the proposed works are considered to be detrimental to the character and appearance of the listed building and the Harefield Conservation Area. The proposal is therefore considered contrary to Policies BE4, BE8 and BE9 of the Hillingdon Unitary Development Plan, Saved Policies (September 2007).

3877/APP/2008/3160 - Conversion of part of the two storey garage/workshop and involving part demolition of the existing single storey workshop building (adjoining the listed Coach House) (Application for Listed Building Consent) - Refused on 20/03/09 for the following reason:

Whilst there are no objections to the proposed alterations to the listed building as they would relate to the development proposals, planning application ref: 3877/APP/2008/3161 for these development proposals has been refused. In the event that the works were undertaken in isolation, it is considered that they would have a detrimental impact on this Grade II listed building. The proposal is therefore considered contrary to Policies BE8 and BE9 of the Hillingdon Unitary Development Plan, Saved Policies (September 2007).

3877/APP/2008/3161 - Erection of a two storey building and conversion of the existing listed workshop building providing a Class A1 (Retail) use at ground floor to be used as a convenience goods store, with ancillary storage on part of the first floor and 3 one-bedroom flats on part of the first floor and second floor, with six customer (including one disabled) and three residents parking spaces, and new crossover to Rickmansworth Road - Refused on 20/03/09 for following reasons:

1. The proposed layout provides insufficient manoeuvring space for the proposed retail parking and delivery vehicle. The parking layout is considered to be cramped and likely to result in vehicle and pedestrian conflicts within the application site to the detriment of vehicular and pedestrian safety. The proposals are therefore contrary to policies AM7 and AM14 of the Hillingdon Unitary Development Plan, Saved Policies (September 2007).

2. It is considered that the restricted delivery space, together with the two wide crossovers will not allow safe and satisfactory manoeuvring of delivery vehicles from the public highway. It is furthermore noted that the layout appears to rely on some of the retail parking bays being vacant during delivery times. It is considered that the proposals will result in delivery vehicles interfering with the safe and efficient operation of both the public footway and public highway in front of the application site, and that this would be to the detriment of highway and pedestrian safety. The proposals are therefore contrary to policies AM7 and AM14 of the Hillingdon Unitary Development Plan, Saved Policies (September 2007).

3. The applicant has failed to provide, through an appropriate legal agreement a means of ensuring delivery of the Servicing Management Plan (dated December 2008). It is considered that without a legal agreement controlling the future management of service deliveries to this site the scheme will have significant impacts upon the adjoining highways network. The scheme therefore conflicts with Policy AM7, of the adopted Hillingdon Unitary Development Plan Saved Policies September 2007 and Hillingdon's Planning Obligations Supplementary Planning Document July 2008.

Appeals on the three applications relating to the latest scheme were subsequently dismissed on the 11/06/09.

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

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

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

Part 1 Policies:

- PT1.7 To promote the conservation, protection and enhancement of the archaeological heritage of the Borough.
- PT1.8 To preserve or enhance those features of Conservation Areas which contribute to their special architectural and visual qualities.
- PT1.9 To seek to preserve statutory Listed Buildings and buildings on the Local List.
- PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.
- PT1.16 To seek to ensure enough of new residential units are designed to wheelchair and mobility standards.
- PT1.19 To maintain a hierarchy of shopping centres which maximises accessibility to shops and to encourage retail development in existing centres or local parades which is appropriate to their scale and function and not likely to harm the viability and vitality of Town or Local Centres.
- PT1.20 To give priority to retail uses at ground floor level in the Borough's shopping areas.
- PT1.31 To encourage the development and support the retention of a wide range of local services, including shops and community facilities, which are easily accessible to all, including people with disabilities or other mobility handicaps.
- PT1.39 To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.

Part 2 Policies:

- PPS1 Delivering Sustainable Development
- PPS4 Planning for Sustainable Economic Growth
- PPS3 Housing
- PPS5 Planning for the Historic Environment

PPG13	Transport
PPS22	Renewable Energy
PPG24	Planning and Noise
LPP 4A.3	London Plan (February 2008)
BE1	Development within archaeological priority areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
BE9	Listed building consent applications for alterations or extensions
BE11	Proposals for the demolition of statutory listed buildings
BE12	Proposals for alternative use (to original historic use) of statutorily listed buildings
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
H4	Mix of housing units
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
AM15	Provision of reserved parking spaces for disabled persons
HDAS	Residential Layouts

Accessible Hillingdon

BE10 Proposals detrimental to the setting of a listed building

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

**5.1** Advertisement Expiry Date:- **30th December 2009**

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

## **6. Consultations**

### **External Consultees**

151 surrounding properties have been consulted and the application has been advertised in the local press and a notice has been displayed on site. A petition with 565 signatories and 20 individual responses have been received.

The petition states: 'Please sign this petition to support the reasons for refusal entered on behalf of the Harefield Retailers and Residents Group. We have objected to the size of the store, its impact on the historic village setting, its traffic generation, retail impact and lack of participatory consultation with the community.'

The individual responses make the following comments:

- (i) Nothing has changed since last application which was rejected,
- (ii) Retail impact of the development - Tesco store would be large compared to size of the village and would add further competition and may result in closure of existing stores as could not compete with Tesco's economies of scale/aggressive buying and marketing. This would lead to ghost town with its high street left to charity shops and transient retailers. Although Harefield residents would benefit in the short term, in the longer term people will regret the loss of unique suppliers and outlets which differentiate Harefield from other towns and give it its individual character,
- (iii) Site is not large enough for the size of delivery lorries that will be used, and layout provides insufficient manoeuvring space for the proposed residential parking, retail parking and delivery vehicle parking. The parking layout is cramped and likely to result in vehicle and pedestrian conflicts within the application site, detrimental to highway and pedestrian safety. Traffic generation levels suggested by the applicant are disputed and proposed delivery arrangements are inadequate and not practical. It is likely that Harefield will come to a standstill. The adjoining hospital needs good access for emergency vehicles.
- (iv) If car owners cannot be found in the half an hour before deliveries, lorries will park on the road,
- (v) Any application that brings more lorries and vehicles through the village will cause problems no matter how well planned
- (vi) Currently, have no end of problems of shoppers blocking access, even if for just a couple of minutes,
- (vii) The proposal does not reflect local distinctiveness, is not integrated with its local context and harms the visual amenity of the street scene
- (viii) The proposal on this prominent plot would impact upon the setting of the historic building and the conservation area,
- (ix) Reasons for refusal should reflect views of the community and that they have the right to shape their environment as enshrined in PPS1.
- (x) Proposal needs to be compared with national guidance, particularly PPS1 and 6 and the UDP.
- (xi) As retail outlets shrink, local food producers would become more dependent on the patronage of the supermarkets, and once decline accepted would be hard to reverse, with knock on effects on



local pubs, restaurants and cafes, many of whom pride themselves on using local produce.

(xii) With large store in Rickmansworth, further Tesco store is unwarranted and unwanted.

(xiii) Site not within the centre and is set apart from the 4 long established shopping parades within the village. This would not produce linked trips and is contrary to PPS6 and policies Pt1.19 and Pt1.20 of the UDP. If there was to be a new convenience store, it should be within one of the established parades where commercial competition would be outside the remit of the planning system.

(xiv) There is 1 large supermarket within a few miles radius of the site and Harefield already benefits from 4 grocery stores, 2 Post Offices, 1 village bakery, 1 butcher, 1 greengrocer, 1 florist, 1 chemist and an off-licence. There is no need for such a store.

(xv) Application makes no mention of the grocery and Post Office stores closest to the application site, the newsagent Post Office on Northwood Road and Post Office and Londis on Moorhall Road.

(xvi) Sole reason for siting a store in this position is to attract those in vehicles. Shoppers only walk to local convenience stores if live very close and if only looking to purchase 1 or 2 items.

(xvii) Insufficient parking provision on the site and surrounding spaces are often fought over. Express stores of average 280sqm generates approx. 200 vehicles per hour in and out of their car park. Guesstimate figures are provided without any evidence. The only public parking is in the free car park at the far end of the centre, too far for most people to be willing to walk carrying a weeks shopping. Proposal likely to result in extensive use of local private parking facilities, the surgery, library and King's Arms car parks being prime targets.

(xviii) Site should be developed for housing only, used as a car park or independent traders/farmer's market.

(xix) Recent Competition Commission Report said choice was the presentation of a wide variety of offers from a wide variety of suppliers, not a huge range from one. Tesco object to this and the 'competition test' the commission came up with to protect centres like Harefield.

(xx) Bus service going to Tesco in Rickmansworth would be welcome.

(xxi) Site is opposite a children's playground, very close to zig zag lines of the roundabout, next to the driveway of local health centre and Harefield Hospital. There are two schools just around the corner in Park Lane and commercial vehicles delivering to Co-op on that corner already cause danger from HGV delivery vehicles. Tesco here would cause untold traffic problems and safety issues, particularly to children coming and going from schools.

(xxii) CO2 emissions will be increased.

(xxiii) The route for delivery lorries on Rickmansworth Road is up a hill with at least four very sharp, blind corners and on Saturday/Sunday morning, the parking of cars of people playing football on the playing fields on Rickmansworth Road leaves the road with very limited passing. During the week, cars park opposite the Green. Vehicles are often seen mounting the pavement to allow two-way traffic to pass with associated danger to pedestrians and damage to footway.

(xxiv) Proposed building, being taller than the Kings Arms Public House adjacent to it, is too tall for this prominent location.

(xxv) Listed buildings and Tesco's neon lights are not compatible.

(xxvi) Reason 10 given in Inspector in appeal report is still valid. The Council would be in no better position re enforcement with this amended application, than before. The proposed service plan/Section 106 agreement would still require unacceptable monitoring and intervention by the Council to the detriment of pedestrian/road safety, the reasonable expectations of Harefield residents and the financial cost to the whole borough community.

1 response in support has been received, making the following comments:

(i) The previous objections by the existing traders were self-serving and did nothing to enhance the future development of the village. Tesco being in the village will encourage other traders to come back to the village.

(ii) The Council has an obligation to avoid too many empty shops.

Harefield Tenants and Residents' Association:

We do not believe that the reduction of three parking spaces on the site, in this new planning application, answers the objections raised by us in our previous submission or the objections raised in the planning appeal Inspector's report.

The proposed management of delivery vehicles is totally inadequate and questionable as to how effective it would be. The applicant states lorries will be sent to their Rickmansworth store if they can't access the site and return later. They may be able to do that to their staff but what about other delivery firms? It is quite obvious that parking of lorries in Rickmansworth Road will occur with subsequent mayhem of blocking the freeflow of traffic on the roundabout in the centre of the village.

It is over development of the site which will be detrimental to the community and the Harefield Village Conservation Area.

We request refusal.

Harefield Village Conservation Panel:

The Panel has no objection to the three applications for the proposal which relates well architecturally to the existing historic listed buildings adjacent and others in the vicinity. It will also regenerate the visually important but derelict site in the village. The revised forecourt layout which has reduced numbers of shopper car parking places has improved the proposal significantly. This will facilitate access and egress for pedestrian shoppers considerably and manage deliveries much better. If Planning Services are minded to recommend approval for these applications the Panel urges the inclusion of a condition limiting the opening hours for the new shop to those currently operated in the village. However, concerns still remain about the impact that the new shop with the power of Tesco behind it is likely to have on the existing retail outlets in the village.

Harefield Retailers & Residents' Group:

Object to the proposed development on the following grounds;

1. The site is of paramount importance to the conservation area, opposite the village green and it impacts upon the setting of the adjoining listed building. Not enough importance has been given to this point, perhaps down to a lack of local knowledge.
2. The location of the site and access to it has not been understood with regard to traffic generation and delivery problems. Traffic generation levels are disputed. Various car counts carried out at existing Tesco Express Stores would suggest a level of 100 cars in and 100 cars out per hour is a much more accurate assumption for generation of traffic. The delivery lorry figure is also low for the size of store. A figure of 6 - 8 would be more appropriate. Tesco do not deliver all their products in one lorry. They have daily deliveries for dairy, freezer and bread products with other goods delivered in addition, and smaller delivery lorries for papers, lottery etc. There will also be security vans to cater for daily. The estimated traffic flow to and from the site has been grossly underestimated. Delivery lorry numbers do not reflect the size of store, but rather the manner of operation.
3. To suggest deliveries can be made possible on this site by restricting the number and size of lorries by means of a condition is fraudulent. Tesco have a history of breaking conditions imposed on other stores, examples within the Council's own jurisdiction would include Yeading and Yiewsley. No enforcement action has been taken to date so to opt out of the responsibility by issuing a condition is not acceptable.
4. Size, mass and scale of this development amount to an over development of the site. The three flats do not fulfil any 'need' as GLA target for Borough has been exceeded already. Tesco can afford to pay for the building of their own stores without the need for mixed development.
5. Tesco's retail impact assessment figures are never correct. Proposed store is out of scale in this village setting and would totally dominate the local market and threaten the viability of the local

economic environment. The existing retail community would not be able to survive the aggressive pricing methods of Tesco. A 12% increase in profits is only made in a declining market by targeting existing thriving retail centres and driving them out of business.

6. The proposed store would directly compete with Harefield's existing stores and coupled with the large Rickmansworth store, will take an overwhelming portion of local trade, which will reduce choice, contrary to findings of Competition Commission's Report and re-written PPS6.

7. Parking provision on site is insufficient. This is recognised by their own report which then suggests that there are sufficient spaces available on the surrounding roads. Our surveys suggest otherwise and the Council found it necessary to build a car park at the opposite end of the village for the same reason. This sort of store attracts a large number of customers willing to break parking restrictions. At Ruislip Manor, 58 customers parked on the double yellow lines outside the store in just one hour, despite 36 spaces being provided in its rear car park. The proposed store is half the size, but even without the flats, cannot reach the parking provision (proportionally) required there. Why should different requirements apply to this store? Other store counts suggest 100 cars in and 100 cars out per hour is a likely traffic generation figure for this size and location of store. These counts also suggest less than a third of customers arrive on foot so parking will be woefully inadequate. The lack of parking will lead to extensive use of local private parking, including the King's Arms and the surgery car parks.

8. Strongly object to the design of the store. A mock Victorian structure is not appropriate on a site which has never had a Victorian building on it and directly attaches to a far older building with a different architectural style. This is inappropriate and unsuitable for such a sensitive site.

9. This is not 'a natural extension of the town centre' as suggested. This site is not connected to the village centre, being interrupted by the Kings Arms and its substantial car park. To permit this development would fracture the retail offer and pull traffic away from the main parades.

10. The proposal will impact upon the amenity of residents throughout the area due to inadequate car parking in relation to projected custom of the store. There is not sufficient space on the roads as suggested and at most points in the day, the only spaces available are in the public car park which are too remote from the stores location, particularly when goods have to be carried. Traffic volumes, with 5 times that of the population of Harefield needed to ensure the store's viability will result in on street chaos. Some noise may result from the pub but the landlord takes this seriously and tries to keep late noise to a minimum. This store will add to that and have little regard to the disturbance of local residents. The plant noise will also disturb neighbours.

11. The impact on the highway is a reason for refusal that cannot be solved by any redrawing of the development. The pedestrian safety point also cannot be solved since the site is not large enough to allow 44ft lorries to manoeuvre within the site. Any promise to use smaller lorries will quickly be ignored as proved by the operator in many of its other stores where conditions are continually ignored and enforcement action has proved futile.

12. The total lack of consultation with the community is reason enough for both refusal and for judicial review should the application be granted. The community are strongly against this development which cannot be justified on either a 'clawback' or 'needs' basis.

We ask that the reasons for refusal profoundly reflect the views of the community and that their rights to decide the future shape of their environment as enshrined in PPS1 are recognised and acted upon.

Ward Councillor 1: Objects to this application.

Ward Councillor 2:

This is the third application submitted by Tesco on the site of the former Kings Arms service station, Rickmansworth Road, Harefield to which I have submitted an objection.

Given that the material change to the current application is minor in nature and relates, as far as I can ascertain from the drawings, solely to a change in the car parking arrangements, and a

diminution in provision at that, I would ask that all former objections be taken into consideration as relevant planning history to this application and to this site.

The reduction in car park provision demonstrated in the application will compound the congestion in the Rickmansworth Road and the High Street, Harefield, on a route that is part of the safer routes to schools scheme in the village.

All previous objections remain valid, the adverse impact on the viability of the shops in the High Street during a recession, lack of car parking provision on site, very poor access for delivery vehicles to and from the site across a well used footpath by both children, adults and visitors to the neighbouring GP surgery and hospital.

The Planning Committee of the London Borough of Hillingdon have recognised the adverse impact that granting permission for this store in Harefield will have on the village and on the environment of the village. I would urge it to recognise that minor alterations to previous applications does not render the current application acceptable or worthy of approval.

#### Protected Tree Pruning

I am also aware that in conjunction with the planning application Tesco have submitted an application to prune a tree which is adjacent to the site and has the benefit of a Tree Protection Order.

I would further object to permission being granted to this wholly opportunistic application the purpose of which is not to enhance public safety or the life of the tree but to reduce the tree in size to allow for vehicular access to the site. I have inspected the tree, from a layman's point of view and it does not block the footpath or present a danger to pedestrians, is of a normal/regular height, presents no danger to passing vehicular traffic and there are no over hanging, loose branches that present a problem. It is entirely innocent tree save that it presents a slight impediment to a planning application.

I would urge refusal.

#### English Heritage (Archaeology):

The site is situated within an Archaeological Priority Area as defined by the Council, due to the medieval centre of Harefield. Early maps, as provided in the accompanying documents, show that the site has been developed at least since the mid 18th century, and may well have been built upon earlier. The Kings Head public house to the immediate south is thought to have antecedents dating to the 15th century. The proposed development may, therefore, affect remains of archaeological importance.

I do not consider that any further work need be undertaken prior to determination of this planning application but that the archaeological position should be reserved by attaching a condition to any consent granted under this application.

The condition might read:

Condition: No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.

Informative: The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. This

design should be in accordance with the appropriate English Heritage guidelines.

Should significant archaeological remains be encountered in the course of the initial field evaluation, an appropriate mitigation strategy, which may include archaeological excavation, is likely to be necessary.

Thames Water:

With regard to sewerage infrastructure, there are no objections. As regards surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of ground water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. With regard to water supply, this comes within the area covered by the Veolia Water Company, The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ Tel. 0845 782 3333.

### **Internal Consultees**

Conservation Officer:

PROPOSALS: Demolition of existing car wash facility, erection of a two- three storey building providing Class A1 at ground floor with ancillary storage at part first floor and three one bed flats at first and second floors.

BACKGROUND: The site is prominently located within the Harefield Village Conservation Area. It includes part of the nineteenth century grade II listed stables associated with the Kings Arms Public house. This building lies to the west of the site, it dates from seventeenth century and is also grade II listed. The site is archeologically sensitive.

RECOMENDATION: The design of the previously refused scheme was subject to pre-application discussions with officers. Its appropriateness and contribution to the setting of the adjacent listed building and the wider conservation area were considered by the Inspector and were found to be positive and to enhance both. The current applications include the proposed buildings as previously discussed, but address the issues relating transport matters noted by the Inspector.

There are no objections to the demolition of the modern garage and the brick structure adjoining the listed coach house. A condition linking the demolition works with the letting of a contract for demolition should be imposed on any CAC/PP approval. In design terms, there are no objections in principle to the proposed scheme provided safeguarding conditions are attached, these should include, samples of all external materials to be agreed, detailed design of shopfront and fascia to be agreed, details of fenestration- window design and construction to be submitted, details of forecourt design, samples of hardsurfacing materials, marking out, bollards, lighting and planting to be submitted.

The archaeological aspects of the site should be addressed in accordance with the advice given by GLAAS (Greater London Archaeological Advisory Service)

A schedule of repairs to the coach house (both internal and external) and a methodology statement should be requested as part of any Listed Building Consent.

CONCLUSION: No objection in principle, subject to suitable conditions being attached to any

approvals.

Highway Engineer:

Site

The site is located on the north-western side of Rickmansworth Road, which is a Classified Road and is a designated Local Distributor Road in the Council's Unitary Development Plan.

Previous application

Planning permission for a Tesco Express store was previously refused by the Council. The highway related grounds of refusal relate to vehicle and pedestrian safety, car parking and delivery vehicles. The Council's decision to refuse the planning application was upheld by the Planning Inspector and the planning appeal was dismissed. On the issues of car parking, delivery arrangement on the previous application was shown to displace 4-5 of the 6 car parking spaces on the site. The inspector considered that there was availability of street parking in the surrounding area and therefore the reduction in car parking during loading/unloading would not have an unacceptable effect on highway safety.

New application

The revised proposals are for a Tesco Express store with 3 car parking spaces including a disabled space (reduction of 3 car parking spaces than the previous application) and 3 one bedroom flats with 3 car parking spaces.

Delivery

Rickmansworth is a busy road. It is relatively narrow, its effective width being reduced by street parking. The application site is close to schools, hospital, shops, and a park, resulting in a considerable level of pedestrian movements on the footway in front of and in close proximity to the site. The site is close to a pedestrian crossing alongside a roundabout junction. The proposed tesco store would also have additional pedestrian movements to/from the site.

The applicant has proposed to utilise rigid delivery vehicles to service the store (overall vehicle length = 10.35m or less) and has submitted a servicing management plan. The delivery vehicles are proposed to enter the site via the northern access and exit via the southern access. The applicant has suggested that delivery drivers would be made aware that should they arrive at the site and not be able to access the site they are to continue past and wait at Tesco superstore Rickmansworth. Item-10 of the Planning Inspector's comments state "...the appellants indicate that the arriving lorry would be directed to a remote waiting location, before returning to the site. However, there is a likelihood of unsafe practices arising, including temporary stopping on the highway adjacent to the shop, and access or loading outside the specified parameters. Whilst the Council would have powers to require compliance with the Service Management Plan through the Section 106 Undertaking, the temporary nature of any breach would make enforcement difficult. In any event, however onerous the penalties, it would not be desirable to rely on a scheme which required a high and consistent level of management intervention throughout the life of the development, which might include changes of operators. It would not be a sufficiently robust system to ensure the long term road safety and free flow of traffic to accord with UDP Policy AM7." The proposed delivery arrangements would clearly require strict adherence, and a high and consistent level of management intervention throughout the life of the development, which might include changes of operators and is not considered to be a sufficiently robust system to ensure the long term road safety and free flow of traffic.

Since the refusal of the previous planning application and the dismissal of the subsequent appeal, the Council has carried out further investigation into the issue of the delivery problems caused by Tesco delivery vehicles on other Tesco Express stores. This has been in response to the issues raised by the members of the public, ward councillors and council officers concerning highway

safety, free flow of traffic and delivery drivers not respecting parking restrictions. In response to the additional enquiries raised by the Council on this application, the applicant has advised that the delivery vehicles servicing the Tesco Express stores in Ickenham and Ruislip areas are as below:

- \* Ickenham - 14.25m articulated vehicle
- \* Ruislip High Street - 12.6m articulated vehicle
- \* Ruislip Manor/Park Way - 16.5m articulated vehicle

Unannounced site visits have been carried out on the above three stores and articulated delivery vehicles of up to 14.25m have been found to service all of these stores. The delivery vehicles were also noted to go from one store to another and a second articulated delivery vehicle arriving at the site when a delivery was already underway by one articulated lorry on the highway, leading to conditions detrimental to highway safety and free flow of traffic. The delivery vehicles were also seen to park inappropriately near junctions, on bus stops where 24 hours clearway restrictions apply, and on double yellow lines for loading/unloading. The delivery durations were observed to be up to 45 minutes excluding indiscriminate waiting on the highway. Despite issuing parking tickets, the Council is continuing to have parking, traffic and safety problems caused by the delivery vehicles.

Although deliveries by 16.5m articulated vehicles did not take place at the time of site visits, but clearly vehicles of this size are also used for Tesco Express stores, as indicated by the applicant. In light of the site observations, it would be reasonable to assume that 16.5m articulated lorries also travel from one store to another. It is important to note that none of the delivery vehicles observed on the above stores were of the size and type of the delivery vehicles proposed to be used for the proposed Tesco Express store. Whilst some deliveries to the proposed store may be by smaller vehicles, but no doubt, deliveries by long articulated lorries could also take place, which in the absence of a suitable delivery area would lead to delivery vehicles waiting/loading & unloading adjacent to the site that would be likely to produce significant congestion at the junction, and hazardous road conditions for passing vehicles, including access by ambulances to/from Harefield Hospital. The site's forecourt area is restricted in size and therefore fails to provide a suitable delivery area for larger delivery lorries used on other Tesco Express stores.

In response to the additional enquiries raised by the Council, the applicant has submitted information on sample sites with delivery management plans. Only a few of the sample sites are considered to be partially compatible with the one proposed and some of which have not been built, therefore the operation and adherence to the delivery management plan of the stores not built cannot be confirmed. Notwithstanding the above, the site visits have confirmed breaches of the delivery management plan.

#### Car Park

The applicant has proposed a one way system, vehicles entering the site utilising the northern access and exiting the site utilising the southern access. However, when deliveries are taking place, this arrangement would not be adhered to. The applicant has proposed to close off the customer parking spaces 30 minutes in advance of each delivery, but have also stated that should customer vehicles have not been vacated the site prior to the arrival of a delivery, egress will be provided with delivery vehicles on the forecourt. This effectively would need to be through an access signed to be used for entrance only. As per item 2.4.2 of the transport statement this arrangement would not be adhered to when a customer vehicle requires egress from the site while a delivery is underway. The applicant expects such an occurrence to be rare. Nonetheless, there could be situations when customer vehicles would not have been vacated the site prior to the arrival of a delivery vehicles, leading to additional back and forth delivery vehicle movements on the forecourt and customer vehicles exiting the car park via an entry only access. During deliveries, vehicles associated with the residential element of the development would be required to utilise the southern access for entry and exit, which would be signed as no entry. The proposed arrangement

would therefore be confusing for drivers and has the potential to have a detrimental effect on highway safety as other highway users would not expect the vehicles to turn into/exit from the access signed as no entry and entry only respectively.

Given the available space on the forecourt and no measures being proposed to avoid additional parking taking place, the associated parking demand could lead to indiscriminate parking on the forecourt, leading to delivery vehicles waiting on the highway. Delivery vehicles waiting/loading & unloading adjacent to the site would be likely to produce significant congestion at the junction, and hazardous road conditions for passing vehicles.

#### Conclusion

The scheme is likely to result in delivery vehicles waiting/loading & unloading on the highway, which would likely be detrimental to highway safety and free flow of traffic. A scheme which heavily relies on strict accordance of a servicing management plan requiring a high and consistent level of management intervention throughout the life of the development is not considered to be acceptable. Hence the system is not considered to be sufficiently robust to ensure the long term road safety and free flow of traffic. The application is therefore recommended to be refused, as it is considered to be contrary to the Council's UDP Policy AM7.

#### Tree Officer:

There are several trees on and close to the site. The semi-mature London Plane tree on the road frontage is protected by Tree Preservation Order 3 (TPO 3) (T11). The trees forming part of a belt of woodland on the adjacent land at Harefield Hospital (northern boundary of the site) are protected by virtue of their location in the Harefield Village Conservation Area. The trees are landscape features of merit in terms of Saved Policy BE38.

The scheme retains the Plane tree (T11 on TPO 3) and will not affect the trees closest to the northern boundary of the site, which overhang the site by up to 3m. It is necessary to prune some of the overhanging branches and a (Conservation Area trees) notification was dealt with in late 2009. These pruning works will not harm these trees nor affect the integrity of the woodland and/or the visual amenity of the Conservation Area.

The applicants have also indicated that the 8m high Plane tree will have to be crown lifted to provide a 5m clearance for delivery vehicles, and that such works would not harm the tree. Another application has also been submitted for consent under the TPO, and the reason given is to provide such clearance as to allow vehicular movement on the site without conflict with the tree, although the applicants have indicated that the largest delivery vehicle (lorry) will be 3.7m high. This application is considered to be unnecessary, as the proposed tree works form part of this application, and is yet to be determined, as it presupposes that there is permission for the proposed layout and use of the site, which will, depending on the height of delivery vehicles, necessitate the lifting of the tree's canopy to 4m or 5m. The current layout of the site allows access without the need to prune this tree.

Given the branch structure of the tree, which has lateral branches arising at about 2.5m, 3m, 3.5m and 5m, and its relatively low height, the proposed crown-lifting to 5m (over half the tree's height) associated with the clearance for large delivery vehicles is considered to be excessive at the present time and would adversely affect the appearance of the tree and the visual amenity of the Conservation Area, and so does not comply with Saved Policy BE38.

There is limited scope for landscaping, but the scheme includes a Silver Birch in front of the stables building and some additional soft landscaping.

If the application is recommended for approval, then conditions TL1 (services), TL2, TL3, TL5, TL6,



TL7 and TL21 (to requiring that the works are carried out in accordance with the approved arboricultural method statement) should be imposed.

Environmental Protection Services:

Noise

Use of retail premises

Mixed use developments require adequate protection be afforded to occupiers of the residential dwellings to ensure protection of amenity. Should planning permission be granted I would recommend conditions be applied to protect the amenity of the area relating to hours of operation, hours of delivery and waste collection and sound insulation scheme between commercial and residential use.

Plant

I have reviewed the document entitled 'Background Noise Survey', an acoustic assessment of proposed refrigeration and air-conditioning equipment. This assesses the noise level of the following installations at the nearest residential property; 1No. Searle refrigeration unit Model No. MGB124, 2No. Mitsubishi air-conditioning units to serve the sales floor, both Model No. FDCA 501 HESR and 1No. Mitsubishi air-conditioning unit to serve the cash office, Model No. SRC 28 CD-5. The BS:4142 assessment is acceptable and complies with the Borough's SPD on Noise. To However a condition restricting levels of noise is recommended.

The noise projections from the proposed plant are subject to a barrier correction of 5dB provided by the timber fence to the north and west boundary; it is necessary to ensure that the area forming the goods entrance and housing the refrigeration and air-conditioning plant is enclosed by a barrier of sufficient height and mass. Drawing (P) 201 dated 22/02/08 shows the acoustic timber barrier on the north elevation measures 2.7m in height to ground level and on the west elevation measures 2.4m in height to the ground level.

I corresponded with CgMs regarding the specification of the acoustic timber fence, and received the following confirmation; 'The acoustic timber fence on the north elevation measures 2.7m in height to ground level and on the west elevation measures 2.4m in height to the ground level, the ground levels are at different heights as can be seen on the proposed north elevation. The construction is close boarded timber fencing with upgraded boards for acoustic performance on a timber post frame'.

I would recommend the following condition;

The development shall not begin until a scheme which specifies the acoustic properties of the timber barrier to be installed along the western and northern site boundaries, as shown in drawing reference (P)201, has been submitted to, and approved in writing by the LPA. The barrier shall be fully installed before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building hereby approved remains in use.

REASON: To protect the amenity of the surrounding area.

Environmental (Contamination):

With reference to the above applications and the Geo-Environmental Assessment report by Delta-Simons consultants submitted by Tesco Stores Ltd, the development is on the old garage site and the survey referred to did investigate the below ground conditions and history of the site. The report has been reviewed and as expected, there is contamination at the site in the ground and the groundwater. There are underground fuel storage tanks to be removed and associated garage infrastructure such as fuel lines, interceptors etc. There is soil and water testing provided and this

confirms contamination in the soil and water will require remediation for the new use. Hydrocarbons as expected appear to be present in soil and water samples taken by the consultants. There is also some gas confirmed in the ground that will require the installation of some gas protection measures on the new buildings. On garage sites we generally advise gas and vapour protection as there are usually some residual vapours from hydrocarbons either in the soil or groundwater. No remediation has been undertaken at the site. There is much information to come on the decommissioning of the site (tank removals) and clean up. There is also a need for a risk assessment to design the appropriate clean up targets.

I would advise attaching the four stage condition below to any permission. This will cover the further work following the initial report.

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

The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(i) 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;

(ii) 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;

(iii) (a) 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 and all requirements shall be implemented and completed to the satisfaction of the LPA by a competent person. No deviation shall be made from this scheme without the express written agreement of the LPA prior to its implementation. (b) If during remedial or development 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

(iv) Upon completion of the remedial works, this condition will not be discharged until a verification report has been submitted to and approved by the LPA. The report shall include 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.

Note: The Environmental Protection Unit (EPU) must be consulted at each stage for their advice when using this condition. The Environment Agency (EA) should be consulted when using this condition.

#### 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 policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Education: A total education contribution of £3,663 is required (£349 Nursery, £1,187 Primary, £886 Secondary and £1,241 Post-16).

## 7. MAIN PLANNING ISSUES

## 7.01 The principle of the development

The current application has been revised in an attempt to address the reasons for refusal and the concerns raised by the Inspector on the previous scheme (Ref. Nos. 3877/APP/2008/3159, 3160 and 3161). In this respect, the scheme has been amended in terms of the layout of the parking areas and servicing arrangements.

The proposal is considered to raise four key policy issues, namely (i) the loss of a garage/workshop, (ii) the suitability of the retail component in a local centre, (iii) the impact on the Harefield Conservation area and setting of Listed Buildings and (iv) the suitability of the site for housing.

### (i) Loss of the garage/workshop

Policy LE4 of the Unitary Development Plan (Saved Policies) provides the policy context for the loss of employment generating industrial floor space outside of designated industrial or business areas. Previously, it was noted that the site does not currently generate any employment, whereas the proposal would provide 16 equivalent full time jobs. Criteria (i) and (ii) of Policy LE4 are particularly pertinent due to the predominantly residential character of the surrounding area. Whilst the applicant has not provided a market assessment of the garage/workshop (criteria iii), it is evident that there are alternative sites in the locality. In addition, there is an established need for housing (criteria iv). Therefore the criteria of policy LE4 were considered to have been met and there has been no change in circumstance to suggest that the proposal no longer complies with Policy LE4 of the saved UDP.

### (ii) Retail Development and the Impact upon the Town Centre Hierarchy

The previous scheme was considered against PPS6: Planning for Town Centres which sought to protect the viability and vitality of centres to support sustainable communities and identified six tests to be applied to development not within the Primary Shopping Area of a shopping area, namely quantitative need, qualitative need, appropriateness of scale, sequential approach to site selection and accessibility. The previous report to committee assessed the development against these tests and concluded that the scheme complied with PPS6.

PPS6 has been superseded by PPS4: Planning for Sustainable Economic Growth on the 29th December 2009. This confirms the government's commitment to sustainable economic growth. Planning can assist in achieving this by building prosperous communities by improving the economic performance of areas, reducing gap in growth rates between regions and promoting regeneration, encouraging more sustainable patterns of development, promoting the vitality and viability of town and other centres as important places for the community by focusing growth in existing centres with the aim of offering a wide range of services, competition between retailers and enhanced consumer choice to meet the needs of the whole community and conservation of the historic, archaeological and architectural heritage to provide a sense of place.

To this end, Policy EC10.1 of PPS4 advises local planning authorities to take a positive and constructive approach towards applications economic development and those that secure sustainable economic growth should be treated favourably. Policy EC10.2 advises that all applications for economic development should be assessed in terms of:

- a. whether the proposal has been planned over the lifetime of the development to limit

- carbon dioxide emissions and minimise the impact of climate change,
- b. ensuring proposal is accessible by a variety of means of transport, including walking, cycling, public transport and the car, the effect on local traffic levels and congestion,
- c. whether the development achieves a high quality and inclusive design which improves the character and quality of the area,
- d. the impact on the economic and physical regeneration of the area, and
- e. the impact on employment.

Policy EC13 states that when assessing applications that affect shops, leisure uses or services in local centres and villages, local planning authorities should:

- a. take into account the importance of the shop, facility or service to the local community or area if the proposal would result in its loss or change of use,
- b. refuse applications which fail to protect existing facilities which provide for people's day-to-day needs,
- c. respond positively to applications for the conversion or extension of shops which are designed to improve their viability and
- d. respond positively to farm shops as long as they do not adversely affect easily accessible convenience shopping.

Policy EC14 dealing with application for main town centre uses, including retail advises of the type and circumstances when applications should include supporting evidence, but the advice mainly applies to development outside of an existing centre. The only exception to this is EC14.6 which advises that an impact assessment will be required for applications in an existing centre which are not in accordance with the development plan and which would substantially increase the attraction of the centre to an extent that the development could have an impact on other centres. Policy EC16 considers the types of impact that the impact assessment should consider and again, mainly relates to applications for town centre uses that are not in the centre. The only exception is found at EC16.1 e, which advises that if located in or on the edge of a town centre, the proposal should be of an appropriate scale (in terms of gross floorspace) in relation to the size of the centre and its role in the hierarchy of centres.

As this application was submitted before PPS4 was published, it follows the guidance in PPS6, including the submission of a revised retail assessment and sequential test. The applicants were also requested to demonstrate how the proposal complies with PPS4 and this has now been submitted. Their letter of the 1st March 2010 advises that the submitted documents already address the policy considerations now set out in PPS4, but for completeness, each of the new policy tests is listed and a summary given as to how the previously submitted information ensures compliance. The Inspector on the previous appeal considered the retail impact of the proposal. The Inspector, having considered the previous objections raised to the scheme considered that there is sufficient convenience expenditure capacity to support the retail floor space proposed. The Inspector went on to say that there was a realistic likelihood of the store providing greater consumer choice and a reduction in reliance on the larger supermarkets elsewhere. The Inspector was also satisfied that there was not a more central site available for the proposal. The Inspector concluded that although the proposed store would be larger than other convenience stores, it is not disproportionate in relation to the centre as a whole. He went on 'From the evidence and my own observations, the town centre appears to be trading reasonably well and, whilst there would undoubtedly be a period of re-adjustment, there is no reason to believe that the appeal proposal would lead to its deterioration or decline. On the contrary I consider that the food store would be likely to add to the range of goods and generate linked trips through the good connectivity between the site and the Core Shopping Area.

Taking all these matters together, I consider that the proposal would meet the objectives of PPS6 by maintaining the viability and vitality of the Harefield town centre.'

It is considered that there has been no significant change in policy, including the publication of PPS4 or site circumstances to suggest that the Inspector's assessment is no longer appropriate.

The other main policy issues raised by this application are dealt with in other sections of this report and the related listed building and conservation area consent applications also being reported to this committee (refs. 3877/APP/2009/2443 and 2444).

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

London Plan Policy 3A.3 seeks to maximise the potential of sites for residential redevelopment. The site is within a suburban area with a PTAL of 1b. The scheme would result in a residential density below the 50 - 75 units per hectare envisaged by the London Plan. However, the proposed scheme is a mixed use development with much of the ground floor providing a retail store with associated car parking and servicing facilities. As such, no objections are raised to the proposed residential density.

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

The site is prominently located within the Harefield Village Conservation Area. It includes part of the nineteenth century Grade II listed stable building associated with the adjoining Kings Arms public house, which dates from the seventeenth century and is also Grade II listed. Furthermore, the site is archeologically sensitive.

Policy BE4 advises that new development within or on the fringes of conservation areas will be expected to preserve or enhance those features which contribute to their special architectural and visual qualities. Development should avoid the demolition or loss of such features and there will be a presumption in favour of retaining buildings, which make a positive contribution to the character or appearance of a conservation area. Applications for planning permission should also contain full details of the building works.

Policy BE8 states that planning permission to alter or extend applications for listed building consent will normally be permitted if no damage is caused to historic structures. Any additions should be in keeping with other parts of the building and any new external or internal features should harmonise with their surroundings. Furthermore, Policy BE10 states that planning permission or listed building consent will not normally be granted for proposals, which are considered detrimental to the setting of a listed building.

The design of the proposals was originally subject to pre-application discussions. The approach adopted has been supported by the submitted statements that include a useful map regression, and consider both conservation and listed building issues. No objections were raised on design grounds to the previous scheme (refs. 3877/APP/2008/3159, 3160 and 3161) and the Inspector did not raise any particular concerns regarding design issues. There has been no significant change in policy guidance or circumstances on site to suggest that the proposed buildings are no longer acceptable in the context of the application site.

The Council's Conservation and Urban Design officer raises no objections to the demolition of the modern garage and the brick structure adjoining the listed coach house, but suggests that a condition linking the demolition works with the letting of a contract for demolition should be imposed on any CAC/PP approval.

In design terms, there is also no objection in principle to the proposed scheme. The

Council's Conservation and Urban Design officer recommends that a number of matters are covered by conditions, but subject to these conditions raises no objection to the proposal.

In accordance with saved Policy BE4 of the UDP, the development is considered to preserve and enhance those features of special architectural and visual qualities which contribute to the Harefield Village Conservation Area. While the application for listed building consent is dealt with separately, the scheme is considered to accord with Policy BE8 as the scheme is not considered damage or harm the listed building.

#### **7.04 Airport safeguarding**

This scheme does not raise any safeguarding issues.

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

The scheme does not raise any issues associated with the Green Belt.

#### **7.06 Environmental Impact**

Land Contamination

Policy OE11 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) advises that proposals which involve the use, storage, installation or processing of toxic or other harmful/hazardous substances or involve an increase in the use by the public of contaminated land will not be permitted unless appropriate amelioration measures are carried out.

The Geo-Environmental Assessment Report prepared by Delta-Simons (Environmental Consultants) submitted with the application has been reviewed by the Council's Environmental Protection Officer. Considering the report, the officer states that 'as expected, there is contamination at the site in the ground and the groundwater. There are underground fuel storage tanks to be removed and associated garage infrastructure such as fuel lines, interceptors etc. There is soil and water testing provided and this confirms contamination in the soil and water will require remediation for the new use. Hydrocarbons as expected appear to be present in soil and water samples taken by the consultants. There is also some gas confirmed in the ground that will require the installation of some gas protection measures on the new buildings. On garage sites, we generally advise gas and vapour protection as there are usually some residual vapours from hydrocarbons either in the soil or groundwater. No remediation has been undertaken at the site.'

The report was found to be sufficient by the Environment Protection Officer subject to a comprehensive land contamination condition to deal with de-commissioning the site and the need for a risk assessment to design appropriate clean up targets. The proposal is therefore considered to comply with Policy OE11 of the saved UDP.

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

Policy BE13 of the saved UDP requires new development to harmonise with the existing street scene or other features of the area that the Local Planning Authority considers desirable to retain or enhance. Policy BE26 states that within town centres, the design, layout and landscaping of new buildings should reflect the role, overall scale and character of the town centres as a focus of shopping and employment activity.

The supporting text to the latter policy states that the Local Planning Authority will use these and other appropriate policies of the Plan to influence new development so that the following objectives are achieved:

-the design of buildings and external spaces should increase the visual and functional attractiveness of town centres in order to attract people and investment;

- new buildings should maintain the feeling of bulk and scale of the town centres while creating variety and interest in themselves;
- where centres have prominent sites with development potential the opportunity to create distinctive new buildings that can act as landmarks or focal points of the centres should be taken, although buildings which exceed the height of their surroundings will only be permitted where it can be shown that they will make a positive and welcome contribution to the character of the centre;
- variety should be introduced into the street scene by the incorporation of townscape elements, including the use of recesses (the setting back of buildings to create small enclosures or public areas in front of them), raised beds, trees and shrubs and the opening up of views between buildings.

No objections were raised to the previous scheme in terms of its design and scale and it was concluded that the scheme would reflect the scale and character of the Harefield Local Centre and would not compromise the setting of the adjoining listed buildings and the Harefield Village Conservation Area, as discussed above. The Inspector in considering the appeal also did not raise any concerns relating to the impact of the development upon the surrounding area.

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

Policies BE20, BE21 and BE24 of the saved UDP seek to safeguard the amenities of surrounding residential properties from new development through its potential impacts upon sunlight/daylight, excessive dominance and loss of privacy respectively.

The application site is adjoined by a Health Centre to the north, the village green on the opposite side of Rickmansworth Road, the Kings Arms public house to the south and its beer garden to the east. There are no side windows at the Kings Arms public house that serve habitable rooms in its residential elements that would be affected by a loss of sunlight/daylight or be dominated by the proposed development. Furthermore, the Council's HDAS 'Residential Layouts' advises that a minimum 21m distance is required between properties and their habitable room windows and private patio areas taken to be the 3m depth of rear garden adjoining the rear elevation of the property in order to minimise any potential overlooking. Although there are rear gardens beyond the beer garden to the west, the properties and their patio areas are more than 21m from the application site and the proposal does not include any habitable room windows on the rear elevation.

Therefore, as previously considered, the siting and scale of the proposed building would not result in a loss of light/overshadowing or the direct overlooking of neighbouring properties, nor would it appear as an overdominant form of development as viewed from them. The proposal complies with policies BE20, BE21 and BE24 of the saved UDP.

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

The Council's HDAS 'Residential Layouts' requires that one-bedroom flats, in order to afford a suitable level of amenity for future occupiers, should have a minimum internal floor area of 50m<sup>2</sup>. In this instance, the flats would provide a minimum floor space of 50m<sup>2</sup> in accordance with the Council's minimum standards. The flats would also be self-contained and the habitable rooms would have adequate daylight and outlook.

The Council's HDAS 'Residential Layouts' requires that flats with one-bedroom should have a minimum shared amenity space of 20m<sup>2</sup> per flat. In this case, no shared amenity space has been provided and it is noted that the HDAS at paragraph 4.19 states that 'exceptions to garden area requirements will apply in special circumstances such as the provision of non-family housing, predominantly made up of one-bedroom units, in town

centres or the provision of small non-family housing above shops'.

It was previously considered that as the proposal satisfied all three provisions, there should be no specific requirement for amenity space to be included as part of this scheme. It was also noted that the site is located directly opposite public amenity space on the village green and given that the units are not capable of being utilised as family dwellings, the lack of amenity space servicing three one-bedroom units in this town centre location was considered appropriate. There has been no change in circumstance to suggest that such an assessment is no longer appropriate.

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

Policy AM7 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) states that the Council will not grant planning permission for developments whose generation is likely to i) unacceptably increase demand along roads or through junctions, ii) prejudice the free flow of traffic or conditions of general or pedestrian safety, iii) diminish materially the environmental benefits brought about by new or improved roads, and iv) infiltrate streets classified as local roads, unless satisfactory calming measures can be installed.

Policy AM14 of the Unitary Development Plan Saved Policies September 2007 states that new development will only be permitted where it is in accordance with the Council's adopted car parking standards.

In considering the previous appeal, the Inspector noted that Rickmansworth Road appeared to be a busy, local distributor route its narrow width being further compromised by on-street parking. The site is also close to a pedestrian crossing by a roundabout junction. He considered that a goods vehicle waiting adjacent to the site would be likely to produce significant congestion at the junction, prejudicial to highway safety. To avoid this conflict, the previous proposal would utilise the forecourt for servicing, and in so doing, would occupy space for which would otherwise be available for parking. The Inspector did not raise objection to the means of access to the site, as although the two crossovers take up a significant width of the site with the potential for conflict with passing pedestrians, this is an existing situation, the crossovers previously served the garage and car wash facility and the speed of vehicles entering and leaving the site would be slow. The Inspector considered that this aspect of the scheme was not unduly harmful and not out of keeping with the area. The alignment of the crossovers could be optimised by condition to minimise the probability of vehicles over-running the kerbs whilst minimising their width.

The previous proposal would have displaced four or five of the six car parking spaces proposed during the loading/unloading periods. In considering this loss, the Inspector noted that the car parking standards in the London Plan are maximum standards and sufficient on-street parking within 150m of the site as evidenced by the applicants submissions and during the Inspector's site visit was available so that the proposal would not result in a loss of road safety as a result of the reduction of on-site parking.

The Inspector then turned his attention to the issue of the workability of the scheme. The previous Servicing Management Plan made provision for the closure of the spaces 15 minutes prior to a lorry arrival. However, the Inspector considered that given the likelihood of customers patronising other shops, the peripheral siting of the store and the linear nature of Harefield's local centre, there was a significant possibility of such linked trips taking longer than 15 minutes, so preventing lorry loading/unloading. Although the applicants indicated that the lorry would be directed to a remote waiting area before returning to the site, the Inspector considered that unsafe practices would arise from such



an arrangement, including temporary stopping on the adjacent highway and access and loading occurring outside of the specified parameters. The Inspector stated at paragraph 10 in his decision letter 'Whilst the Council would have powers to require compliance with the Servicing Management Plan through the Section 106 Undertaking, the temporary nature of any breach would make enforcement difficult. In any event, however onerous the penalties, it would not be desirable to rely on a scheme which required a high and consistent level of management intervention throughout the life of the development, which might include changes of operator. It would not be a sufficiently robust system to ensure the long term road safety and free flow of traffic to accord with UDP Policy AM7.'

The Inspector then considered the issue of vehicle and pedestrian movement on site. Although the swept path analysis showed the need for consist movement of the lorry into position and the restricted size of site to allow off-loading at the rear of delivery vehicles, the Inspector considered that the scheme could be made to work and with the availability of staff at the store to assist the driver, this aspect of the proposal was acceptable.

As regards conflicts between pedestrians and vehicles, the Inspector noted it was commonplace for access arrangements to take place from a car parking area without any separation between vehicles and pedestrians. However, the Inspector did raise concern regarding the lack of an identified route between the store's entrance doors and the adjoining public footpath. Access would be further hampered by the occupation of the parking spaces. The Inspector concluded on this issue that the complete segregation of pedestrians and vehicles would neither be practicable nor necessary, but without a clear pedestrian route, the proposal made insufficient provision for their safety, contrary to UDP Policy AM7.

The current proposal represents a reduction of three retail spaces as compared to the previous scheme, whereas three spaces would be retained for residents. Given the previous Inspector's consideration, the Council's Highway Engineer does not raise any objection to the proposed level of car parking. The Applicant has been able to demonstrate the availability of on-street parking.

Although the current proposals identify the existing Tesco store in Rickmansworth as the remote waiting area and suggest that spaces would be closed 30 minutes before a lorry arrival, the proposed delivery arrangements would still require strict adherence and a high and consistent level of management intervention throughout the life of the development.

As part of the Highway Engineer's assessment of the proposal, other Tesco Express stores have been analysed. At Tesco's stores in Ickenham, Ruislip High Street and Ruislip Manor/Park Way, the applicant has advised that articulated vehicles of 14.25m, 12.6m and 16.5m service these stores respectively but unannounced site visits revealed that articulated delivery lorries of up to 14.25m serviced all of the stores. They appeared to go from one store to another and a second delivery lorry was also seen to arrive, whilst a delivery was already underway, prejudicial to highway safety and the free flow of traffic. The delivery lorries were also seen to park inappropriately, near junctions and on bus stops, on parking and loading/unloading restrictions up to 45 minutes. The Council is continuing to have parking, traffic and safety problems caused by these delivery lorries, despite being issued with parking tickets. Although not witnessed at the time of the site visits, Tescos are known to use 16.5m articulated lorries to serve their Express stores and given existing practices, it would not be unreasonable to assume they also travel from one store to another. None of the delivery vehicles seen was of the size and type proposed to be used in Harefield. In the absence of an unrestricted delivery area and existing working practices, the possibility of delivery vehicles, including larger vehicles waiting and

loading/unloading on the adjacent highway remains a high possibility and given the Inspector's previous consideration, would be difficult to control. This would produce significant congestion at the junction and hazardous road conditions, including the possibility of restricted ambulance access to the adjoining Harefield Hospital.

The proposal does now include an identified pedestrian route across the forecourt to access the town centre. The Highway Engineer does also raise a concern regarding the proposed one way use of the two crossovers. In the event of a car parking space still being occupied when a delivery is underway, the returning vehicle owner can still exit the site by the delivery vehicle moving forward, but this would be through the access signed to be used for entrance only. Resident's vehicles would also have to leave the site through this access during deliveries. Although the applicants expect this to be a rare occurrence, the additional vehicle movements and the egress of the site via an entry only access would be confusing for drivers, detrimental to highway safety as such a manoeuvre would not be expected.

The current scheme does not overcome the Inspector's previous concerns and is contrary to saved Policy AM7 of the UDP.

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

On the previous application, the Crime Prevention Officer raised a number of concerns with the proposal. In particular, no provision had been made for surveillance of the parking area and the building itself, which could lead to anti-social behaviour. Furthermore, the effect of anti-social behaviour on the residents above the store had not been considered. The recessed nature of the entrance to the flats and parking arrangement did not meet secured by design standards.

In the event that the scheme is approved, it is recommended that a condition requiring the submission of details to address secured by design matters be attached.

#### **7.12 Disabled access**

The plans indicate that the convenience goods store would incorporate suitable measures to ensure accessibility for all. These include level access, a door width of 1.5m and a disabled parking bay, which would be located directly in front of the store entrance. This accords with policies 3A.5 of the London Plan (February 2008) and AM15 of the saved UDP and the Council's HDAS: 'Accessible Hillingdon'.

With respect to the residential development, the scheme falls short of some of these standards i.e. the entrance door, stair corridor (not able to accommodate a stair lift) and internal corridor widths are too narrow. However, this is minor in nature and can be addressed via conditions requiring that the dwellings be built to lifetime home standards. This is to ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (February 2008) Policies 3A.5, AM15 of the saved UDP, and HDAS (SPD) 'Accessible Hillingdon' (January 2010).

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

The scheme does not increase the level of residential dwellings beyond the threshold which would require affordable housing to be provided for on site.

#### **7.14 Trees, Landscaping and Ecology**

The Council's Trees and Landscape Officer advises that there are several trees on and close to the site. The semi-mature London Plane tree on the road frontage is protected by Tree Preservation Order 3 (TPO 3) (T11). The trees forming part of a belt of woodland on the adjacent land at Harefield Hospital (northern boundary of the site) are protected by virtue of their location in the Harefield Village Conservation Area. The trees are landscape

features of merit in terms of Saved Policy BE38.

The scheme retains the Plane tree (T11 on TPO 3) and will not affect the trees closest to the northern boundary of the site, which overhang the site by up to 3m. It is necessary to prune some of the overhanging branches and a (Conservation Area trees) notification was dealt with in late 2009. These pruning works will not harm these trees nor affect the integrity of the woodland and/or the visual amenity of the Conservation Area.

The applicant's arboricultural statements advise that the 8m high Plane tree will have to be crown lifted to provide a 5m clearance for delivery vehicles, and that such works would not harm the tree. Another application has also been submitted for consent under the TPO (3877/TRE/2009/98), and the reason given is to provide such clearance as to allow vehicular movement on the site without conflict with the tree. The applicants have indicated elsewhere that the largest delivery vehicle (lorry) will be 3.7m high. This application for tree works is considered to be unnecessary, as the proposed tree works form part of this application, and is yet to be determined, as it presupposes that there is permission for the proposed layout and use of the site, which will, depending on the height of delivery vehicles, necessitate the lifting of the tree's canopy to 4m or 5m. The current layout of the site allows access without the need to prune this tree.

Given the branch structure of the tree, which has lateral branches arising at about 2.5m, 3m, 3.5m and 5m, and its relatively low height, the proposed crown-lifting to 5m (over half the tree's height) associated with the clearance for large delivery vehicles is considered to be excessive at the present time and would adversely affect the appearance of the tree and the visual amenity of the Conservation Area, and so does not comply with Saved Policy BE38.

There is limited scope for landscaping, but the scheme includes a Silver Birch in front of the stables building and some additional soft landscaping.

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

London Plan Policies 4A.3 and HDAS 'Residential Layouts' Section 4.40-4.41 relates to the provision of satisfactory recycling and waste disposal provisions as part of new developments.

The applicant has indicated in their supporting statement that recycling will occur at the store. In this respect, all waste cardboard and plastic are separated from the general waste stream. The materials are stored separately in metal roll cages and these cages returned to the recycling service units used by the store.

The submitted plans indicate a dedicated refuse store and a commercial waste bin to the northern part of the site. This will be screened from view from the streetscape and would be easily accessible by the future occupiers of the flats and the staff from the store.

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

Policy 4A.7 of the London Plan advises that boroughs should require developments to show how a development would achieve a reduction in carbon dioxide emissions of 20% from on site renewable energy generation unless it can be demonstrated that such provision is not feasible.

The applicant has submitted a Renewable Energy Feasibility Study. This concludes that a ground source heat pump would be the most suitable system in terms of reducing CO2 emissions, but this is only likely to produce a 10% reduction. A 20% reduction would be difficult to achieve given the constraints of the site.

While this scheme would not be likely to meet the 20% requirement, it is considered that such a reduction would not be feasible in this instance, in light of the sites setting within the Harefield Village Conservation Area and the relationship with the Grade II listed building.

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

The site is not within a Flood Zone and therefore no flooding issues are raised by the development of this site.

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

With respect to noise, it is considered that the siting of the proposed store and number of flats would not give rise to additional noise and disturbance to the surrounding area or from the commercial use to the adjoining habitable room, subject to conditions as discussed below.

One of the proposed bedrooms (flat 1) has a party wall with a space labelled 'retail office/storage'. The Environment Protection Unit has recommended a condition be attached to any consent requiring sound insulation be provided. This would control the noise transmission from the commercial use.

With respect to opening hours and deliveries and collections, these could be restricted by appropriate planning conditions attached to any consent. This would ensure that the amenity to the surrounding area is protected.

The Council's Environmental Protection Unit has reviewed an assessment of noise levels associated with plant equipment and considers that it complies with the Council's SPD on noise and raises no objections (subject to conditions) to the development on these grounds. It is noted that, the area forming the goods entrance and housing the refrigeration and air conditioning plant is enclosed by an acoustic timber fence, which provides a barrier protection from the noise. This along with the recommended conditions will ensure the amenity of the surrounding area is protected.

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

As regards the comments made by the petitioners, these in the main, have been dealt with in the main report. It is considered that the consultation undertaken on the various applications has been extensive. As regards the individual responses, point (i) is noted but incorrect. Points (ii), (iii), (iv), (v), (vii), (viii), (x), (xi), (xiii), (xiv), (xvi), (xvii), (xxi), (xxiii), (xxiv) and (xxvi) have been dealt with in the officer's reports. Points (vi), (xii), (xv), (xviii) (xix) and (xx) are noted. As regards point (ix), whilst the views of local residents are taken into consideration, they do not override the requirement upon the Local Planning Authority to consider each application on its individual merits. As regards point (xxii), any increase in CO<sub>2</sub> is not proven and the scheme may even reduce CO<sub>2</sub>. As regards point (xxv), this proposal does not include a proposal for signage which would need to be considered if and when an application for advertisement consent were to be submitted.

The points made in the one response in support of the proposal are noted.

#### **7.20 Planning Obligations**

The applicant has submitted a Unilateral Undertaking to ensure compliance with the Servicing Management Plan submitted with the application.

Education Services also advise of the requirement for a S106 contribution of £3,663 toward education space. This would have been dealt with by condition had the application not been recommended for refusal.

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

Not applicable to this site.

## **7.22 Other Issues**

There are no other relevant planning issues raised by this proposal.

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

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

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

This is not applicable to this application.

## **10. CONCLUSION**

The site is prominently located within the Harefield Village Conservation Area. It includes part of the nineteenth century Grade II listed stables associated with the adjoining Kings Arms public house.

There are no objections to the demolition of the modern garage and the brick structure adjoining the listed coach house. In design terms, there is also no objection in principle to the proposed scheme. Subject to conditions to address minor design issues, the scheme is not considered to impact upon the setting of the Harefield Village Conservation Area, or the Grade II listed stables located on site.

The earlier refused application (ref.3877/APP/2008/3161) raised highways objections relating to the proposed layout which was considered to provide insufficient manoeuvring space for residential parking, retail parking and delivery vehicle parking. The parking layout was considered to be cramped and likely to result in vehicle and pedestrian conflicts within the application site to the detriment of vehicular and pedestrian safety.

Furthermore, the scheme was refused on the basis that service delivery vehicles would interfere with the safe and efficient operation of both the public footway and public highway in front of the application site.

The applicant proposes a similar system of service deliveries to the site, whereby the forecourt would be utilised. Conflict with customer and resident parking would be mitigated by a service management plan but the previous Inspector considered that an excessive level of management intervention would be involved to ensure compliance with the plan. This proposal would still involve a similar amount of intervention and the Council's Highways Engineer objects to this scheme on this basis, particularly as working practices at other Tesco stores suggests that delivery arrangements often ignore highway restrictions and compromise highway safety. The egress arrangements for customers and residents vehicles during deliveries is also unsatisfactory. As such, the scheme would compromise highway safety. Crown lifting of a protected London Plane tree to allow for deliveries by larger vehicles is also unacceptable with regard to the appearance of the tree and surrounding conservation area and has not been fully justified.

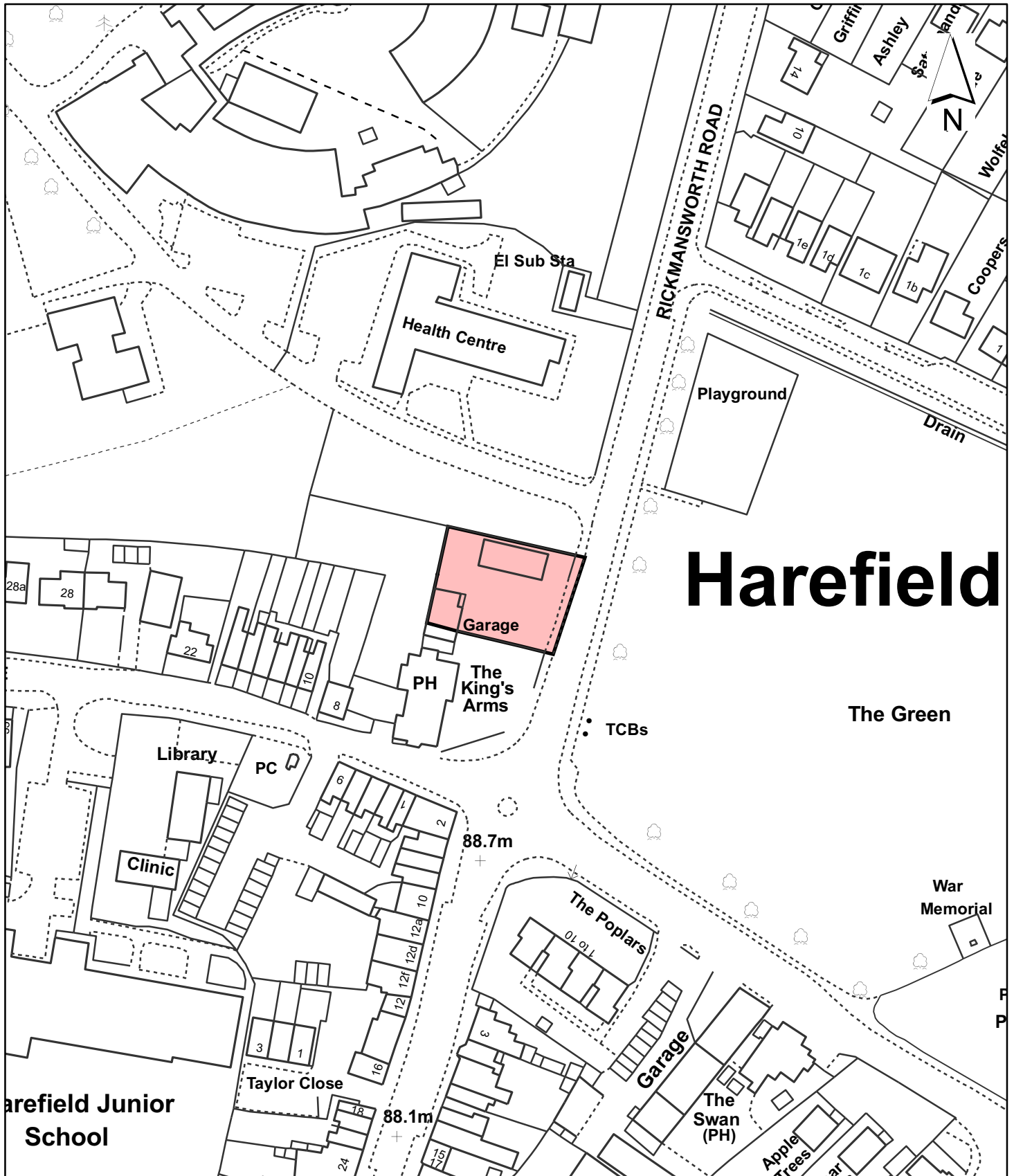
It is therefore recommended that planning permission be refused for the above reasons.

## **11. Reference Documents**

The London Plan (February 2008)  
Adopted Affordable Housing Supplementary Planning Document (May 2006)  
Planning Policy Statement 1 - Delivering Sustainable Development  
Planning Policy Statement 3 - Housing  
Planning Policy Statement 4 - Planning for Sustainable Economic Growth  
Planning Policy Statement 6 - Planning for Town Centres (Now superseded by PPS4)  
Planning Policy Guidance 13 - Transport  
Planning Policy Guidance 15 - Planning and the historic environment  
Planning Policy Guidance 16 - Archaeology and Planning  
Planning Policy Guidance 24 - Planning and Noise  
Hillingdon Design and Accessibility Statement - Accessible Hillingdon  
Hillingdon Design and Accessibility Statement - Residential Layouts  
Supplementary Planning Guidance - Air Quality  
Supplementary Planning Guidance - Community Safety by Design  
The London Borough of Hillingdon's Planning Obligations Supplementary Planning Document (SPD), adopted 15 July 2008.  
English Heritage: Policy Statement/Practical guide to assessment: Enabling development and the conservation of heritage assets (2001)

**Contact Officer:** Richard Phillips


**Telephone No:** 01895 250230



# Harefield

The Green

### Notes

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.

© Crown Copyright. All rights reserved. London Borough of Hillingdon 100019283 2009

Site Address

**Former Kings Arms Garage  
Rickmansworth Garage  
Harefield**

**LONDON BOROUGH  
OF HILLINGDON**

**Planning &  
Community Services**

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

Planning Application Ref:

**3877/APP/2009/2442**

Scale

**1:1,250**

Planning Committee

**North** Page 121

Date

**May 2010**



**HILLINGDON**  
LONDON

This page is intentionally left blank



## Report of the Head of Planning & Enforcement

**Address** FORMER KINGS ARMS GARAGE SITE RICKMANSWORTH ROAD  
HAREFIELD

**Development:** Conversion of existing listed building incorporating new two storey extension with habitable roofspace comprising 3 one-bedroom flats and part use as Class A1 (Retail) for use as convenience goods store, to include associated parking, involving demolition of existing single storey building (Application for Listed Building Consent.)

**LBH Ref Nos:** 3877/APP/2009/2443

**Drawing Nos:** 44707X/1  
3308 (P)200  
Un-numbered East Elevation  
Un-numbered North Elevation  
Un-numbered South Elevation  
Un-numbered West Elevation  
Supporting Statement for Listed Building and Conservation Area Consent Application  
3308 (P)505 App.(A)  
Planning, Design and Access Statement, November 2009  
3308 (P)201 App.(B)  
3308 P(501) re[vii]  
Archaeological Desk Based Assessment  
1:1250 Location Plan

**Date Plans Received:** 09/11/2009                      **Date(s) of Amendment(s):** 09/11/2009

**Date Application Valid:** 19/11/2009

## 1. CONSIDERATIONS

### 1.1 Site and Locality

This is described in Section 3.1 of the officer's report on the application for planning permission also being reported to this committee (ref. 3877/APP/2009/2442).

### 1.2 Proposed Scheme

This application is to consider the works to the listed building only. The planning merits of the adjoining extension for a mixed use re-development for a convenience foodstore and residential flats are assessed under planning ref. 3877/APP/2009/2442 which is also on this committee agenda.

The workshop/garage comprises the northern part of an outbuilding originally built in connection with the Kings Arms public house and is Grade II listed. Listed building consent is sought for the conversion of the first floor of the existing two storey garage/workshop for use as part of the retail office/storage ancillary to the convenience goods store below and part demolition of the existing attached single storey workshop building.

In addition to the supporting statements submitted that have been detailed in Section 3.2 of the officer's report on the planning application (ref. 3877/APP/2009/2442), the following report has been submitted in support of the conservation area and listed building consent applications:

Supporting Statement to Listed Building and Conservation Area Consent Application:

This provides a brief introduction and based on a site inspection, describes the site and its existing buildings. A historic background to the buildings is provided. The impact of the proposed development upon the listed buildings and their setting is described and assessed, as is the impact upon the Harefield Village Conservation Area. The scheme is then assessed against relevant planning policy and conclusions are reached.

### **1.3 Relevant Planning History**

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

This is described in Section 3.3 of the officer's report on the application for planning permission also being reported to this committee (ref. 3877/APP/2009/2442).

### **2. Advertisement and Site Notice**

**2.1** Advertisement Expiry Date:- Not applicable

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

### **3. Comments on Public Consultations**

The extent of consultation carried out on this scheme and the responses received are detailed on the planning application ref. 3877/APP/2009/2442, which is being reported to this committee. The comments raised by the petitioners and the individual responses mainly involve planning issues and are not particularly relevant to this application for listed building consent.

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

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

Part 1 Policies:

PT1.9 To seek to preserve statutory Listed Buildings and buildings on the Local List.

Part 2 Policies:

BE8 Planning applications for alteration or extension of listed buildings

BE9 Listed building consent applications for alterations or extensions

- BE10 Proposals detrimental to the setting of a listed building  
BE12 Proposals for alternative use (to original historic use) of statutorily listed buildings

## 5. MAIN PLANNING ISSUES

The main issues to be considered relate to the works to the listed building and the demolition of the extension adjoining the listed stable building.

Internally, at ground floor level no works are proposed to the walls nor will this space be used as part of the convenience goods store. With respect to the first floor, the plans indicate that a small opening will be made in the northern elevation. This would link in with the new structure and be used as part of the ancillary retail/office storage element to the convenience goods store. There are no objections to the use of this element of the building.

The proposed demolition works would involve removing a later lean-to extension to the stable building. The Council's Conservation Officer raises no objection in principle to the demolition of this part of the building but advises that the following should be dealt with by conditions:

The demolition works should be linked with the letting of a contract for demolition,

Samples of all external materials,

Detailed design of shopfront and fascia,

Details of fenestration- window design and construction to be submitted,

Details of forecourt design, samples of hardsurfacing materials, marking out, bollards, lighting and planting to be submitted,

The archaeological aspects of the site should be addressed in accordance with the advice given by GLAAS (Greater London Archaeological Advisory Service),

A schedule of repairs to the coach house (both internal and external) and a methodology statement should be requested as part of any Listed Building Consent.

Notwithstanding the above, the application has been considered in conjunction with planning application ref. 3877/APP/2009/2442. It is considered that were the works to the listed building be undertaken in isolation, they would be harmful to the appearance of the listed building. It is therefore considered that listed building consent should not be granted.

## 6. RECOMMENDATION

**REFUSAL** for the following reasons:

1 NON2 Non Standard reason for refusal

Whilst there are no objections to the proposed alterations to the listed building as they

would relate to the development proposals, planning application ref: 3877/APP/2009/2442 for these development proposals has been refused. In the event that the works were undertaken in isolation, it is considered that they would have a detrimental impact on this Grade II listed building. The proposal is therefore considered contrary to Policies BE8 and BE9 of the Hillingdon Unitary Development Plan, Saved Policies (September 2007).

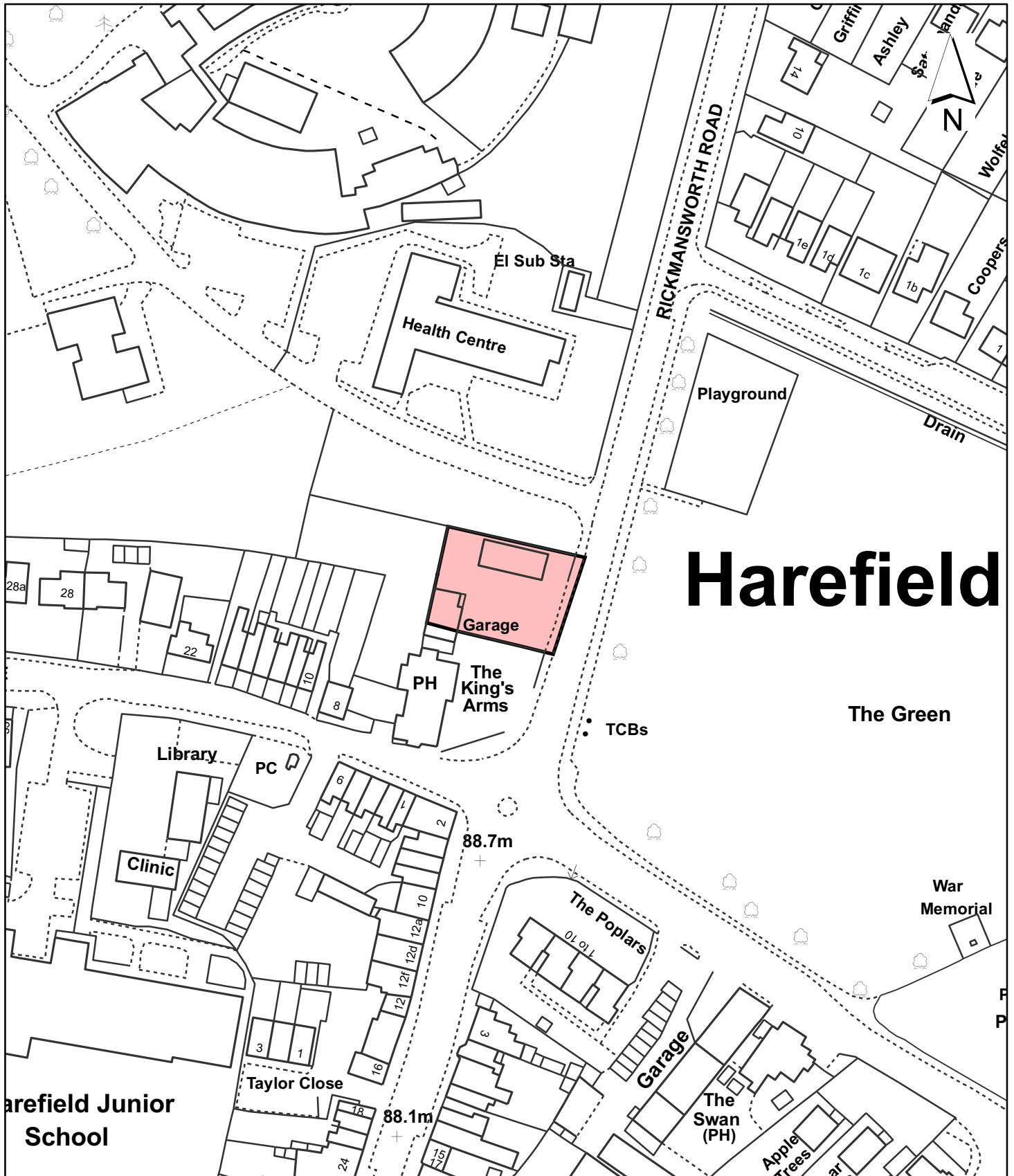
## INFORMATIVES

- 1 The decision to REFUSE listed building consent has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).
- 2 The decision to REFUSE listed building consent planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

- BE8 Planning applications for alteration or extension of listed buildings
- BE9 Listed building consent applications for alterations or extensions
- BE10 Proposals detrimental to the setting of a listed building
- BE12 Proposals for alternative use (to original historic use) of statutorily listed buildings

**Contact Officer:** Richard Phillips

**Telephone No:** 01895 250230



# Harefield

The Green

## Notes

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.

© Crown Copyright. All rights reserved. London Borough of Hillingdon 100019283 2009

Site Address

**Former Kings Arms Garage  
Rickmansworth Garage  
Harefield**

Planning Application Ref:

**3877/APP/2009/2443**

Planning Committee

**North** Page 127

Scale

**1:1,250**

Date

**May 2010**

**LONDON BOROUGH  
OF HILLINGDON**

**Planning &  
Community Services**

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



**HILLINGDON**  
LONDON

This page is intentionally left blank

## Report of the Head of Planning & Enforcement

**Address** FORMER KINGS ARMS GARAGE SITE RICKMANSWORTH ROAD  
HAREFIELD

**Development:** Demolition of the existing detached car wash facility building (Application for Conservation Area Consent.)

**LBH Ref Nos:** **3877/APP/2009/2444**

**Drawing Nos:** 44707X/1  
3308 (P)200  
Un-numbered East Elevation  
Un-numbered North Elevation  
Un-numbered South Elevation  
Un-numbered West Elevation  
Supporting Statement to Listed Building and Conservation Area Consent Application  
3308 (P)505 App. (B)  
Planning, Design and Access Statement, November 2009  
3308 (P)201 App.(B)  
3308 P(501) re[vii]  
Archaeological Desk Based Assessment  
1:1250 Location Plan

**Date Plans Received:** 09/11/2009                      **Date(s) of Amendment(s):** 09/11/2009  
**Date Application Valid:** 19/11/2009

## 1. CONSIDERATIONS

### 1.1 Site and Locality

This is described in Section 3.1 of the officer's report on the application for planning permission also being reported to this committee (ref. 3877/APP/2009/2442).

### 1.2 Proposed Scheme

This application is to consider the demolition of the detached car wash facility building. The planning merits of the mixed use re-development for a convenience foodstore and residential flats are assessed under planning ref. 3877/APP/2009/2442 which is also on this committee agenda.

In addition to the supporting statements submitted that have been detailed in Section 3.2 of the officer's report on the planning application (ref. 3877/APP/2009/2442), the following report has been submitted in support of the conservation area and listed building consent

applications:

Supporting Statement to Listed Building and Conservation Area Consent Application:

This provides a brief introduction and based on a site inspection, describes the site and its existing buildings. A historic background to the buildings is provided. The impact of the proposed development upon the listed buildings and their setting is described and assessed, as is the impact upon the Harefield Village Conservation Area. The scheme is then assessed against relevant planning policy and conclusions are reached.

### **1.3 Relevant Planning History**

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

This is described in Section 3.3 of the officer's report on the application for planning permission also being reported to this committee (ref. 3877/APP/2009/2442).

### **2. Advertisement and Site Notice**

**2.1** Advertisement Expiry Date:- 30th December 2009

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

### **3. Comments on Public Consultations**

The extent of consultation carried out on this scheme and the responses received are detailed on the planning application ref. 3877/APP/2009/2442, which is being reported to this committee. The comments raised by the petitioners and the individual responses mainly involve planning issues and are not particularly relevant to this application for conservation area consent.

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

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

Part 1 Policies:

Part 2 Policies:

BE4 New development within or on the fringes of conservation areas

BE8 Planning applications for alteration or extension of listed buildings

BE9 Listed building consent applications for alterations or extensions

### **5. MAIN PLANNING ISSUES**

The main issue to be considered in the determination of this application is the acceptability of demolition of the building and its impact upon the character and appearance of the Harefield Village Conservation Area.

The detached car wash building is a relatively modern addition to the site and is of no intrinsic architectural or historical merit. Furthermore, it does not contribute in any way to the setting of the Grade II listed King's Arms public house or stables building, or to the character and appearance of the Harefield Village Conservation Area. The Council's



Conservation Officer raises no objection to the demolition of this structure. The proposal is therefore not considered to be detrimental to the character and appearance of the Grade II listed buildings or the Harefield Village Conservation Area. The proposal would therefore comply with Policies BE4, BE8 and BE10 of the saved UDP.

Notwithstanding the above, the application has to be considered in conjunction with planning and listed building consent applications refs. 3877/APP/2009/2442 and 2443. These applications have been refused and therefore the demolition is unnecessary and could potentially leave an unsightly site within the conservation area. This being the case the proposal is recommended for refusal.

## 6. **RECOMMENDATION**

### **REFUSAL for the following reasons:**

#### **1 NON2 Non Standard reason for refusal**

Planning and listed building consent applications refs: 3877/APP/2009/2442 and 2443 to extend the listed building have been refused. As such, there are no acceptable and detailed plans for any redevelopment. In this instance the Local Planning Authority does not have full information about what is proposed for the site after demolition. In the absence of this information the proposed works are considered to be detrimental to the character and appearance of the listed building and the Harefield Village Conservation Area. The proposal is therefore contrary to Policies BE4, BE8 and BE9 of the adopted Hillingdon Unitary Development Plan, Saved Policies (September 2007).

## **INFORMATIVES**

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

**2** The decision to REFUSE conservation area consent has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

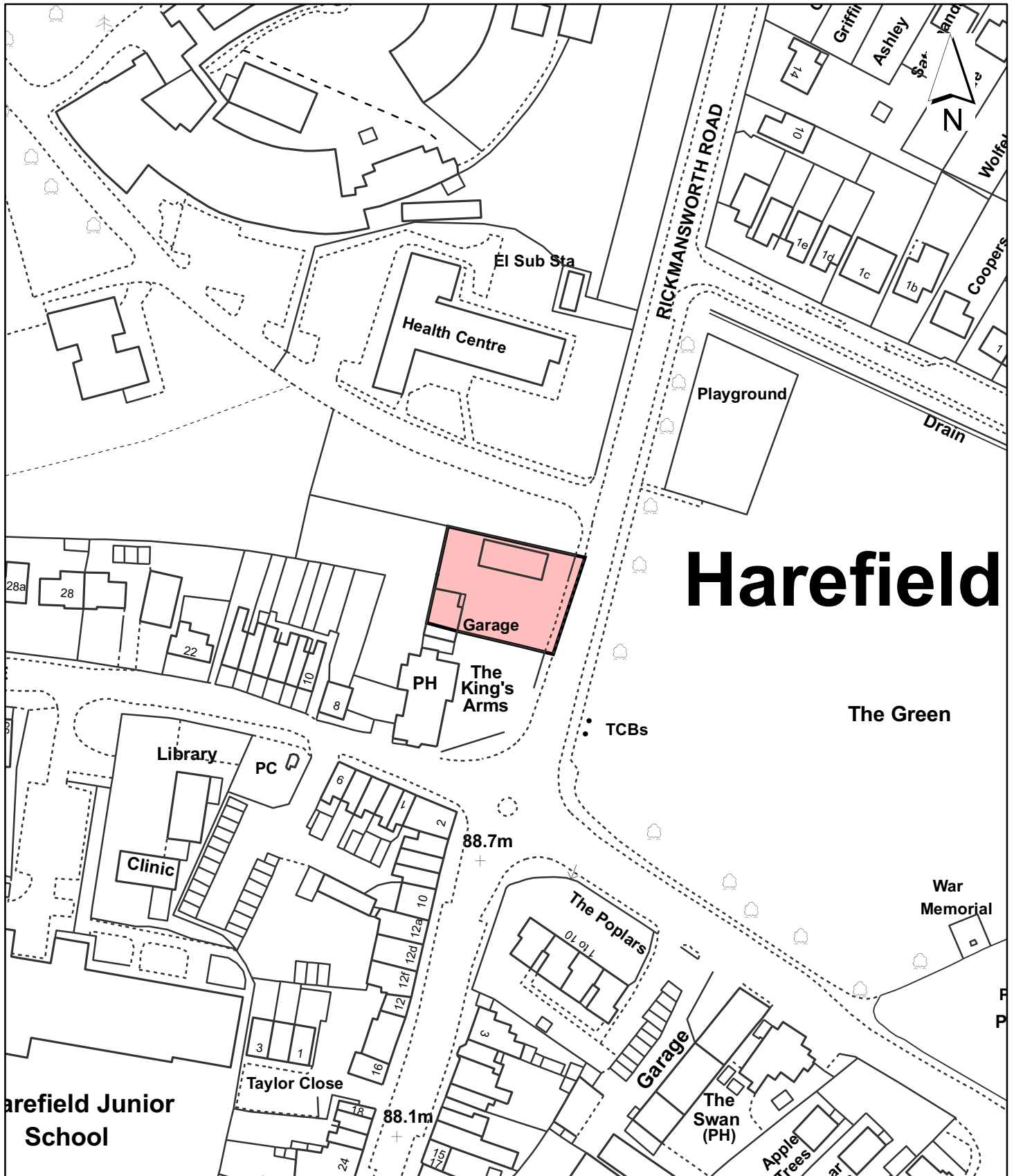
BE4 New development within or on the fringes of conservation areas

BE8 Planning applications for alteration or extension of listed buildings

BE9 Listed building consent applications for alterations or extensions

**Contact Officer:** Richard Phillips


**Telephone No:** 01895 250230



# Harefield

The Green

### Notes

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.

© Crown Copyright. All rights reserved. London Borough of Hillingdon 100019283 2009

Site Address

**Former Kings Arms Garage  
Rickmansworth Garage  
Harefield**

Planning Application Ref:

**3877/APP/2009/2444**

Planning Committee

**North** Page 132

Scale

**1:1,250**

Date

**May 2010**

**LONDON BOROUGH  
OF HILLINGDON**

**Planning &  
Community Services**

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



**HILLINGDON**  
LONDON

## Report of the Head of Planning & Enforcement

**Address** 39 AND 41 RUSHDENE ROAD EASTCOTE

**Development:** Revised layout plan for the site frontage involving a replacement crossover to access the off-street parking area and landscaping (amendment to application 51162/APP/2009/466)

**LBH Ref Nos:** 51162/APP/2010/124

**Drawing Nos:** 1:1250 Location Plan  
TSG/41RR/PRK/CO1 Received 10th May 2010

**Date Plans Received:** 25/01/2010                      **Date(s) of Amendment(s):** 25/01/2010

**Date Application Valid:** 17/02/2010                      10/05/2010

### 1. CONSIDERATIONS

#### 1.1 Site and Locality

The application site is situated on the east side of Rushdene Road and comprises a newly constructed two storey detached in-fill property with a hipped roof and front projecting gable. This newly constructed dwelling has an integral garage, and the frontage has yet to be completed. There is a beech tree covered by TPO No 614 situated in the front garden, set 1m back from the public footway. The street is characterised mainly by semi-detached properties and bungalows. The land in the locality is sloping with the land falling away in a south-easterly direction. The dwelling is within a 'developed area' as identified in the Hillingdon Unitary Development Plan (UDP) (Saved Policies September 2007).

#### 1.2 Proposed Scheme

The proposal is to retain the 1.25m high front boundary fencing and provide a revised layout for the frontage (amendment to application 51162/APP/2009/466) involving a dropped kerb, 4.9m wide at the property boundary and extending to 7.2m where it joins the road, to access two off-street parking spaces.

#### 1.3 Relevant Planning History

51162/99/0399                      Forming Part Of 39 Rushdene Road Eastcote Pinner  
Erection of a five-bedroom detached house

**Decision Date:** 24-09-1999                      Refused                      **Appeal:**

51162/APP/1999/2320                      Forming Part Of 39 Rushdene Road Eastcote Pinner  
ERECTION OF A FIVE-BEDROOM DETACHED HOUSE

**Decision Date:** 07-07-2000      Approved      **Appeal:**  
51162/APP/2000/1899      Forming Part Of 39 Rushdene Road Eastcote Pinner  
ERECTION OF A FIVE-BEDROOM DETACHED DWELLINGHOUSE

**Decision Date:** 02-10-2000      Refused      **Appeal:**27-FEB-01      Dismissed  
51162/APP/2000/620      Forming Part Of 39 Rushdene Road Eastcote Pinner  
ERECTION OF A FIVE-BEDROOM HOUSE

**Decision Date:** 07-07-2000      Refused      **Appeal:**  
51162/APP/2001/852      Forming Part Of 39 Rushdene Road Eastcote Pinner  
ERECTION OF A FIVE-BEDROOM DETACHED HOUSE (INVOLVING GABLE ENDS)

**Decision Date:** 25-07-2001      Refused      **Appeal:**04-DEC-01      Dismissed  
51162/APP/2002/77      Forming Part Of 39 Rushdene Road Eastcote Pinner  
ERECTION OF A FIVE-BEDROOM DETACHED DWELLING WITH INTEGRAL GARAGE

**Decision Date:** 27-05-2004      Refused      **Appeal:**18-FEB-05      Dismissed  
51162/APP/2005/2217      Forming Part Of 39 Rushdene Road Eastcote Pinner  
DETAILS OF MATERIALS IN COMPLIANCE WITH CONDITION 6 OF PLANNING  
PERMISSION REF:51162/APP/1999/2320, DATED 07/07/2000 (ERECTION OF A FIVE-  
BEDROOM DETACHED HOUSE)

**Decision Date:** 18-03-2009      NFA      **Appeal:**  
51162/APP/2007/2544      Forming Part Of 39 Rushdene Road Eastcote Pinner  
ERECTION OF A FIVE-BEDROOM DETACHED DWELLING WITH INTEGRAL GARAGE,  
MODIFICATIONS TO PLANNING PERMISSION 51162/APP/1999/2320 DATED 7TH JULY  
2000 (ERECTION OF A FIVE-BEDROOM DETACHED HOUSE) (RETROSPECTIVE  
APPLICATION)

**Decision Date:** 11-03-2008      Refused      **Appeal:**26-JAN-09      Dismissed  
51162/APP/2007/512      Forming Part Of 39 Rushdene Road Eastcote Pinner  
FIVE BEDROOMHOUSE

**Decision Date:** 05-11-2007      Withdrawn      **Appeal:**  
51162/APP/2008/425      41 Rushdene Road Eastcote  
ERECTION OF A REAR CONSERVATORY (RETROSPECTIVE APPLICATION).

**Decision Date:** 22-04-2008      Refused      **Appeal:**  
51162/APP/2009/1286      41 Rushdene Road Eastcote  
Variation of condition 4 of planning permission reference 51162/APP/2009/466, dated 05-06-  
2009, to allow for alteration of the fenestration arrangement to the dormer window, involving  
increasing the glazed area from a 2-light window to a 3-light window.

**Decision Date:** 24-08-2009      Withdrawn      **Appeal:**  
51162/APP/2009/1287      41 Rushdene Road Eastcote  
Single storey rear extension.

**Decision Date:** 24-08-2009      Withdrawn      **Appeal:**  
51162/APP/2009/1288      41 Rushdene Road Eastcote  
Single storey rear extension.

**Decision Date:** 24-08-2009      Withdrawn      **Appeal:**  
51162/APP/2009/1708      41 Rushdene Road Eastcote  
Details of landscape scheme in compliance with condition 12 of planning permission ref.51162/APP/ 2009/466 dated 05/06/2009: Erection of a five- bedroom detached house with integral garage (Retrospective application.)

**Decision Date:**      **Appeal:**  
51162/APP/2009/285      Forming Part Of 39 Rushdene Road Eastcote Pinner  
Conservatory to rear and conversion of roofspace for habitable use with a rear dormer (Application for a Certificate of Lawfulness for an existing use or operation or activity).

**Decision Date:** 02-03-2009      NFA      **Appeal:**  
51162/APP/2009/466      41 Rushdene Road Eastcote  
ERECTION OF A FIVE BEDROOM DETACHED HOUSE WITH INTEGRAL GARAGE (RETROSPECTIVE APPLICATION)

**Decision Date:** 05-06-2009      Approved      **Appeal:**14-DEC-09      Dismissed  
51162/APP/2009/467      41 Rushdene Road Eastcote  
Rear conservatory and dormer window (Application for a Certificate of Lawfulness for a existing use or operation or activity).

**Decision Date:** 02-04-2009      Withdrawn      **Appeal:**  
51162/APP/2010/246      41 Rushdene Road Eastcote  
Single storey rear extension.

**Decision Date:**      **Appeal:**  
51162/APP/2010/247      41 Rushdene Road Eastcote  
Single storey rear extension with glass panelling to rear

**Decision Date:**      **Appeal:**

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

The application site has a complex planning history, with the most recently approved application on this site resulting in a retrospective planning approval for erection of the dwelling, reference number 51162/APP/2009/466.

#### **2. Advertisement and Site Notice**

**2.1** Advertisement Expiry Date:- Not applicable

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

#### **3. Comments on Public Consultations**

External:

29 Neighbours and interested parties consulted, one response has been received which makes the following comments:

1. Please note point 4 below, number 39 has been left without any rear access, has lost the garage, and is reduced to 1 parking space in a very small front garden which is not in keeping with the street scene. This house benefitted from a rear access before 41 was built. Drawings for 41 have always shown a shared access.
  2. As well as losing rear access, number 39 does not have any provision for bin storage. This is not acceptable.
  3. There are 2 bins shown for number 41, however in this neighbourhood it is not practise to have rubbish bins in the front gardens, we do not wish to see this practise here.
  4. Access to the rear of 39 should be supplied, and both 39 & 41 should have their rubbish bins in the rear garden as is general practise in the neighbourhood.
  5. The proposal for a metal rolling gate, is out of keeping with the area, this could also prove to be very noisy when in use and be disturbing to the neighbourhood.
  6. Application 51162/APP/2009/466 retrospective application was passed with two parking spaces one in the garage and one on the drive. This application is for three spaces, the two on the drive are very close together and gives the appearance of a parking lot.
  7. The planting on the boundaries between 39/41 and 41/43 is not workable. In fact if the proposed planting was put between 41/43 the residents of 41 would not be able to access the garage. The side garage wall is only a few centimetres from the boundary.
- We ask that this proposal in its present form be refused, that number 39 has a rear access re-instated, rubbish bins be removed to the rear of the properties. The metal roller gate be changed to straight forward opening gates. The number of parking spaces for 41 be reduced to two as per planning permission and a sensible planting scheme produced.

Officer comments - The works to the front of No.39 would be considered permitted development and therefore have been removed from the application. Amended plans have been received which show the rear pedestrian access for Nos. 39 and 41 as a shared access. This will allow both properties to store their rubbish in the rear garden and bring it out on the appropriate day. The metal rolling gate has been removed from the scheme. The previous application (51162/APP/2009/466) showed a large area of the frontage to be laid to hardstanding, and whilst formal spaces were not laid out, this area would have allowed for 2+ vehicles to be parked, as such this proposal is considered to represent an improvement allowing for larger areas of soft landscaping to be shown. The landscaping of the frontage is being dealt with under a separate 'discharge of conditions' application.

London Borough of Harrow - No objection raised

Ward Councillor - requests that the application be determined at the North Planning Committee.

Internal:

Waste Development Manager - The access to 41 Rusdene Road is controlled by the pedestrian and vehicle gates. The resident would therefore have to present their weekly refuse and recycling sacks for collection on the pavement, unless the collectors could be given access to the front garden. This would be preferred, as placing sacks on the pavement presents an obstruction.

Officer comments - Amended plans have been received which show the removal of the

vehicular gates.

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

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

Part 1 Policies:

Part 2 Policies:

BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
HDAS	Residential Extensions
LPP 4A.3	London Plan Policy 4A.3 - Sustainable Design and Construction.

#### **5. MAIN PLANNING ISSUES**

The main considerations are design and impact upon the dwelling and wider locality and the impact upon the amenities of adjoining occupiers.

Policy BE13 of the UDP (Saved Policies September 2007) states development will not be permitted if the layout and appearance fail to harmonise with the existing street scene and policy BE19 states that development within residential areas should compliment or improve the amenity and character of the area. The Supplementary Planning Document (SPD) HDAS: Residential Extensions: Section 10.0, states walls and enclosures provide a boundary to the curtilage of the building and add privacy for the residents. All front walls and enclosures should make a positive contribution to the street scene and must ensure adequate visibility for all vehicles entering and exiting the site and Section 11.0: Front gardens and parking, states you should avoid creating the appearance of a car park rather than a residential street, and that appropriate materials should be used.

With regard to the effect on the public highway, the proposal now shows the inclusion of linear drains and it is considered that the vehicular access would be in the same position as that approved by the earlier application for the erection of the dwelling 51162/APP/2009/466, and it is therefore considered that this aspect of the proposal has already been established and as such, the construction of the crossover would comply with policy AM7 of the UDP (Saved Policies September 2007).

With regard to highway and pedestrian safety, the proposed plans indicate that there will be sufficient hard-standing space to allow 2 cars to be parked at 90 degrees to the road without overhanging the pavement and causing an obstruction, and it is therefore considered that pedestrian and vehicular safety would not be adversely affected by this proposal, and the proposal would comply with section 11.3 of the SPD: Residential Extensions and with policy AM7 of UDP (Saved Policies September 2007).

In terms of design, the plans show the frontage would be laid to flag stone/block paving together with areas of soft landscaping to soften this impact. The proposal retains the existing fence to the front, which gives a good definition between public and private space, providing a residential feel to the front of the property. Therefore, the proposal would

comply with section 11.2 of the SPD HDAS: Residential Extensions and Policies BE13 and BE19 of the UDP (Saved Policies September 2007).

There is a Beech tree, covered by a TPO, to the front of the site. The proposal actually results in a reduction in the area of hardstanding around the tree compared with existing site conditions. Nonetheless, it is important that this tree is protected during construction works and a condition is recommended to ensure that proper tree protection measures are instigated.

In summary the revised frontage layout, together with boundary fencing and parking areas would be considered acceptable in terms of its impact on the appearance of the residential units and the wider street scene. There would be no significant harm to the amenities of the adjoining occupiers or highway safety and no material conflict with any of the council's adopted policies would arise.

## 6. **RECOMMENDATION**

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

#### **1 T8 Time Limit - full planning application 3 years**

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

#### **REASON**

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

#### **2 OM1 Development in accordance with Approved Plans**

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

#### **REASON**

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **3 H12 Closure of Existing Access**

The existing vehicular access at the site, shall be closed, the dropped kerb removed and the footway reinstated to match the adjoining footway within one month of the new access hereby approved being completed.

#### **REASON**

To ensure that pedestrian and vehicular safety is not prejudiced in accordance with Policies AM3 and AM8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

#### **4 TL3 Protection of trees during site clearance and development**

Prior to the commencement of any site clearance or construction work, detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local



Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres. The fencing shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

1. There shall be no changes in ground levels;
2. No materials or plant shall be stored;
3. No buildings or temporary buildings shall be erected or stationed.
4. No materials or waste shall be burnt; and.
5. No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

#### REASON

To ensure that trees and other vegetation to be retained are not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

## INFORMATIVES

### Standard Informatives

- 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 The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, and to all relevant material considerations, including Supplementary Planning Guidance:  
**Policy No.**

BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
HDAS	Residential Extensions
LPP 4A.3	London Plan Policy 4A.3 - Sustainable Design and Construction.
- 3 You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any

deviation from these drawings requires the written consent of the Local Planning Authority.

- 4 You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.
- 5 Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).
- 6 You have been granted planning permission to build a residential extension. When undertaking demolition and/or building work, please be considerate to your neighbours and do not undertake work in the early morning or late at night or at any time on Sundays or Bank Holidays. Furthermore, please ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway. You are advised that the Council does have formal powers to control noise and nuisance under The Control of Pollution Act 1974, the Clean Air Acts and other relevant legislation. For further information and advice, please contact - Environmental Protection Unit, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190).
- 7 The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:
  - carry out work to an existing party wall;
  - build on the boundary with a neighbouring property;
  - in some circumstances, carry out groundworks within 6 metres of an adjoining building.Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Planning & Community Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.
- 8 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.

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

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

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

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

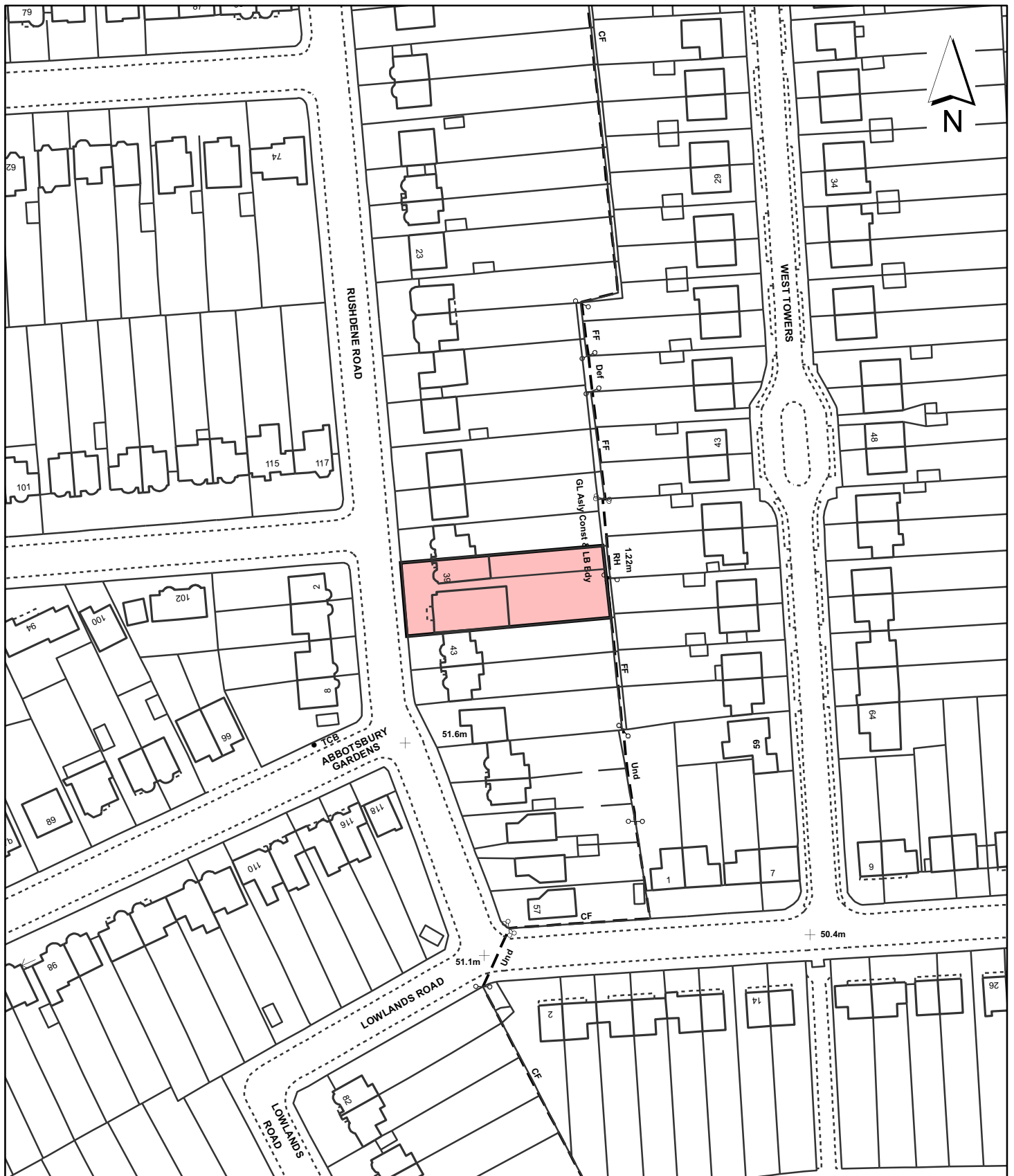
D) No bonfires that create dark smoke or nuisance to local residents.

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


- 10 You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act.
- 11 To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO<sub>2</sub>) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.
- 12 You are advised that 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).

**Contact Officer:** Catherine Hems

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.

© Crown Copyright. All rights reserved. London Borough of Hillingdon 100019283 2009

Site Address	
<b>39 - 41 Rushdene Road Eastcote</b>	
Planning Application Ref:	Scale
<b>51162/APP/2010/124</b>	<b>1:1,250</b>
Planning Committee	Date
<b>North</b> Page 142	<b>May 2010</b>

**LONDON BOROUGH OF HILLINGDON**

**Planning & Community Services**

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



HILLINGDON

LONDON

# Plans for North Planning Committee

1st June 2010



HILLINGDON  
LONDON



INVESTOR IN PEOPLE

[www.hillingdon.gov.uk](http://www.hillingdon.gov.uk)

Page 143

### **Report of the Head of Planning & Enforcement**

**Address** FORMER REINDEER PUBLIC HOUSE MAXWELL ROAD NORTHWOOD

**Development:** Erection of a part two, part three, part four storey building comprising of 1 one-bedroom flat, 4 two-bedroom flats and 7 three-bedroom flats, with associated surface and basement car parking, secured cycle parking, bin store and alterations to vehicular access.

**LBH Ref Nos:** 18958/APP/2009/2210

**Date Plans Received:** 12/10/2009                      **Date(s) of Amendment(s):** 12/10/0009

**Date Application Valid:** 13/01/2010                      20/01/0010



general notes:

Traffic control signal  
Position to be agreed with  
LA Highways

Level surface min. 5metres from  
junction of service road

Bin collection area

This window is at ground floor  
level 2500mm above GL

Traffic control signal  
Position to be agreed with  
LA Highways

TRAFFIC CONTROL SIGNALS  
INTRODUCED

rev: revision notes: by: date:  
dwg status: PLANNING

client: excelsior



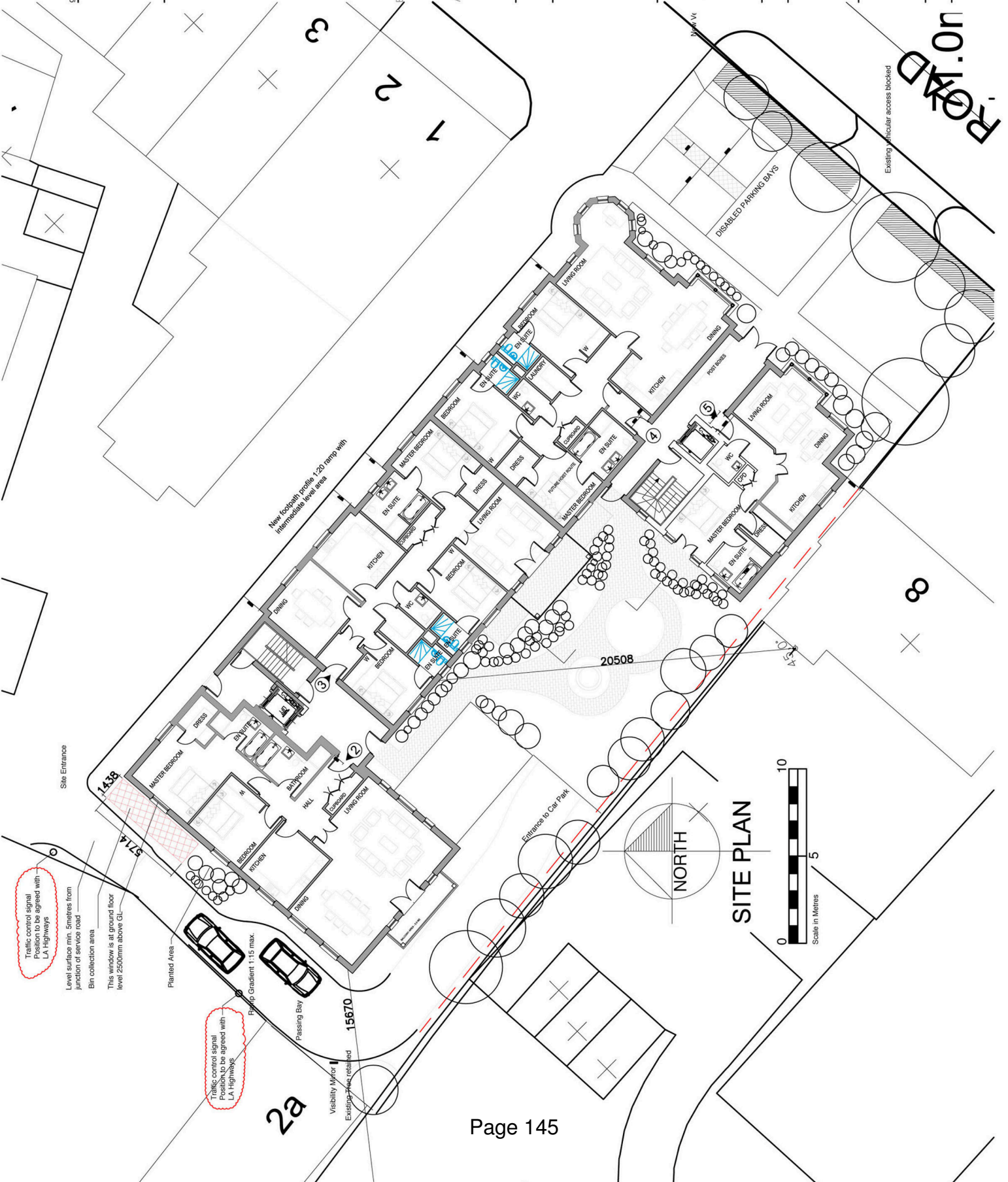
EXCELSIOR PROPERTIES LTD  
3RD FLOOR SOVEREIGN HOUSE  
1 ALBERT PLACE  
FINCHLEY CENTRAL  
LONDON - N3 1QB

drawn by: BG  
checked/approved: BG  
drawn date: 09-09-09  
scale: 1:200@A3  
1:100@A1

project title:  
The Reindeer  
Maxwell Road  
Northwood

dwg title:  
Site Plan

dwg no: 112-09-PL-003  
rev: B



Existing vehicular access blocked

ROAD

general notes:

B	APPLICATION BOUNDARY AMENDED	DEC 09
A	SIDE ENTRANCE INTRODUCED WIDTH OF BUILDING REDUCED BY 450MM ACROSS FRONT ELEVATION	DEC 09
rev.	revision notes:	by:
dwg status:		date:

PLANNING

client:



EXCELSIOR PROPERTIES LTD  
 3RD FLOOR SOVEREIGN HOUSE  
 1 ALBERT PLACE  
 FINCHLEY CENTRAL  
 LONDON - N3 1QB

drawn by:	drawn date:	checked/approved:	scale:
BG	09-09-09		1:500@A3

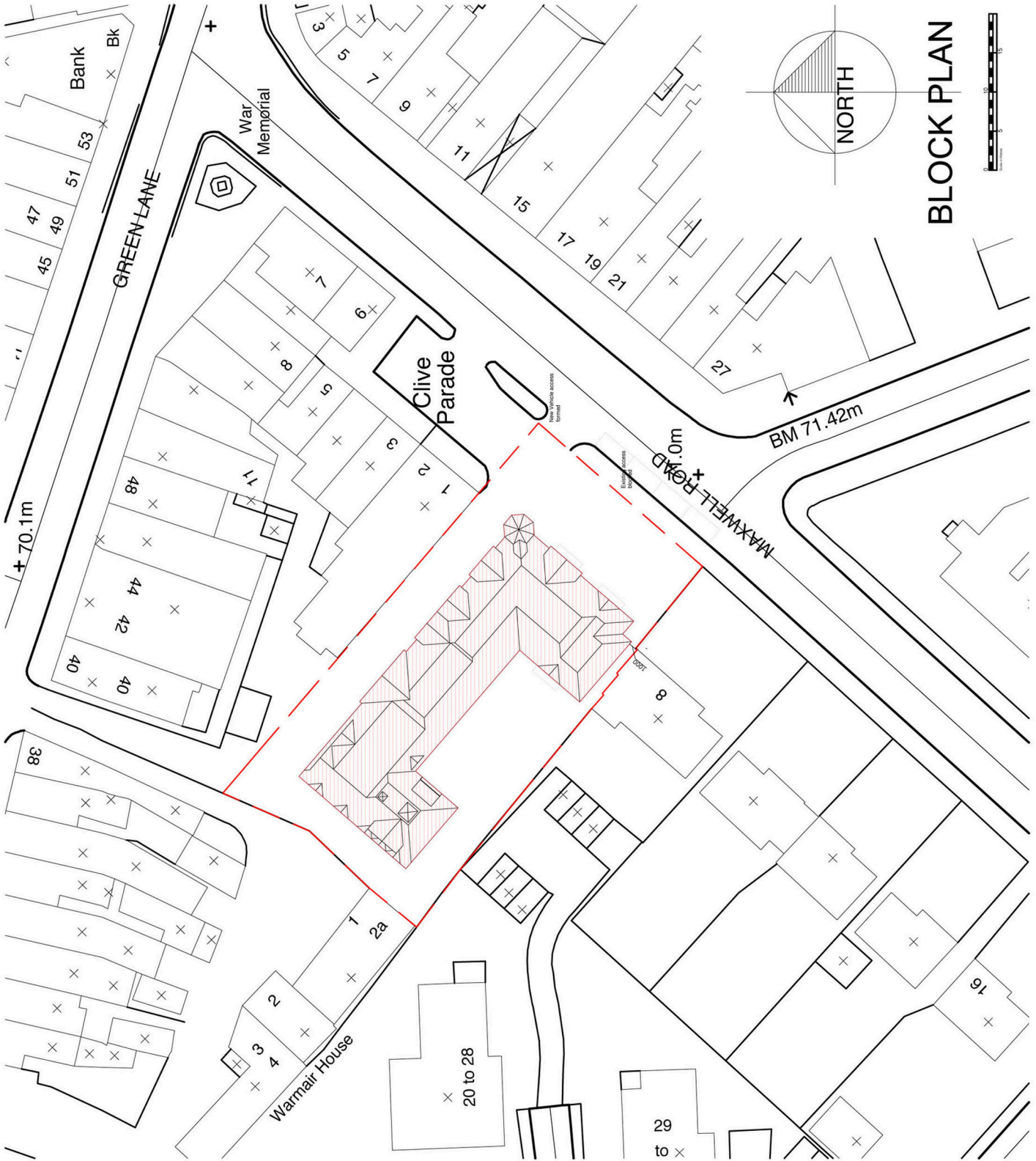
project title:

The Reindeer  
 Maxwell Road  
 Northwood

dwg title:

Block Plan

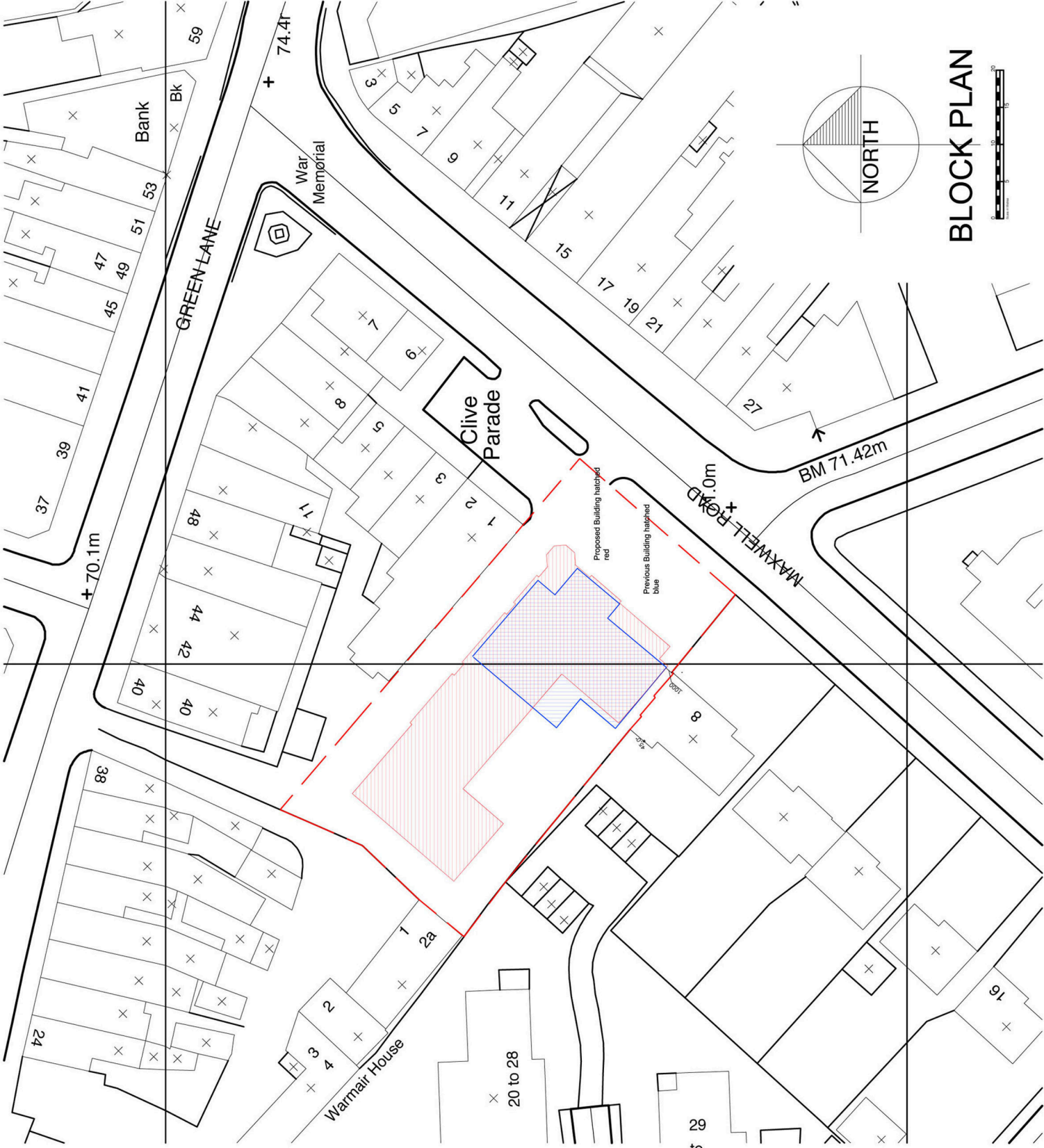
dwg no:	rev:
112-09-PL-002	B



# BLOCK PLAN



general notes:



A SIDE ENTRANCE INTRODUCED  
WIDTH OF BUILDING REDUCED  
BY 450MM ACROSS FRONT  
ELEVATION

rev: revision notes: by: date:  
dwg status: PLANNING

DEC 09

client:



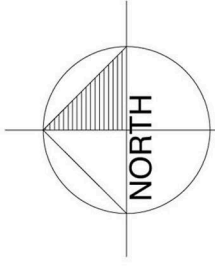
EXCELSIOR PROPERTIES LTD  
3RD FLOOR SOVEREIGN HOUSE  
1 ALBERT PLACE  
FINCHLEY CENTRAL  
LONDON - N3 1QB

drawn by: BG  
drawn date: 09-09-09  
checked/approved: BG  
scale: 1:500@A3

project title:  
The Reindeer  
Maxwell Road  
Northwood

dwg title:  
Block Plan  
Indicating position of former  
Public House - The Reindeer

dwg no: 112-09-PL-016  
rev: A



# BLOCK PLAN



general notes:

NO.	DATE	BY	REVISION
1	15/03/09	SM	ISSUE FOR PERMIT
2	15/03/09	SM	ISSUE FOR PERMIT
3	15/03/09	SM	ISSUE FOR PERMIT
4	15/03/09	SM	ISSUE FOR PERMIT

rev. revision notes: by: date:

B DISABLED BAYS REMOVED FROM BELOW GROUND CAR PARK MAR 10

A SIDE ENTRANCE INTRODUCED WIDTH OF BUILDING REDUCED BY 450MM ACROSS FRONT ELEVATION DEC 09

PLANNING

client:



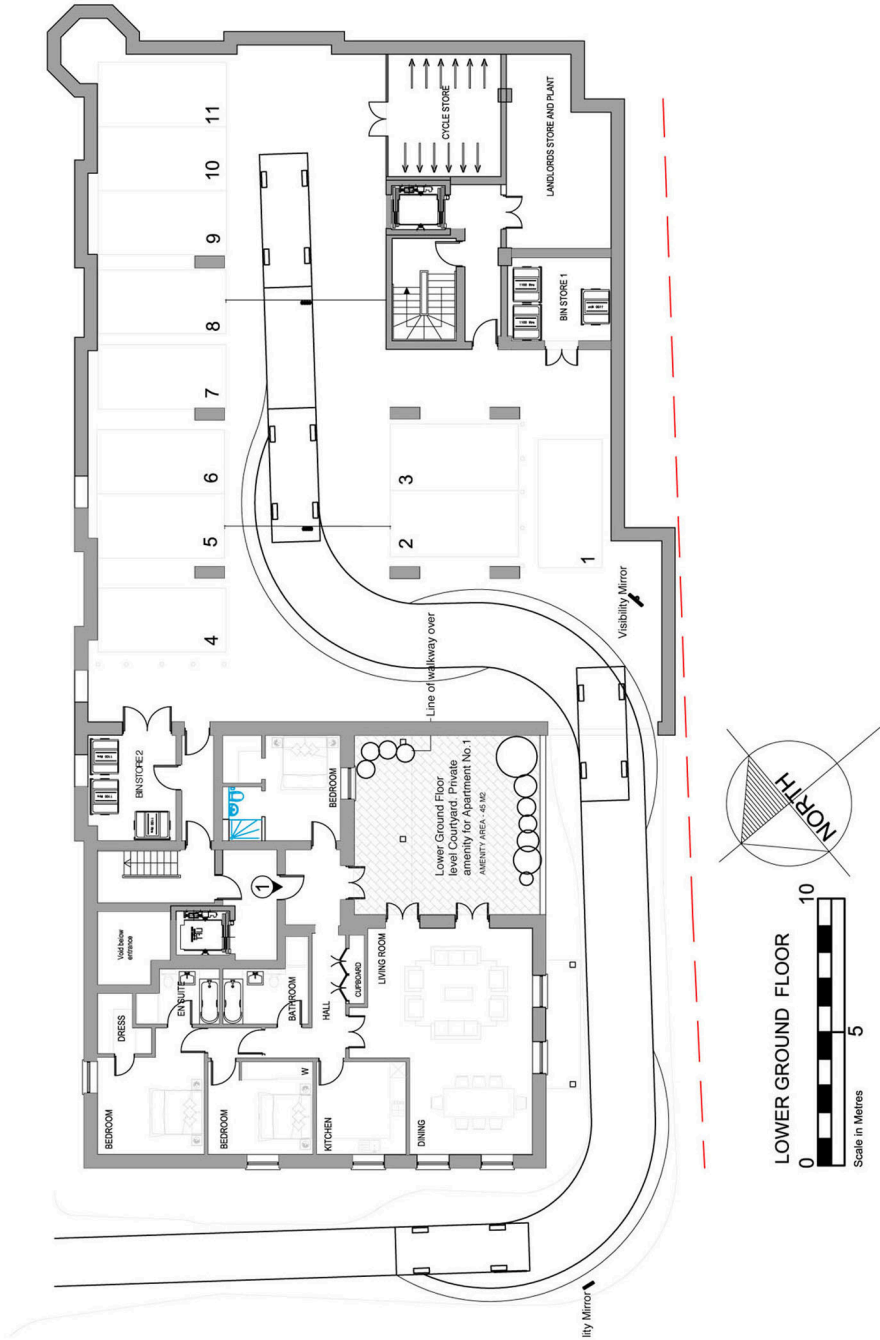
EXCELSIOR PROPERTIES LTD  
3RD FLOOR SOVEREIGN HOUSE  
1 ALBERT PLACE  
FINCHLEY CENTRAL  
LONDON - N3 1QB

drawn by:	drawn date:	checked/approved:	scale:
BG	08/09/09		1:200 @ A3
project title:			1:100 @ A4

The Reindeer  
Maxwell Road  
Northwood

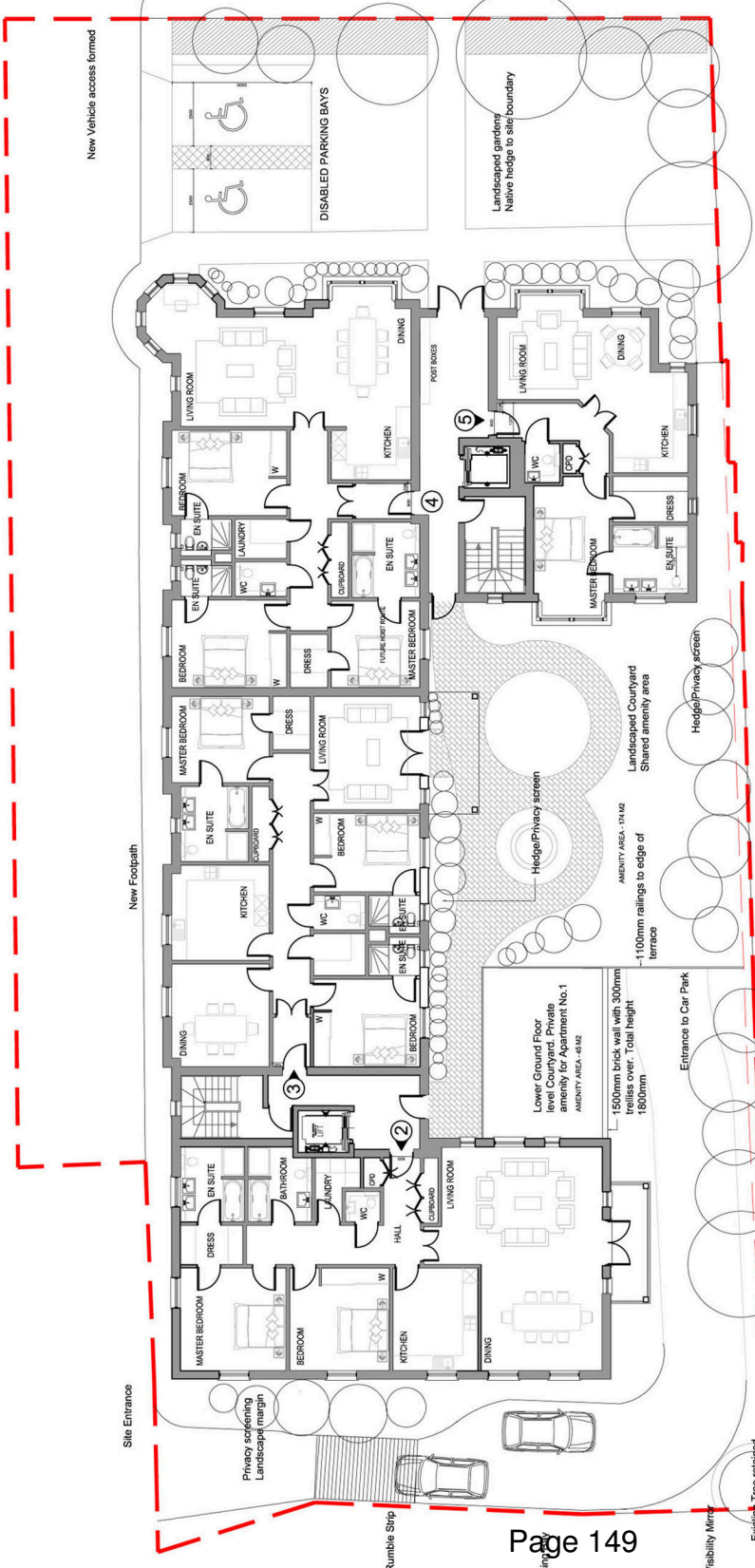
dwg title:  
Lower Ground Floor

dwg no:	rev:
112-09-PL-007	B



general notes:

Floor	Plot No.	Beds	GIA	m <sup>2</sup>	sq. ft.
GF	2	2	145	1561	
	3	3	142	1528	
	4	3	149	1604	
	5	1	75	807	



rev. revision notes: by: date:  
 dwg status: **PLANNING**



EXCELSIOR PROPERTIES LTD  
 3RD FLOOR SOVEREIGN HOUSE  
 1 ALBERT PLACE  
 FINCHLEY CENTRAL  
 LONDON - N3 1QB

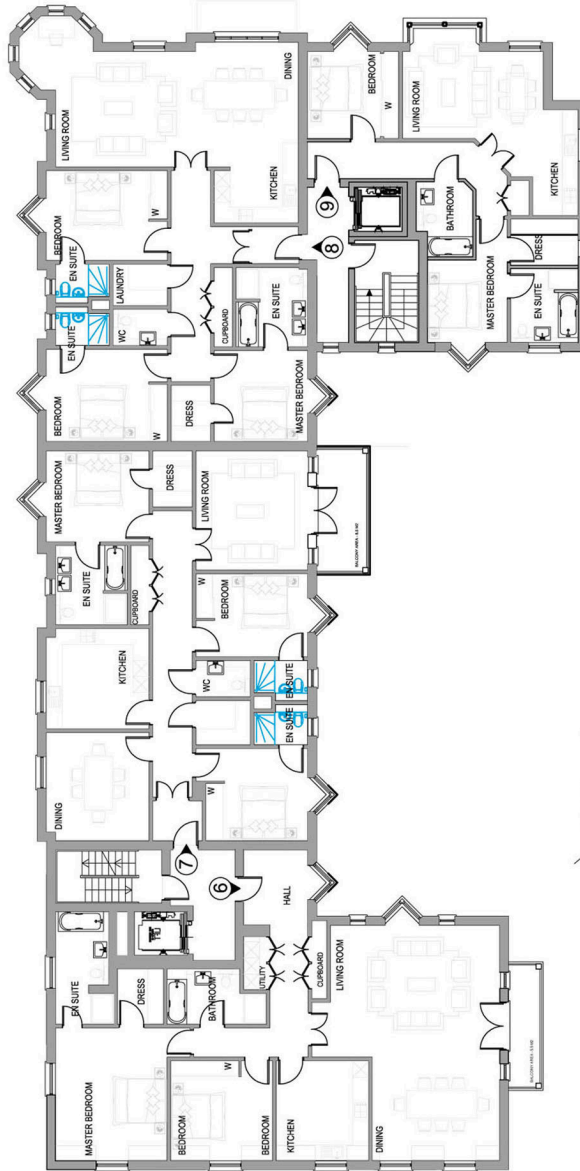
drawn by: BG  
 drawn date: 08/09/09  
 checked/approved: 1.200@A3  
 scale:

project title:  
**The Reindeer**  
**Maxwell Road**  
**Northwood**

dwg title:  
**Ground Floor Plan**

dwg no: **112-09-PL-004**  
 rev:

general notes:



A SIDE ENTRANCE INTRODUCED  
WIDTH OF BUILDING REDUCED  
BY 450MM ACROSS FRONT  
ELEVATION

rev. revision notes: by: date:  
dwg status: DEC 09

PLANNING

client:



EXCELSIOR PROPERTIES LTD  
3RD FLOOR SOVEREIGN HOUSE  
1 ALBERT PLACE  
FINCHLEY CENTRAL  
LONDON - N3 1QB

drawn by:	drawn date:	checked/approved:	scale:
BG	08/09/09		1:200 @ A3
project title:			1:1000 @ A1

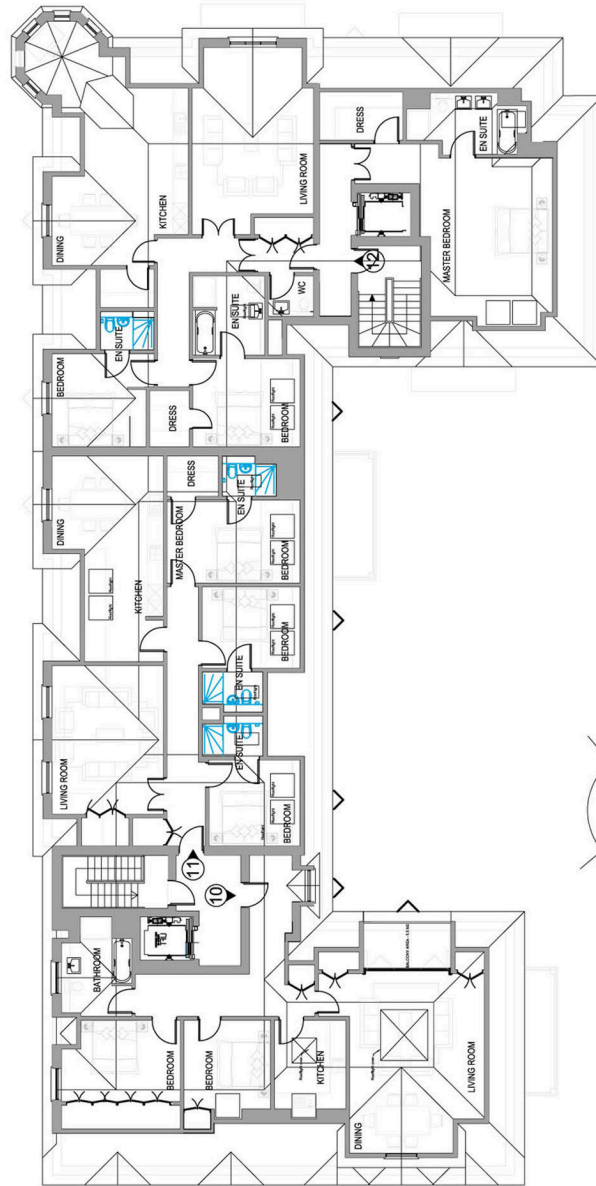
The Reindeer  
Maxwell Road  
Northwood

dwg title:  
First Floor Plan

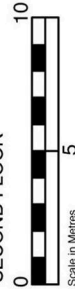
dwg no:	rev:
112-09-PL-005	A



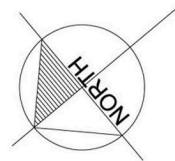
general notes:



SECOND FLOOR



Scale in Metres



A SIDE ENTRANCE INTRODUCED  
WIDTH OF BUILDING REDUCED  
BY 450MM ACROSS FRONT  
ELEVATION  
DEC 09  
rev. revision notes: by: date:  
dwg status: PLANNING

client:



EXCELSIOR PROPERTIES LTD  
3RD FLOOR SOVEREIGN HOUSE  
1 ALBERT PLACE  
FINCHLEY CENTRAL  
LONDON - N3 1QB

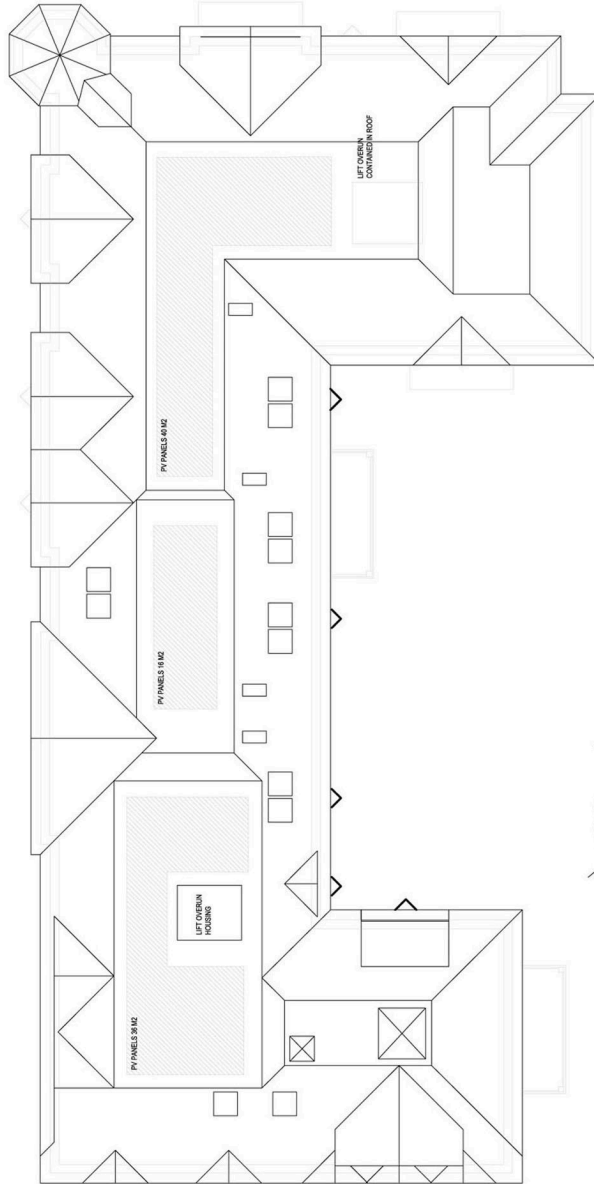
drawn by: BG  
drawn date: 08/09/09  
checked/approved: H.H. GERRARD  
scale: 1:200 @ A3

project title:  
The Reindeer  
Maxwell Road  
Northwood

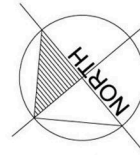
dwg title:  
Second Floor Plan

dwg no: 112-09-PL-006  
rev: A

general notes:



ROOF PLAN



A SIDE ENTRANCE INTRODUCED  
WIDTH OF BUILDING REDUCED  
BY 450MM ACROSS FRONT  
ELEVATION

rev. revision notes: by: date: DEC 09  
dwg status: PLANNING

client:



EXCELSIOR PROPERTIES LTD  
3RD FLOOR SOVEREIGN HOUSE  
1 ALBERT PLACE  
FINCHLEY CENTRAL  
LONDON - N3 1QB

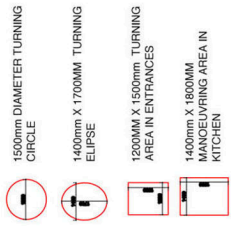
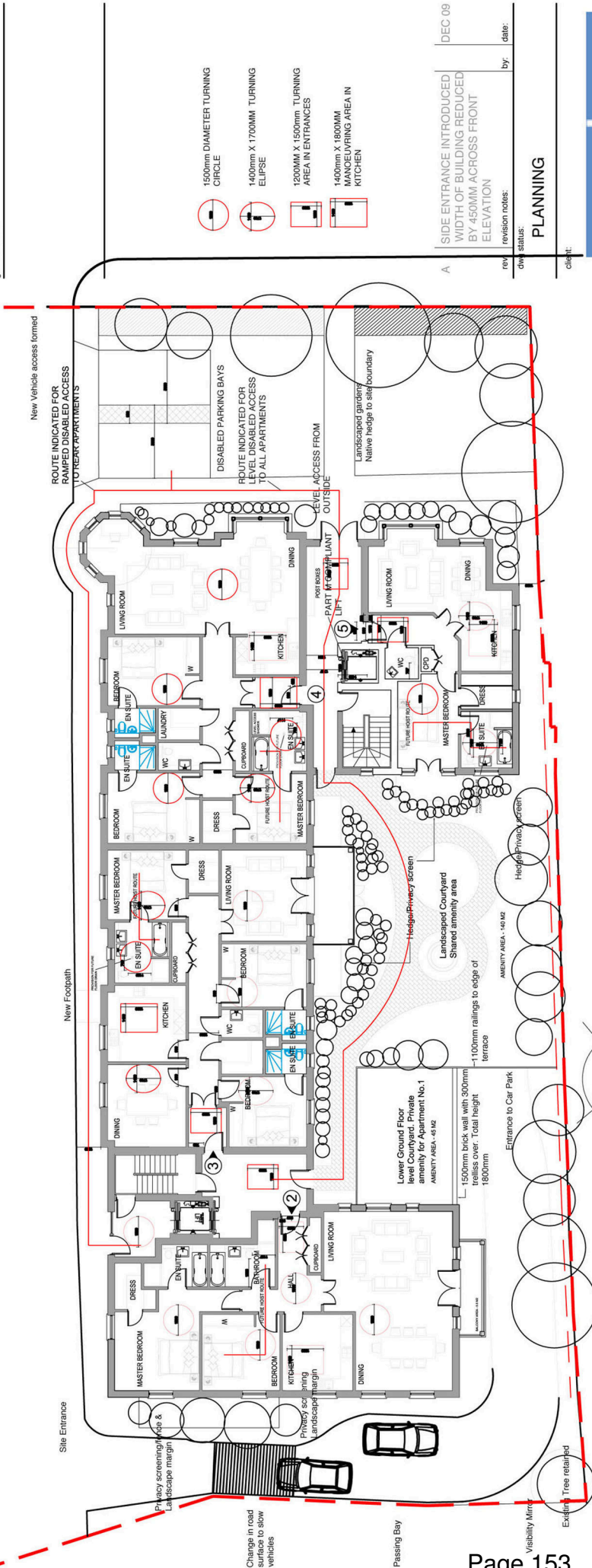
drawn by: BG  
drawn date: 08/09/09  
checked/approved: J.M.H.G.E.L.L.  
scale: 1:200 @ A3

project title:  
The Reindeer  
Maxwell Road  
Northwood

dwg title:  
Roof Plan

dwg no: 112-09-PL-008  
rev: A

general notes:



DEC 09  
 SIDE ENTRANCE INTRODUCED  
 WIDTH OF BUILDING REDUCED  
 BY 450MM ACROSS FRONT  
 ELEVATION

revision notes:  
 rev: \_\_\_\_\_  
 dwn: \_\_\_\_\_  
 client: \_\_\_\_\_

by: \_\_\_\_\_  
 date: \_\_\_\_\_

### PLANNING



EXCELSIOR PROPERTIES LTD  
 3RD FLOOR SOVEREIGN HOUSE  
 1 ALBERT PLACE  
 FINCHLEY CENTRAL  
 LONDON - N3 1QB

drawn by: \_\_\_\_\_  
 drawn date: 08/09/09  
 checked/approved: \_\_\_\_\_  
 scale: 1:200 @ A3  
 EG

Project title:  
**The Reindeer**  
 Maxwell Road  
 Northwood

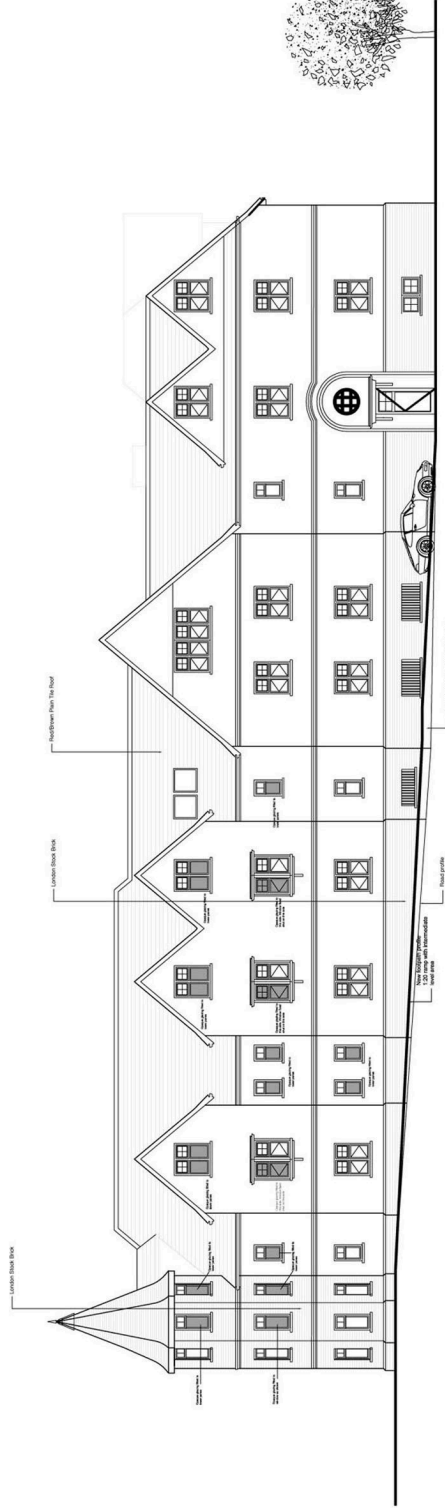
dwg title:  
**Floor Plan indicating DDA  
 and Lifetime Homes provision**

dwg no: **112-09-PL-017**  
 rev: **A**

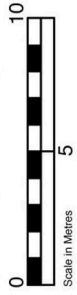
general notes:



SOUTH EAST ELEVATION AS PROPOSED



NORTH EAST ELEVATION AS PROPOSED



A	SIDE ENTRANCE INTRODUCED WIDTH OF BUILDING REDUCED BY 450MM ACROSS FRONT ELEVATION	DEC 09
rev.	revision notes:	by:
dwg status:		date:

PLANNING

client:



EXCELSIOR PROPERTIES LTD  
3RD FLOOR SOVEREIGN HOUSE  
1 ALBERT PLACE  
FINCHLEY CENTRAL  
LONDON - N3 1QB

drawn by:	drawn date:	checked/approved:	scale:
EG	08/09/09		1:200@A3
Project title:			1:100@A1

The Reindeer  
Maxwell Road  
Northwood

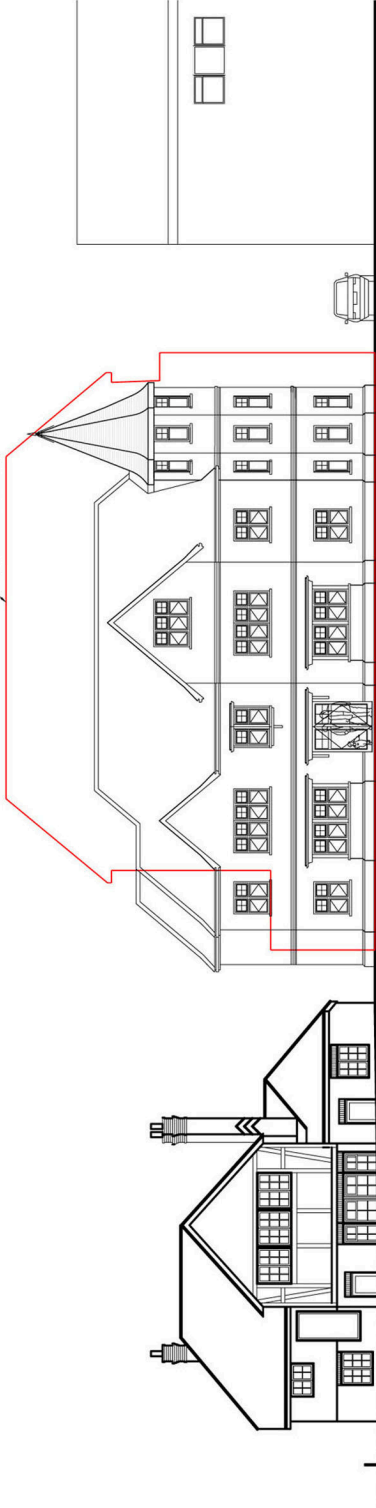
dwg title:  
South East ( Maxwell Road)  
and North East Elevations

dwg no.:	rev.:
112-09-PL-009	A



general notes:

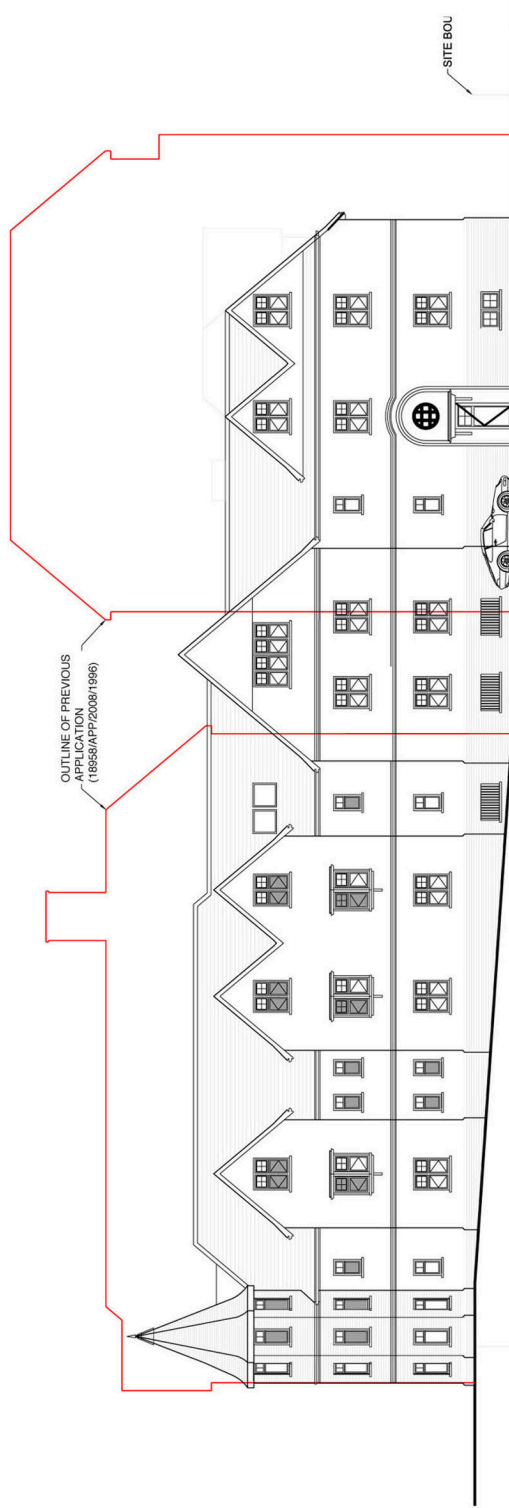
OUTLINE OF PREVIOUS APPLICATION (18658/AP/2008/1996)



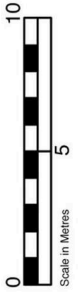
SOUTH EAST ELEVATION AS PROPOSED WITH PREVIOUS APPLICATION INDICATED



OUTLINE OF PREVIOUS APPLICATION (18658/AP/2008/1996)



NORTH EAST ELEVATION AS PROPOSED WITH PREVIOUS APPLICATION INDICATED



A	SIDE ENTRANCE INTRODUCED WIDTH OF BUILDING REDUCED BY 450MM ACROSS FRONT ELEVATION	DEC 09
rev.	revision notes:	by:
dwg status:		date:

PLANNING

client:



EXCELSIOR PROPERTIES LTD  
3RD FLOOR SOVEREIGN HOUSE  
1 ALBERT PLACE  
FINCHLEY CENTRAL  
LONDON - N3 1QB

drawn by:	drawn date:	checked/approved:	scale:
EG	09/09/09		1:200 @ A3
			1:100 @ A1

project title:

The Reindeer  
Maxwell Road  
Northwood

dwg title:

South East and North East  
Elevations as proposed with  
previous application shown

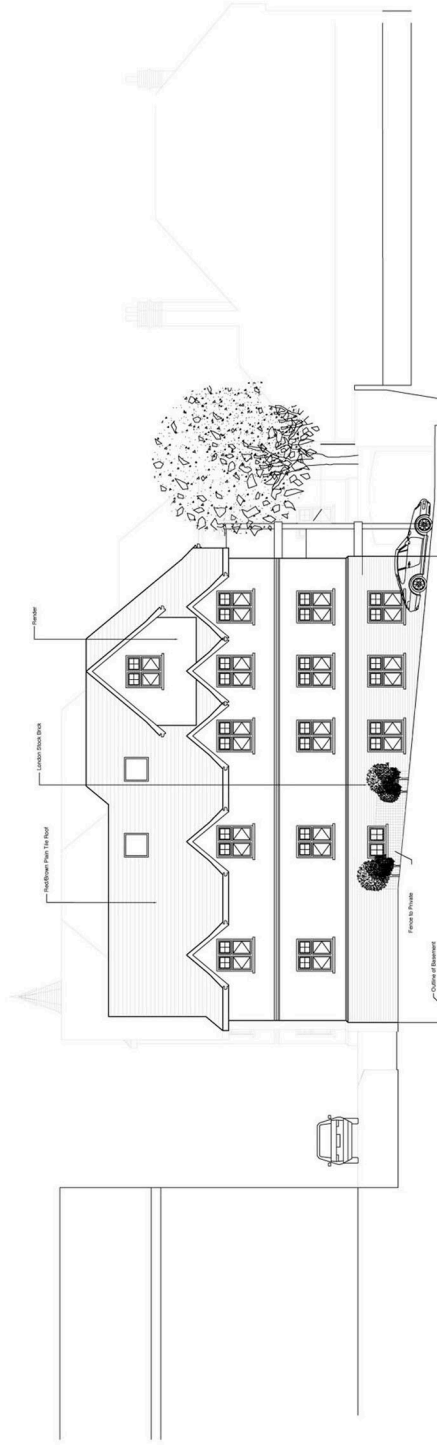
dwg no:

112-09-PL-013

rev:

A

general notes:



NORTH WEST ELEVATION AS PROPOSED



A	SIDE ENTRANCE INTRODUCED WIDTH OF BUILDING REDUCED BY 450MM ACROSS FRONT ELEVATION	DEC 09
rev.	revision notes:	by:
dwg status:		date:

PLANNING

client:



EXCELSIOR PROPERTIES LTD  
 3RD FLOOR SOVEREIGN HOUSE  
 1 ALBERT PLACE  
 FINCHLEY CENTRAL  
 LONDON - N3 1QB

drawn by:	drawn date:	checked/approved:	scale:
BG	09/09/09		1:200@A3 1:100@A1

project title:

The Reindeer  
 Maxwell Road  
 Northwood

dwg title:

North West Elevation  
 South East Courtyard Elevation

dwg no.:

112-09-PL-010

rev.:

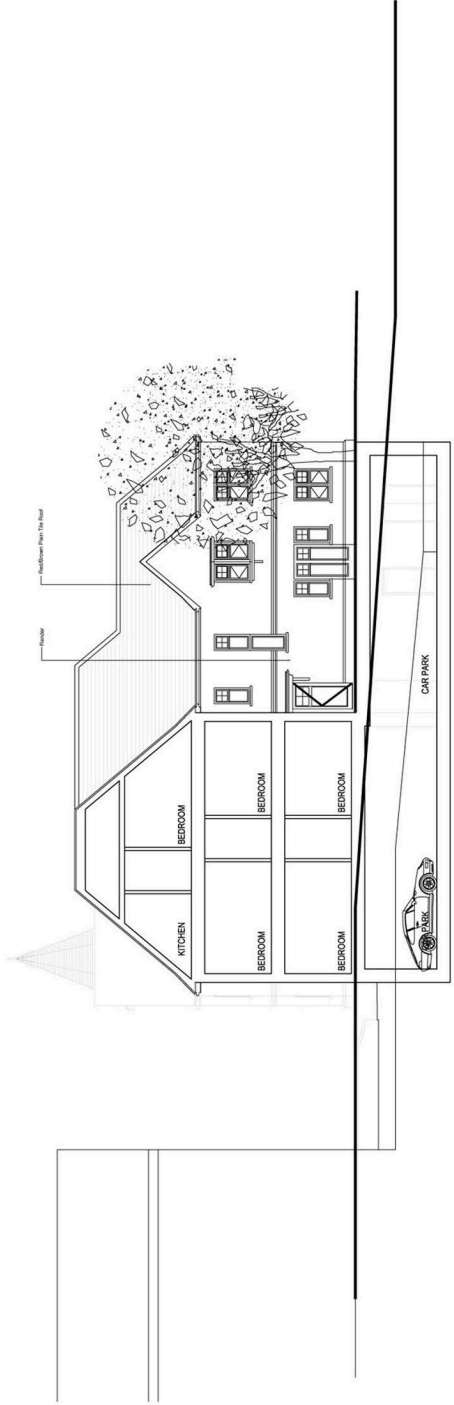
A



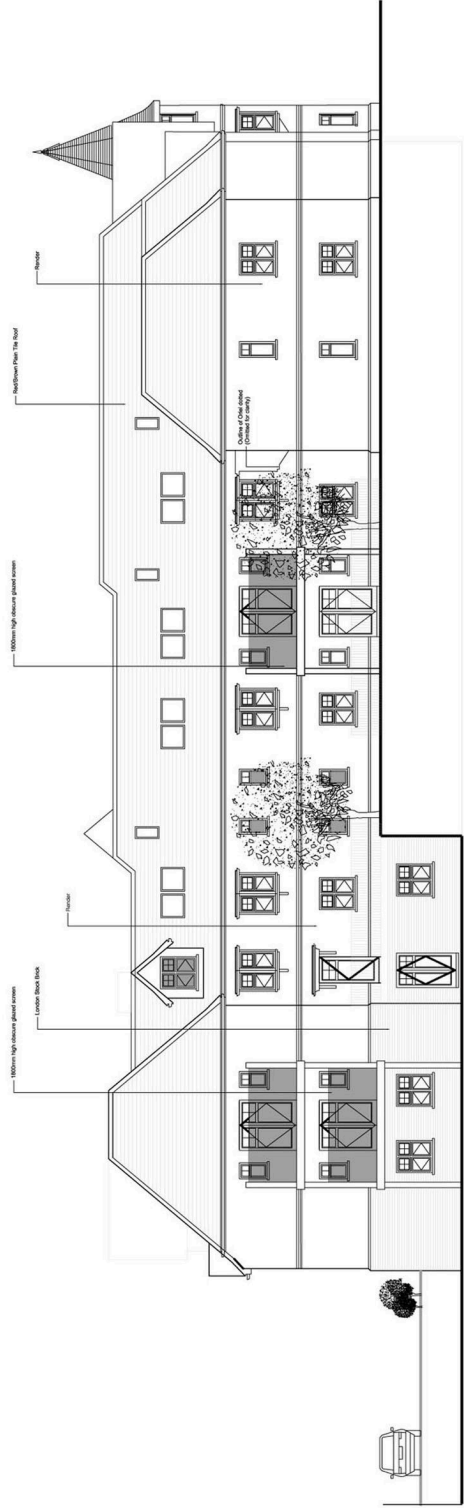
SOUTH EAST (COURTYARD) ELEVATION AS PROPOSED



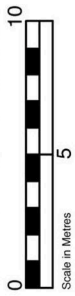
general notes:



NORTH WEST (COURTYARD) ELEVATION AS PROPOSED



SOUTH WEST (COURTYARD) ELEVATION AS PROPOSED



A	SIDE ENTRANCE INTRODUCED WIDTH OF BUILDING REDUCED BY 450MM ACROSS FRONT ELEVATION	DEC 09
rev.	revision notes:	by:
dwg status:		date:

PLANNING

client:



EXCELSIOR PROPERTIES LTD  
 3RD FLOOR SOVEREIGN HOUSE  
 1 ALBERT PLACE  
 FINCHLEY CENTRAL  
 LONDON - N3 1QB

drawn by:	drawn date:	checked/approved:	scale:
BG	08/09/09		1:200 @ A3
project title:			1:100 @ A1

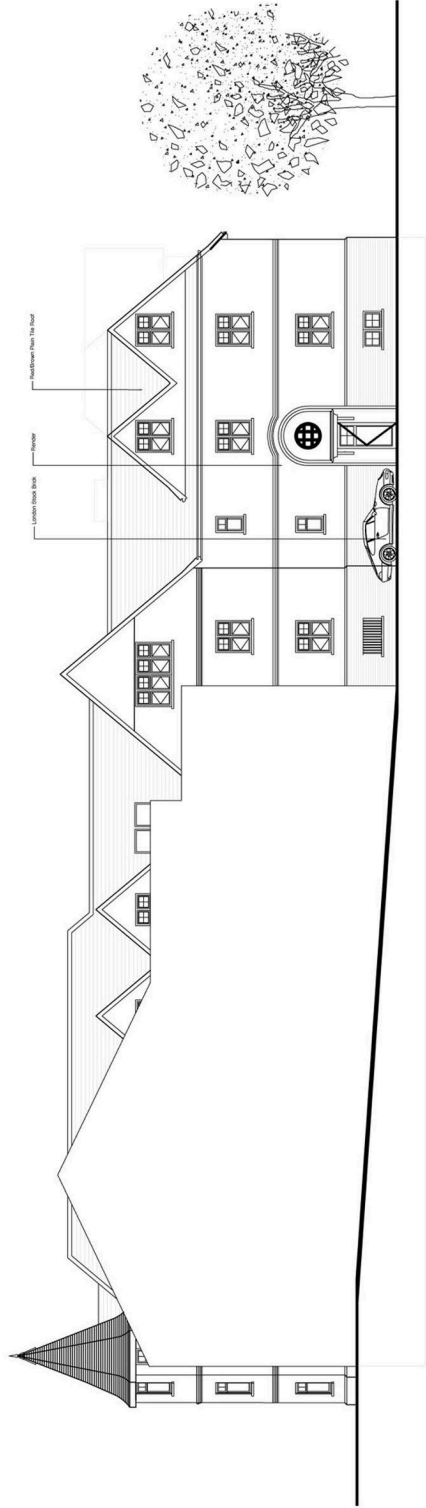
The Reindeer  
 Maxwell Road  
 Northwood

dwg title:

North West ( Courtyard)  
 South West (Courtyard)  
 Elevations as proposed

dwg no:	rev:
112-09-PL-011	A

general notes:



NORTH EAST ELEVATION AS PROPOSED WITH CLIVE PARADE INDICATED



A	SIDE ENTRANCE INTRODUCED WIDTH OF BUILDING REDUCED BY 450MM ACROSS FRONT ELEVATION	DEC 09
rev.	revision notes:	by:
dwg status:	PLANNING	date:

client:



EXCELSIOR PROPERTIES LTD  
 3RD FLOOR SOVEREIGN HOUSE  
 1 ALBERT PLACE  
 FINCHLEY CENTRAL  
 LONDON - N3 1QB

drawn by:	drawn date:	checked/approved:	scale:
EG	08/09/09		1:200@A3 1:100@A1

project title:

The Reindeer  
 Maxwell Road  
 Northwood

dwg title:

North East Elevation  
 as proposed with the outline  
 of Clive Parade indicated

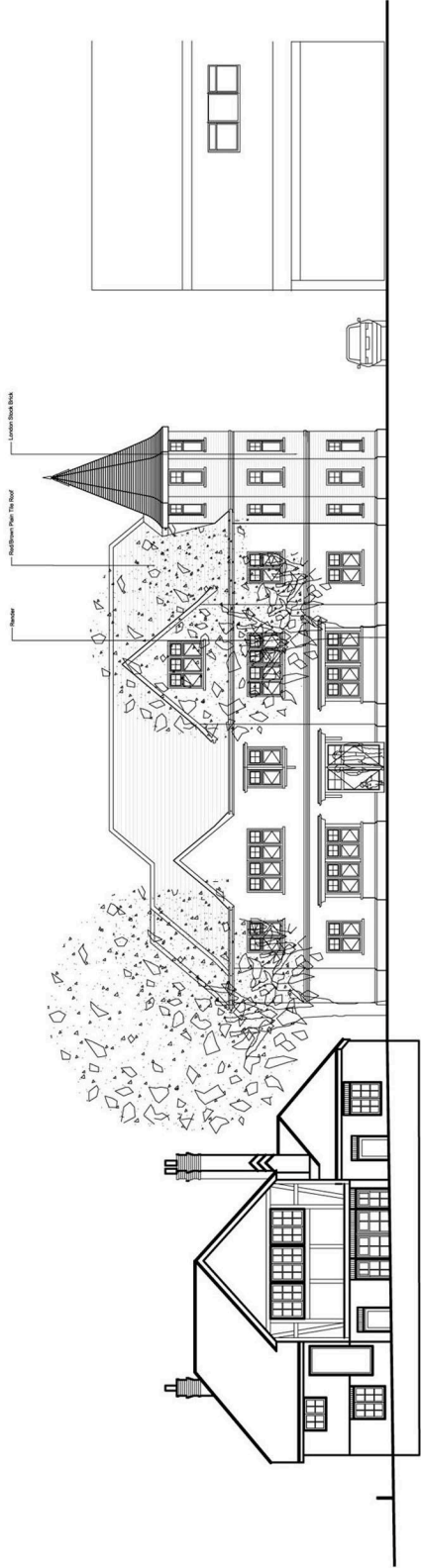
dwg no.:

112-09-PL-015

rev:

A

general notes:



A	SIDE ENTRANCE INTRODUCED WIDTH OF BUILDING REDUCED BY 450MM ACROSS FRONT ELEVATION	DEC 09
rev.	revision notes:	by:
dwg status:		date:

PLANNING

client:



EXCELSIOR PROPERTIES LTD  
 3RD FLOOR SOVEREIGN HOUSE  
 1 ALBERT PLACE  
 FINCHLEY CENTRAL  
 LONDON - N3 1QB

drawn by:	drawn date:	checked/approved:	scale:
EG	08/09/09		1:200@A3 1:100@A1

project title:

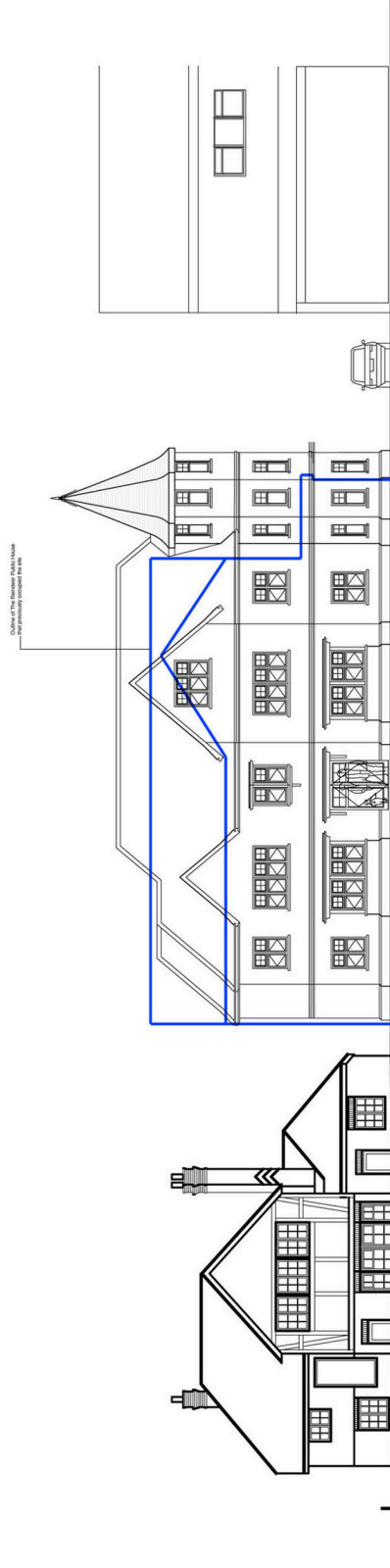
The Reindeer  
 Maxwell Road  
 Northwood

dwg title:

Street Scene

dwg no:	rev:
112-09-PL-018	A

general notes:



A SIDE ENTRANCE INTRODUCED  
WIDTH OF BUILDING REDUCED  
BY 450MM ACROSS FRONT  
ELEVATION

rev: revision notes: by: date: DEC 09

dwg status: PLANNING

client:

**excelsior**

STREETSCENE INDICATING PROFILE OF FORMER REINDEER PUBLIC HOUSE

EXCELSIOR PROPERTIES LTD  
3RD FLOOR SOVEREIGN HOUSE  
1 ALBERT PLACE  
FINCHLEY CENTRAL  
LONDON - N3 1QB

drawn by: drawn date: checked/approved: scale:  
EG 09/09/09 1-200/043  
1:100/041

project title:

The Reindeer  
Maxwell Road  
Northwood

dwg title:

Street Scene indicating the  
position of the former Public  
House-The Reindeer

dwg no:

112-09-PL-019

rev:

A



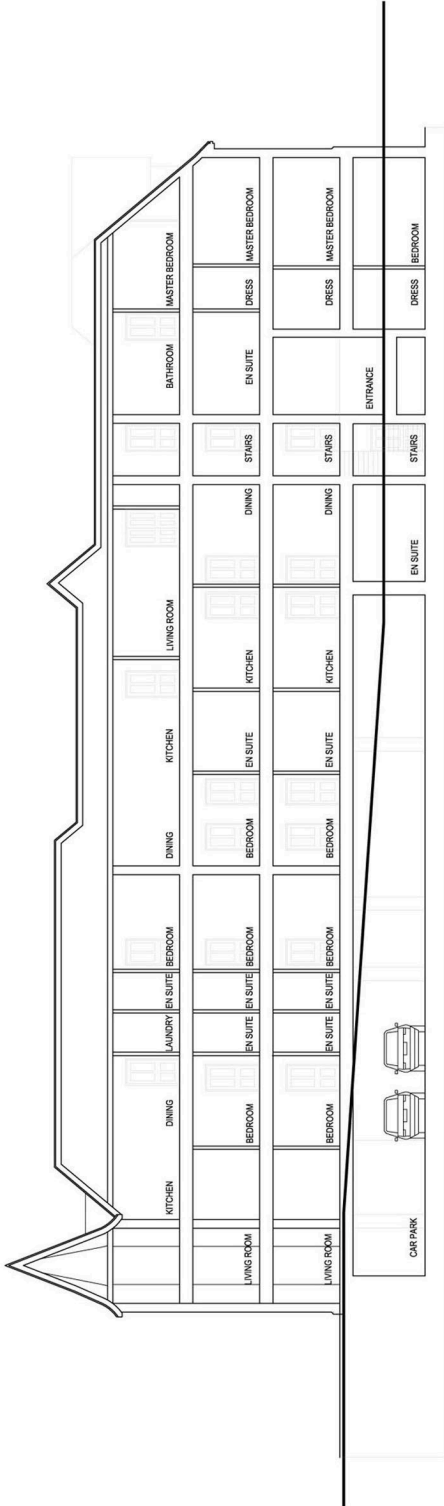




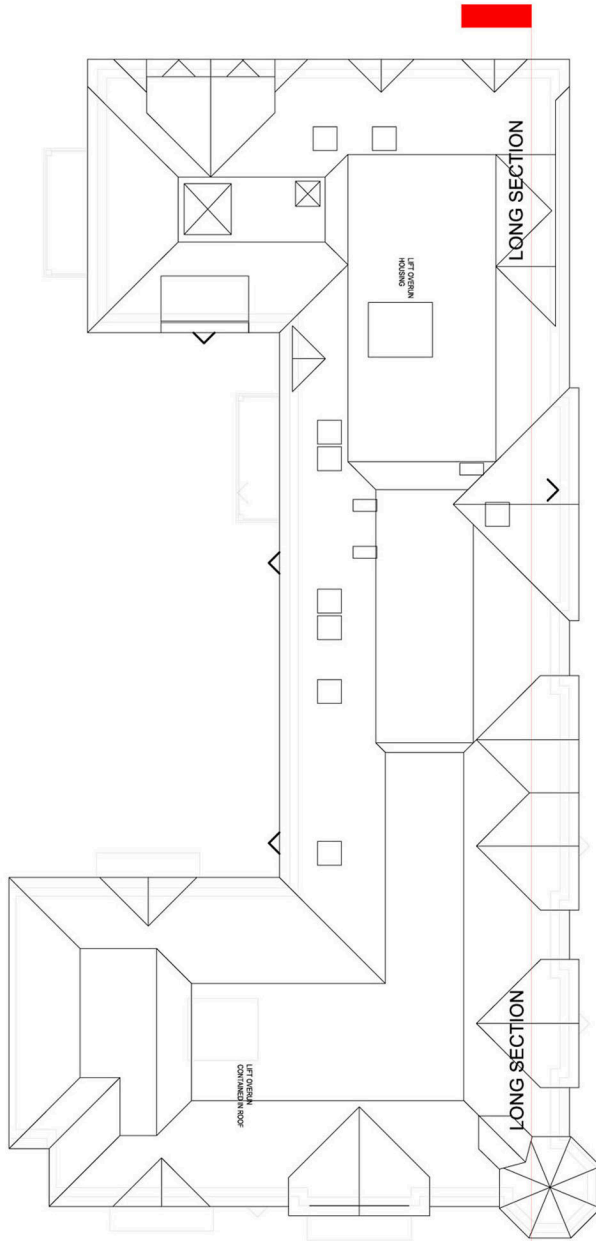




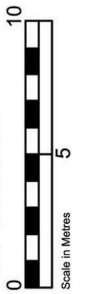
general notes:



LONG SECTION KEY



LONG SECTION KEY



A	SIDE ENTRANCE INTRODUCED WIDTH OF BUILDING REDUCED BY 450MM ACROSS FRONT ELEVATION	DEC 09
rev.	revision notes:	by:
dwg status:		date:

PLANNING

client:



EXCELSIOR PROPERTIES LTD  
3RD FLOOR SOVEREIGN HOUSE  
1 ALBERT PLACE  
FINCHLEY CENTRAL  
LONDON - N3 1QB

drawn by:	drawn date:	checked/approved:	scale:
EG	09/09/09		1:200 @ A3 1:100 @ A1

project title:

The Reindeer  
Maxwell Road  
Northwood

dwg title:

Long Section with Key Plan

dwg no.:

112-09-PL-012

rev.:

A

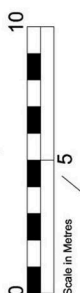


Clive Parade

MAXWELL ROAD  
1.0m

SITE PLAN

NORTH



level 2500mm above G.L.  
Planted Area  
Pmp Gradient 1:10 max.

New footpath profile 1:20 ramp with  
intermediate level area

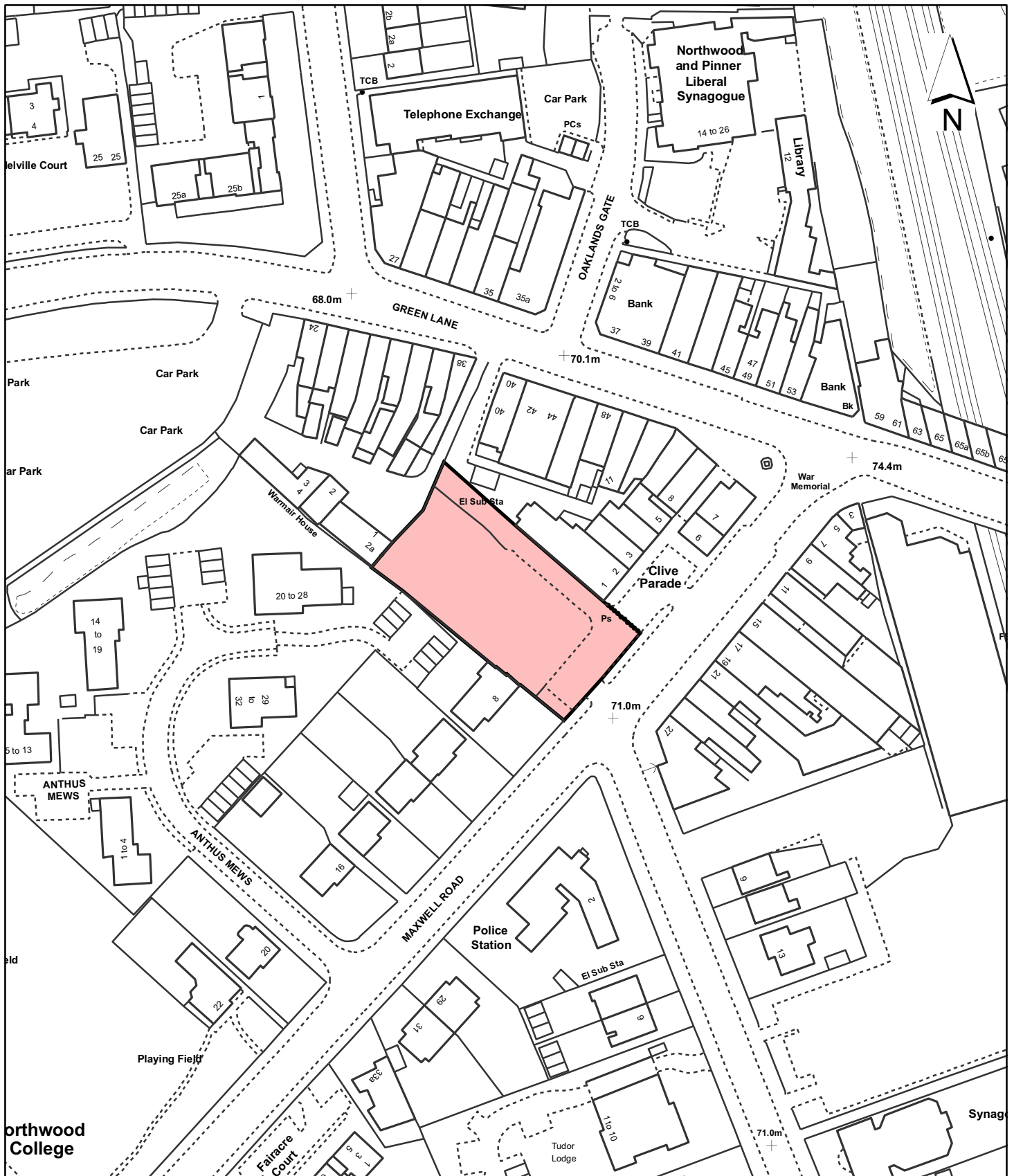
New vehicle access formed

Existing access blocked

DISABLED PARKING BAYS

Entrance to Car Park

25 metre visibility splay



**Notes**

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.

© Crown Copyright. All rights reserved. London Borough of Hillingdon 100019283 2009

Site Address

**Former Reindeer Public House  
Maxwell Road  
Northwood**

**LONDON BOROUGH  
OF HILLINGDON**

**Planning &  
Community Services**

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

Planning Application Ref:  
**18958/APP/2009/2210**

Scale  
**1:1,250**

Planning Committee  
**North** Page 165

Date  
**April 2010**



**HILLINGDON**  
LONDON

### **Report of the Head of Planning & Enforcement**

**Address** BUCON HOUSE STONEFIELD WAY RUISLIP

**Development:** New single storey warehouse, incorporating site re-levelling, re-using and improving existing road access point with associated parking, 2 lorry servicing bays and covered cycle facilities, including demolition of existing single storey warehouse with ancillary two storey offices and surrounding outbuildings.

**LBH Ref Nos:** 63619/APP/2010/381

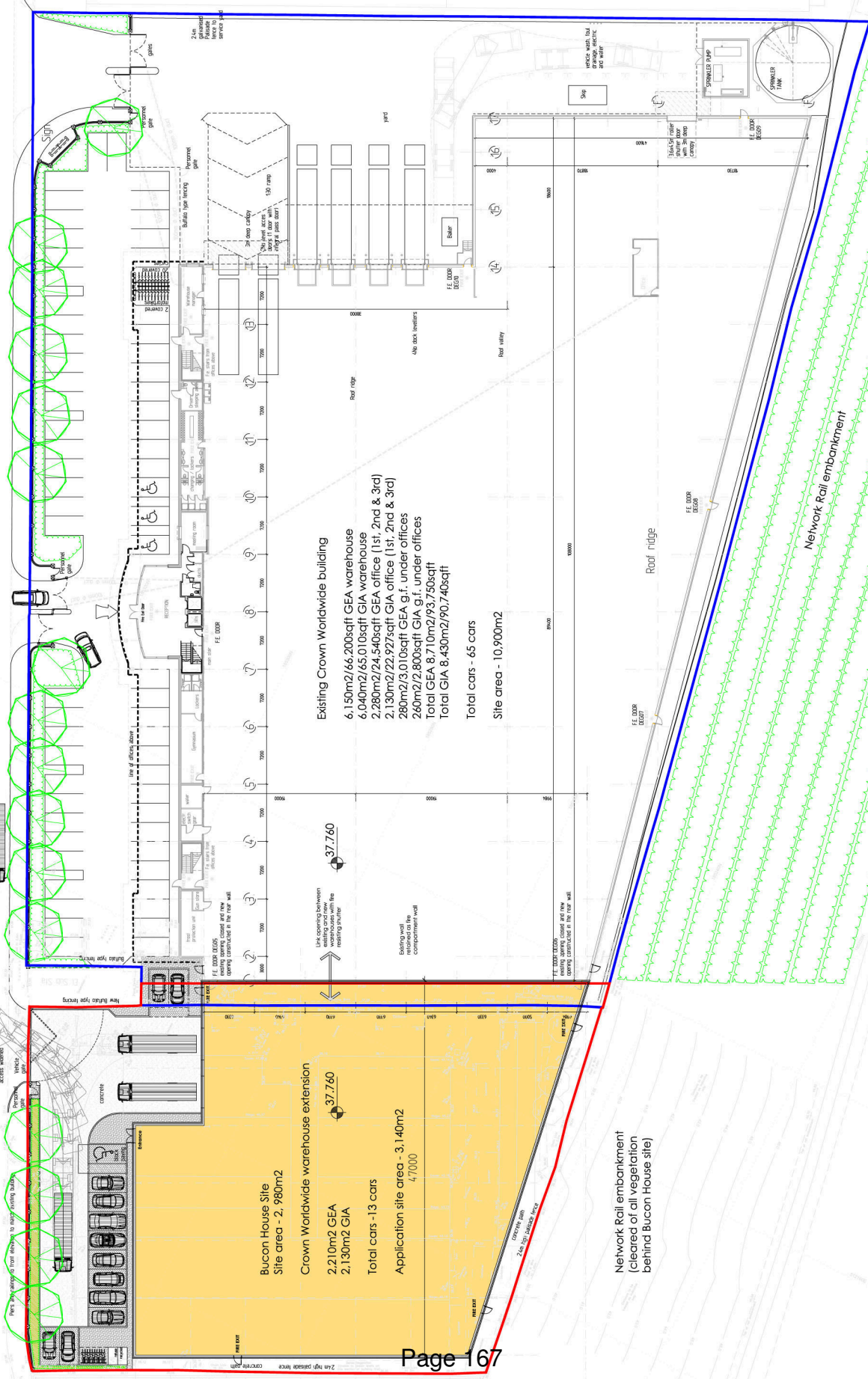
**Date Plans Received:** 23/02/2010

**Date(s) of Amendment(s):**

**Date Application Valid:** 26/03/2010



STONEFIELD WAY (one way road)



**Bucon House Site**  
 Site area - 2,980m<sup>2</sup>  
 Crown Worldwide warehouse extension  
 2,210m<sup>2</sup> GEA  
 2,130m<sup>2</sup> GIA  
 Total cars - 13 cars  
 Application site area - 3,140m<sup>2</sup>  
 4,7000

**Existing Crown Worldwide building**  
 6,150m<sup>2</sup>/66,200sqft GEA warehouse  
 6,040m<sup>2</sup>/65,010sqft GIA warehouse  
 2,280m<sup>2</sup>/24,540sqft GEA office (1st, 2nd & 3rd)  
 2,130m<sup>2</sup>/22,927sqft GIA office (1st, 2nd & 3rd)  
 280m<sup>2</sup>/3,010sqft GEA g.f. under offices  
 260m<sup>2</sup>/2,800sqft GIA g.f. under offices  
 Total GEA 8,710m<sup>2</sup>/93,750sqft  
 Total GIA 8,430m<sup>2</sup>/90,740sqft  
 Total cars - 65 cars  
 Site area - 10,900m<sup>2</sup>

Network Rail embankment  
 (cleared of all vegetation  
 behind Bucon House site)

NOTE:  
 This drawing is the sole copyright of IAN C KING  
 Associates - Architects and may be reproduced without the written  
 consent of the above.  
 IAN C KING ASSOCIATES - ARCHITECTS

Crown Worldwide  
 19 Stonefield Way  
 South Ruislip

Title  
 Bucon House Site  
 New Extension - Site plan

Drawn	Checked	Planning	Rev.
Date 2/2010	Scale 1:250 (A1)	9722 / TP / 01	

**IAN C KING**  
 ASSOCIATES - ARCHITECTS  
 5th Floor, 3rd Court  
 131 Putney, Bridge Road  
 London SW15 2NU  
 Tel: 020 891 7700 / Fax: 020 891 7298  
 Email: ian@ianc-king.co.uk  
 IAN C KING ASSOCIATES - ARCHITECTS IS THE TRADING NAME OF IAN C KING LTD

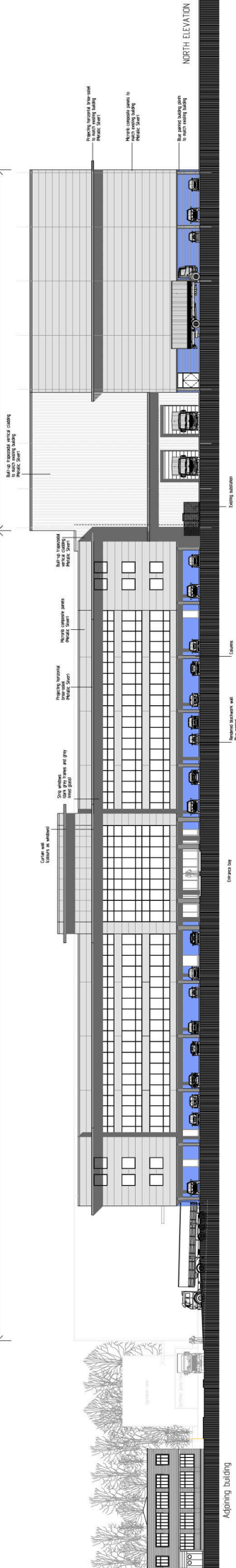
Land in Crown Worldwide ownership  
 Application site





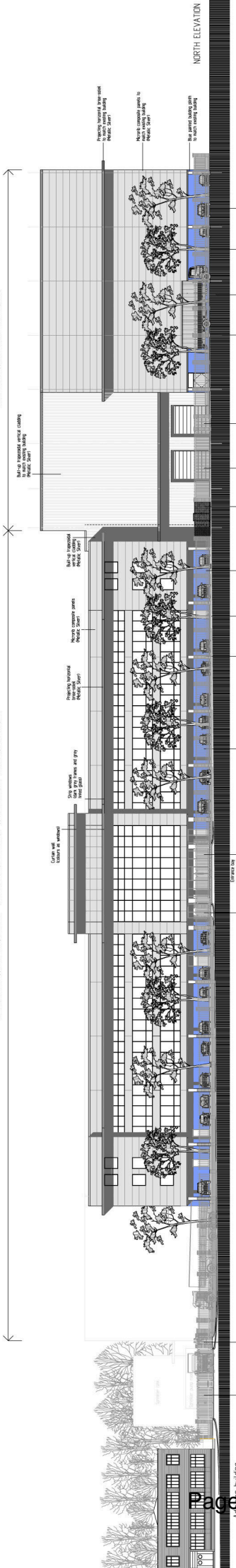
STONEFIELD WAY FRONTAGE OF THE EXISTING BUILDING

PROPOSED WAREHOUSE EXTENSION



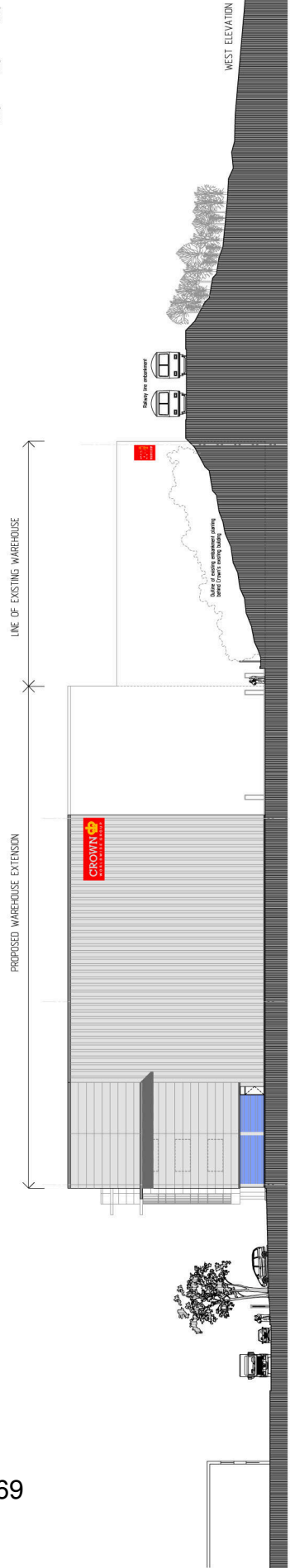
STONEFIELD WAY FRONTAGE OF THE EXISTING BUILDING WITH FRONT PIERS AND RAILINGS

PROPOSED WAREHOUSE EXTENSION



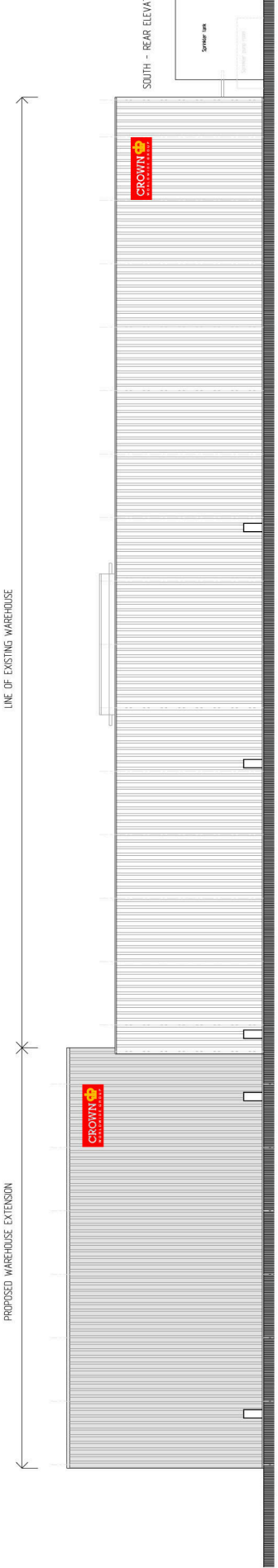
LINE OF EXISTING WAREHOUSE

PROPOSED WAREHOUSE EXTENSION



LINE OF EXISTING WAREHOUSE

PROPOSED WAREHOUSE EXTENSION



NOTE:  
This drawing is the sole copyright of IAN C KING  
Associates - Architects. It may be reproduced without the written  
consent of the above.

Crown Worldwide  
19 Stonefield Way  
South Ruislip

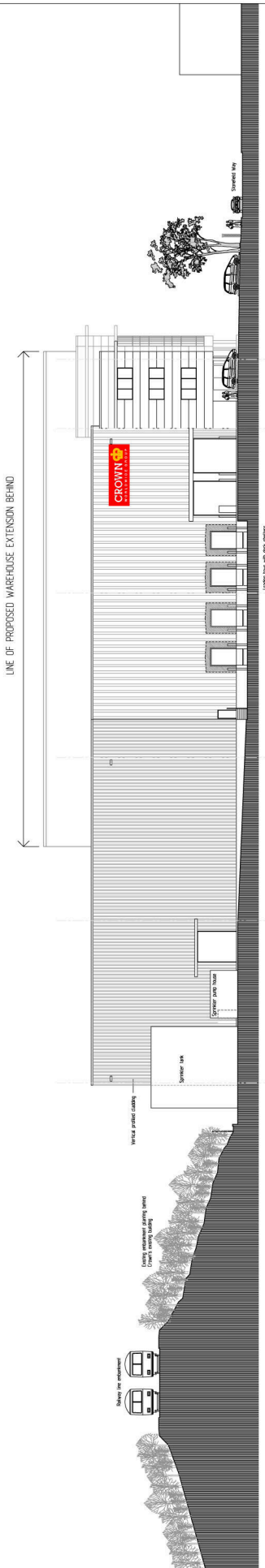
The  
Bucon House site  
Existing Building & New  
Extension - Elevations

Dwg No 9722 / TP / 02  
Date 2/2010 Scale 1:250 (A1)  
Drawn Checked Planning Drawing

**IAN C KING**  
ASSOCIATES - ARCHITECTS  
50 GERRARD STREET EAST  
SUDBURY ONTARIO M2H 1A7  
131 PUTNEY BRIDGE ROAD  
LONDON ONTARIO M6W 1B8  
SYDNEY AUSTRALIA 2216  
IAN C KING ASSOCIATES - ARCHITECTS IS THE TRADING NAME OF GERMANY LTD

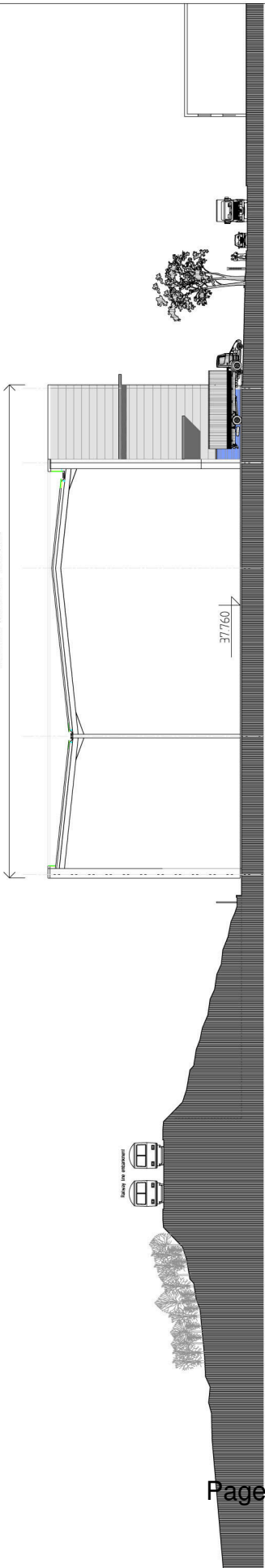


LINE OF PROPOSED WAREHOUSE EXTENSION BEHIND



EAST ELEVATION OF THE EXISTING BUILDING

PROPOSED WAREHOUSE EXTENSION

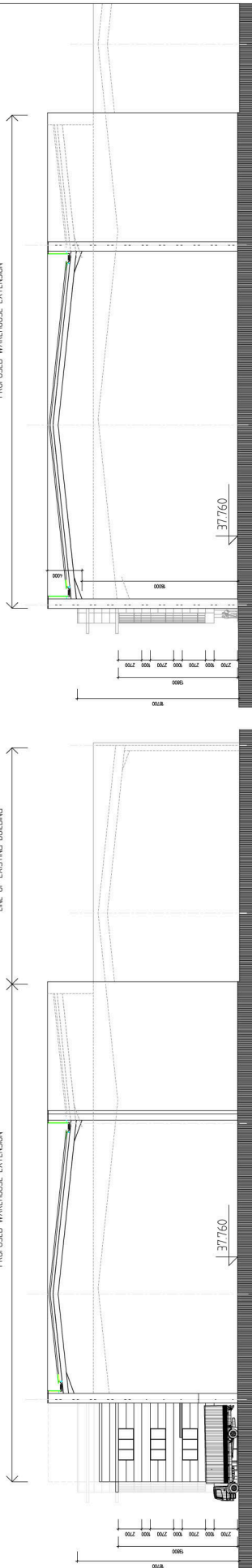


EAST ELEVATION OF THE NEW BUILDING

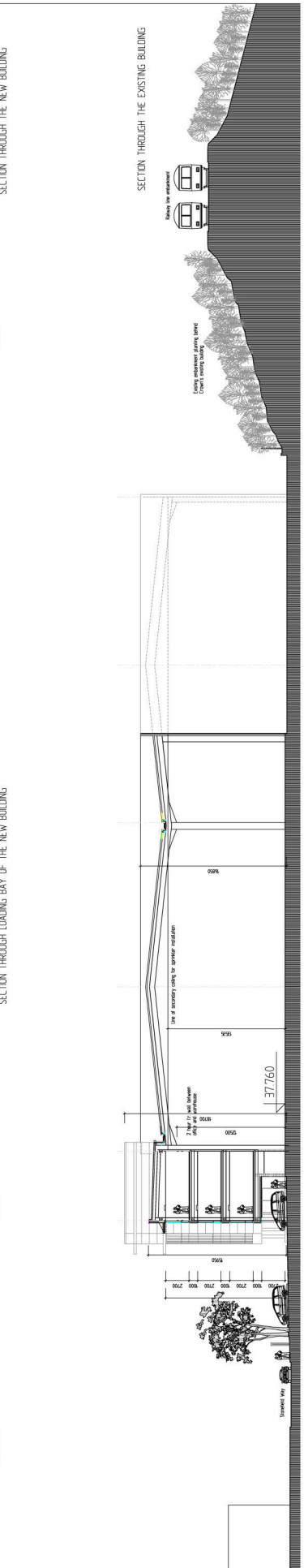
PROPOSED WAREHOUSE EXTENSION

LINE OF EXISTING BUILDING

PROPOSED WAREHOUSE EXTENSION



SECTION THROUGH THE NEW BUILDING



NOTE:  
This drawing is the sole copyright of IAN C KING  
and it may be reproduced without the written  
consent of the above.

Crown Worldwide  
19 Stonefield Way  
South Ruislip

The Buccon House Site  
Existing Building & New Extension  
Elevations & Sections

Dwg No 9722 / TP / 03  
Date 2/2010 Scale 1:250 (A1)  
Checked Planning  
Drawn Drawing

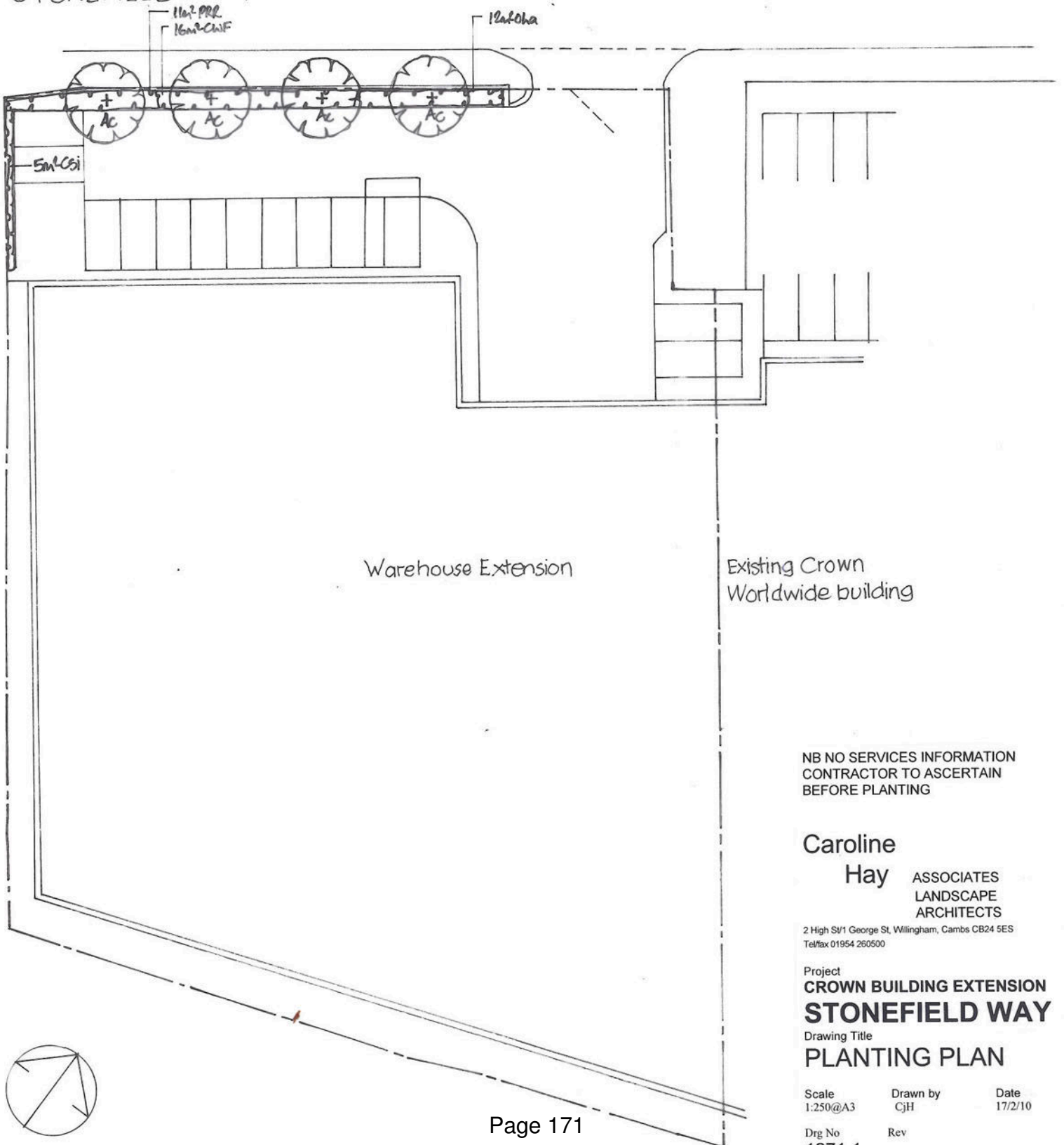
**IAN C KING**  
ASSOCIATES - ARCHITECTS  
50 St. George's Court  
131 Putney, Bridge Road  
London SW15 2NU  
Tel: 0044 (0)20 7461 0000  
Fax: 0044 (0)20 7461 0001  
Email: ian@ianc-king.co.uk  
www.ianc-king.co.uk  
REGISTERED ARCHITECTS  
IAN C KING ASSOCIATES - ARCHITECTS IS THE TRADING NAME OF GERMANY LTD



CROWN EXTENSION, STONEFIELD WAY PLANTING SCHEDULE

Key	Species			No	Size
<b>Trees</b>					
Ac	Acer campestre			4	12-14 cms girth, root balled
<b>Shrubs</b>					
		Sq M	No/Sq M		
CWF	Cornus 'Winter Flame'	16	2.5	40	60-90 cms, 5 lt pots
Csi	Cotoneaster simonsii	5	2.5	12	60-90 cms, 5 lt pots
Oha	Olearia x haastii	12	3	36	40-60 cms, 3 lt pots
PRR	Photinia 'fazerii' 'Red Robin'	11	2	22	60-90 cms, 5 lt pots
All shrub planting 50 mm bark mulch		44			

STONEFIELD WAY



Warehouse Extension

Existing Crown  
Worldwide building

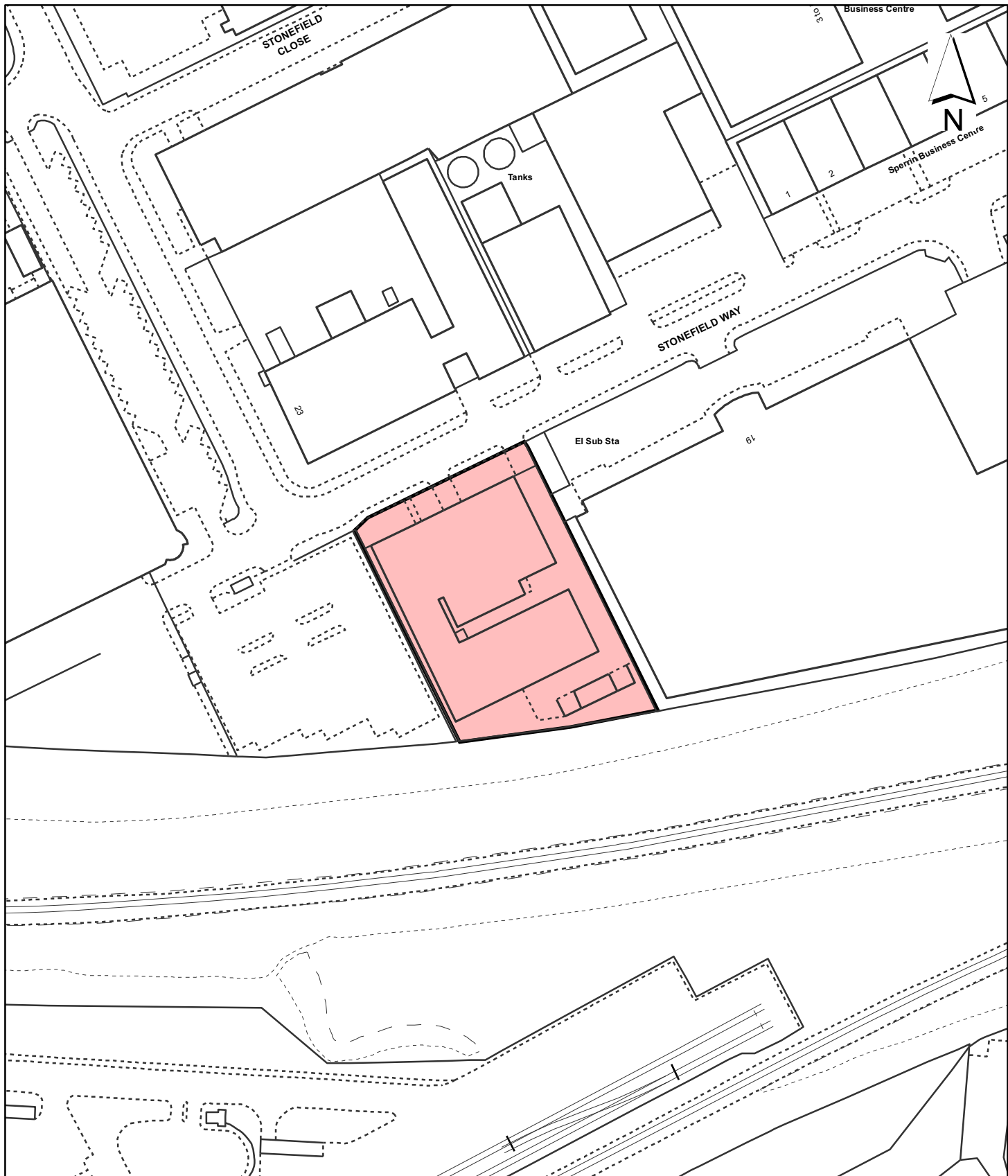
NB NO SERVICES INFORMATION  
CONTRACTOR TO ASCERTAIN  
BEFORE PLANTING



**Caroline  
Hay** ASSOCIATES  
LANDSCAPE  
ARCHITECTS

2 High St/1 George St, Willingham, Cambs CB24 5ES  
Tel/fax 01954 260500

Project  
**CROWN BUILDING EXTENSION  
STONEFIELD WAY**  
Drawing Title  
**PLANTING PLAN**

Scale 1:250@A3      Drawn by CjH      Date 17/2/10  
Drg No 1271.1      Rev



<p><b>Notes</b></p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown Copyright. All rights reserved. London Borough of Hillingdon 100019283 2009</p>	<p>Site Address</p> <p><b>Bucon House Stonefield Way Ruislip</b></p>		<p><b>LONDON BOROUGH OF HILLINGDON</b></p> <p><b>Planning &amp; Community Services</b></p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p><b>63619/APP/2010/381</b></p>	<p>Scale</p> <p><b>1:1,250</b></p>	 <p><b>HILLINGDON</b> LONDON</p>
	<p>Planning Committee</p> <p><b>North</b> Page 172</p>	<p>Date</p> <p><b>May 2010</b></p>	

### **Report of the Head of Planning & Enforcement**

**Address** FORMER KINGS ARMS GARAGE SITE RICKMANSWORTH ROAD  
HAREFIELD

**Development:** Conversion of existing listed building incorporating new two storey extension with habitable roofspace comprising 3 one-bedroom flats and part use as Class A1 (Retail) for use as convenience goods store, to include associated parking, involving demolition of existing single storey detached building and extension to listed building.

**LBH Ref Nos:** 3877/APP/2009/2442

**Date Plans Received:** 09/11/2009

**Date(s) of Amendment(s):**

**Date Application Valid:** 19/11/2009

## **Report of the Head of Planning & Enforcement**

**Address** FORMER KINGS ARMS GARAGE SITE RICKMANSWORTH ROAD  
HAREFIELD

**Development:** Conversion of existing listed building incorporating new two storey extension with habitable roofspace comprising 3 one-bedroom flats and part use as Class A1 (Retail) for use as convenience goods store, to include associated parking, involving demolition of existing single storey building (Application for Listed Building Consent.)

**LBH Ref Nos:** 3877/APP/2009/2443

**Date Plans Received:** 09/11/2009                      **Date(s) of Amendment(s):** 09/11/2009

**Date Application Valid:** 19/11/2009

**Report of the Head of Planning & Enforcement**

**Address** FORMER KINGS ARMS GARAGE SITE RICKMANSWORTH ROAD  
HAREFIELD

**Development:** Demolition of the existing detached car wash facility building (Application for  
Conservation Area Consent.)

**LBH Ref Nos:** 3877/APP/2009/2444

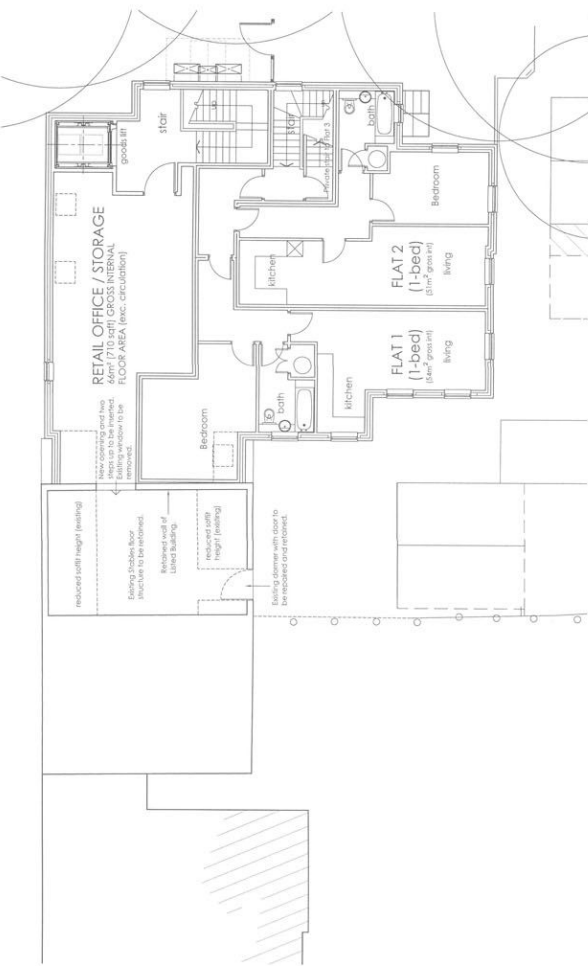
**Date Plans Received:** 09/11/2009

**Date(s) of Amendment(s):** 09/11/2009

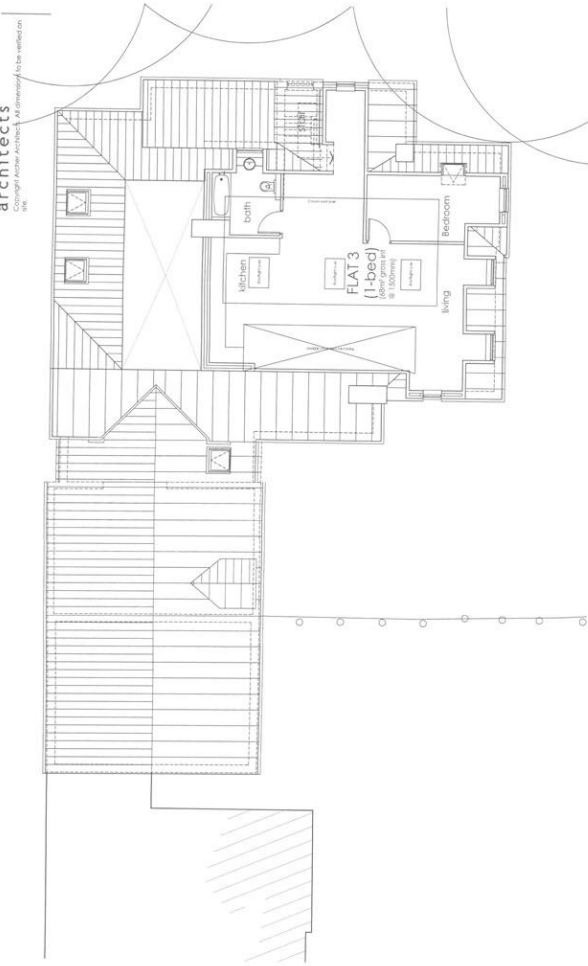
**Date Application Valid:** 19/11/2009



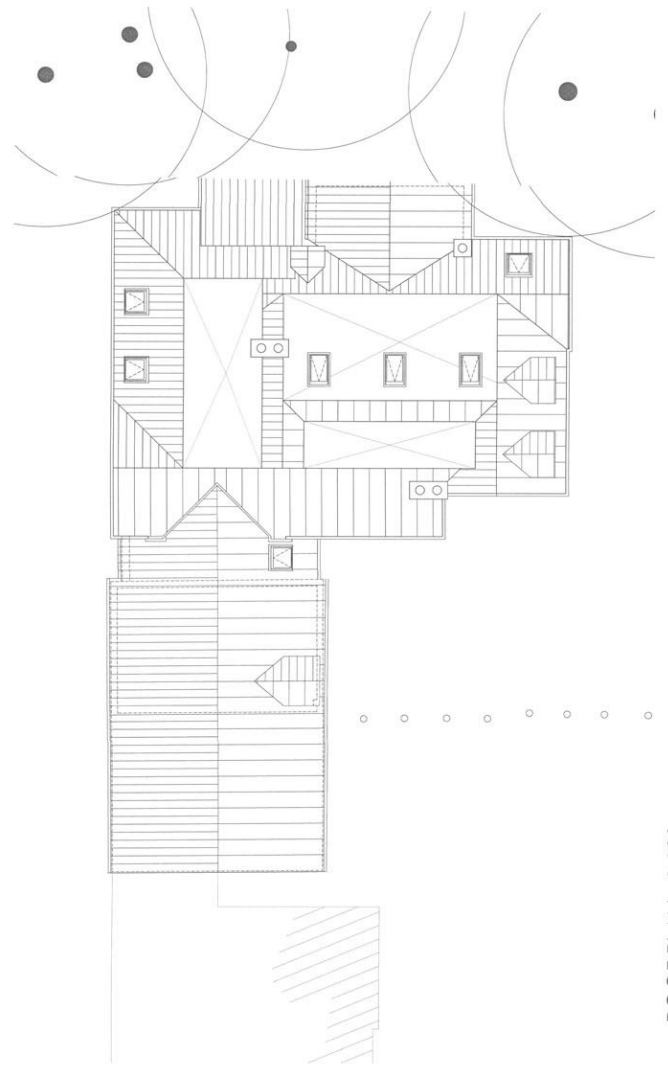




FIRST FLOOR PLAN - 1:100



SECOND FLOOR PLAN - 1:100



ROOF PLAN - 1:100

FOR PLANNING

PLANNING PERMISSIONS TO BE VERIFIED ON SITE  
 BY ARCHER ARCHITECTS  
 APPROVED BY ARCHER ARCHITECTS



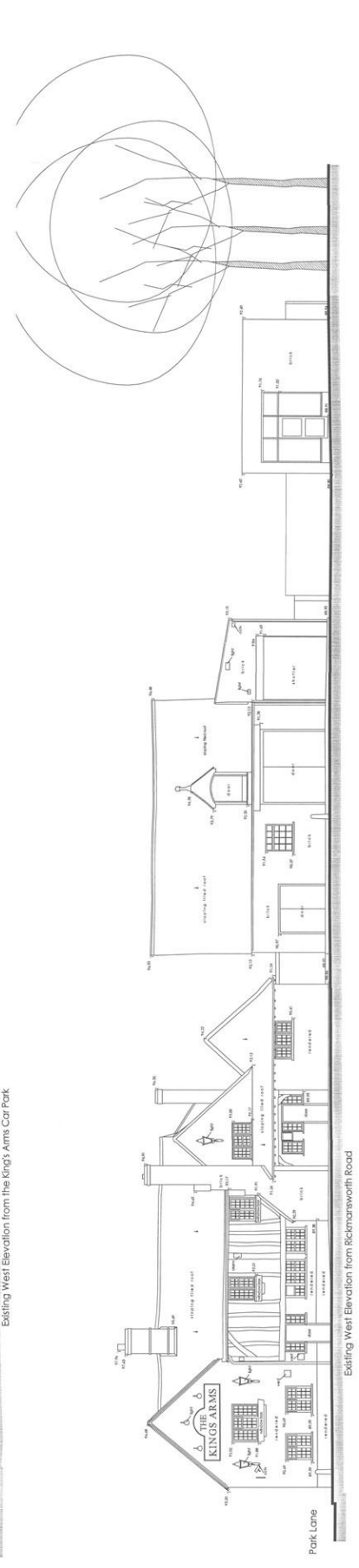
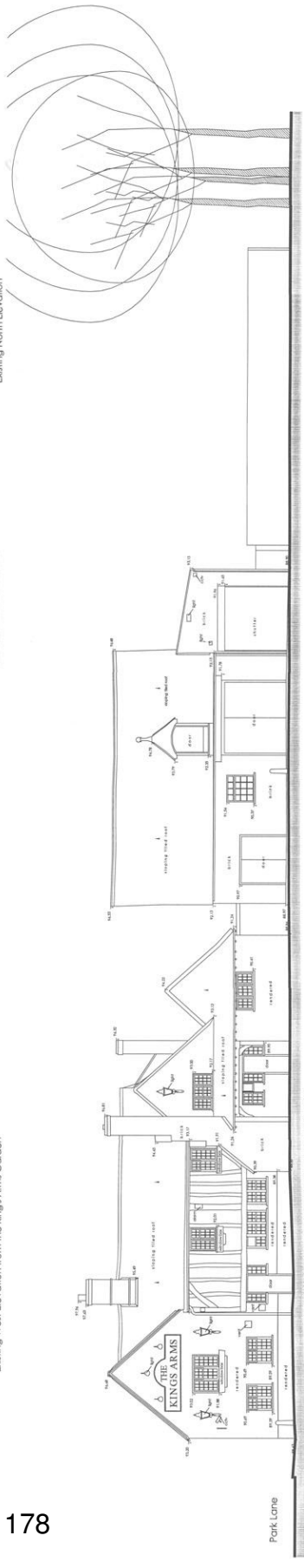
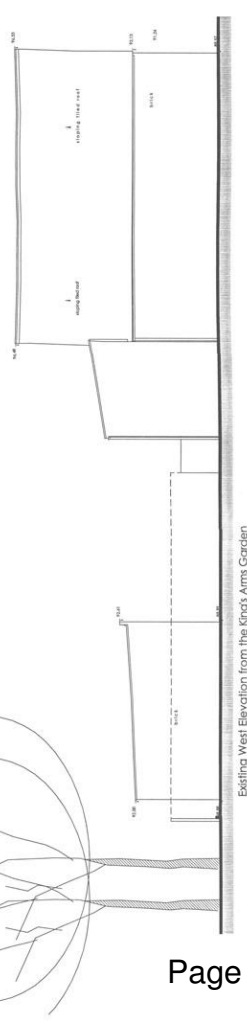
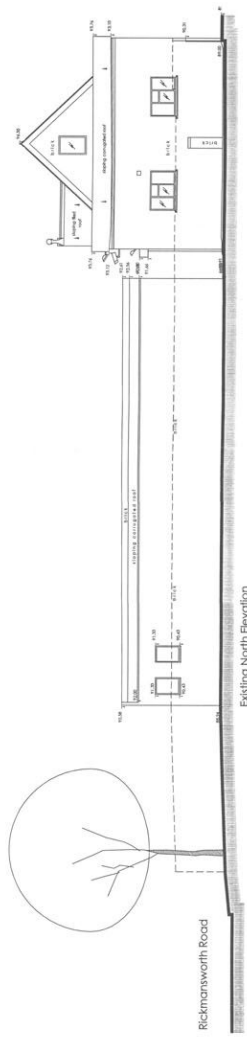
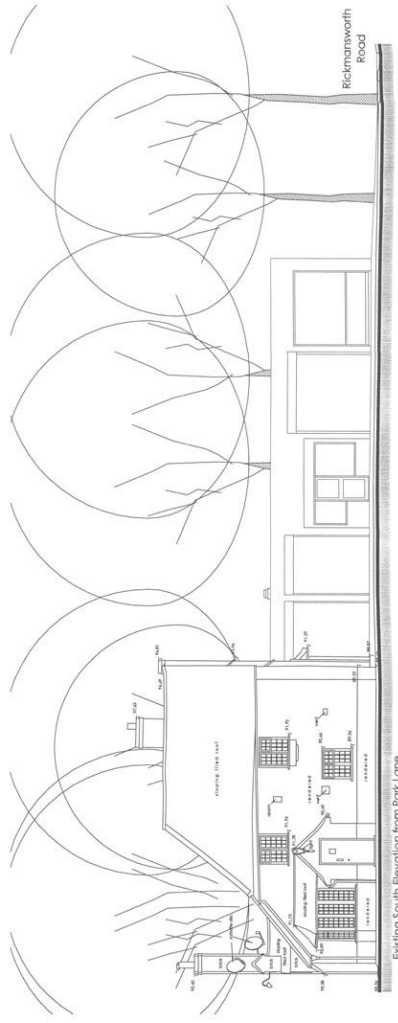
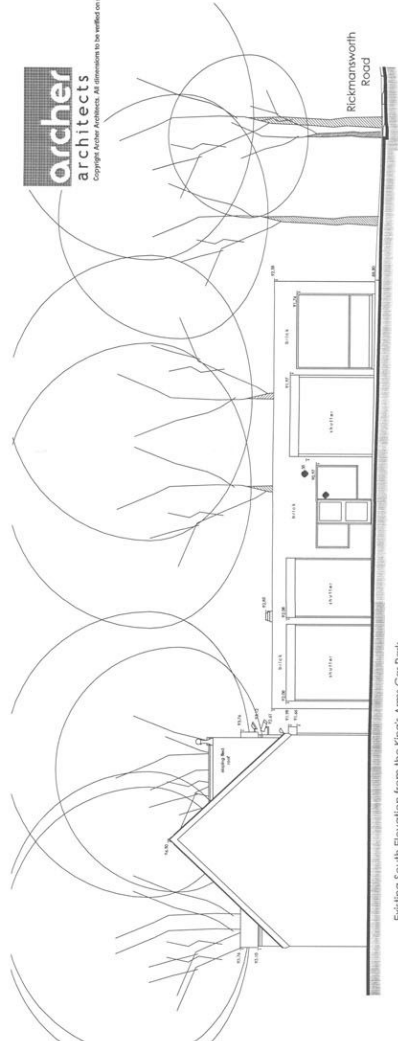
Office 7, Gateway 1000  
 Arlington Business Park  
 Shearwater  
 Haverthorpe  
 SO1 2PP  
 T: 01428 748420  
 F: 01428 748420  
 e: arca@archer.co.uk  
 www.archerarchitects.co.uk

Client:	TESCO EXPRESS
Project:	RICKMANSWORTH ROAD HAREFIELD
Drawing Title:	PROPOSED FIRST, SECOND FLOOR AND ROOF PLANS
Scale:	1:100
Date:	23.09.08
Drawn:	PK
Checked:	PK
Project No.:	3308
Drawing No.:	(P)505
Revision:	App.(A)





**archer**  
architects  
Copyright Archer Architects. All dimensions to be verified on site.



For Information

By Approved  
Office 7, Gateway 1000  
Arlington Business Park  
Arlington Business Park  
Stourage  
Henfordshire  
SG1 2ZF  
E 01438 746600  
www.archer-uk.com

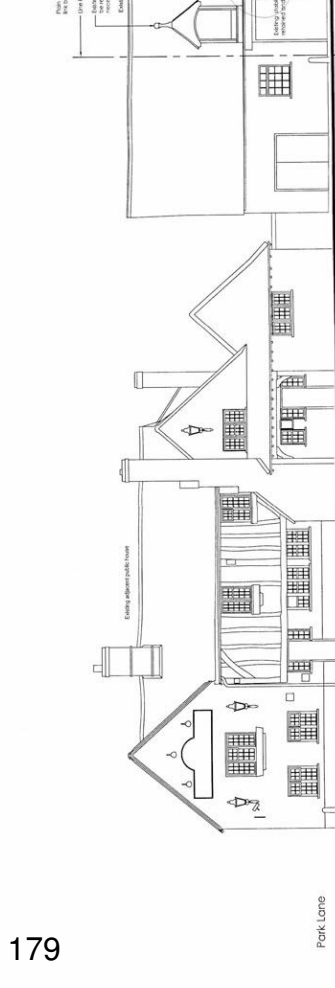
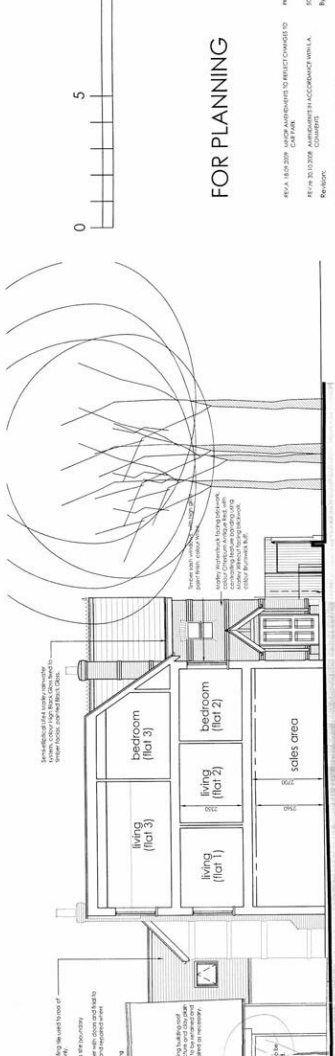
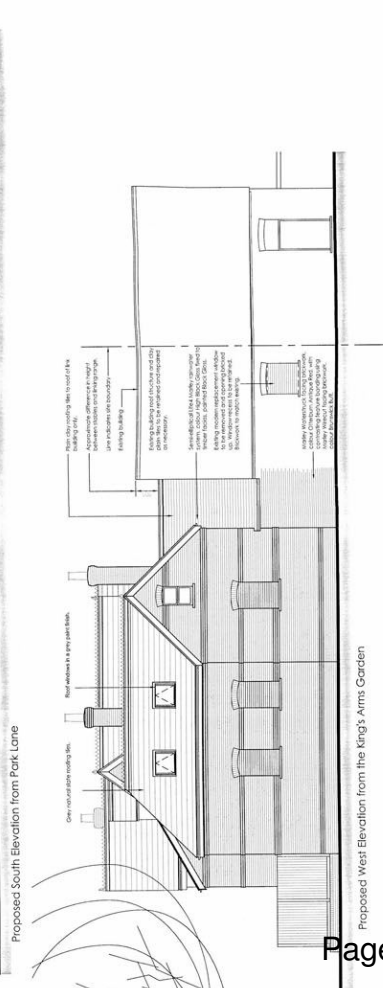
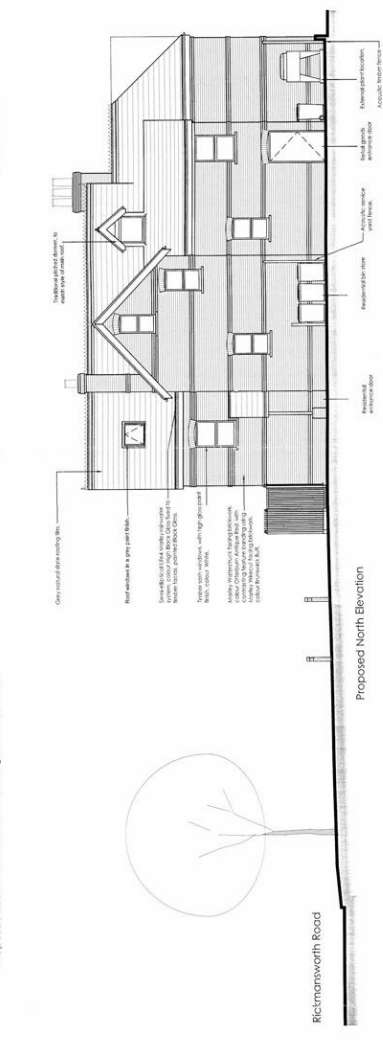
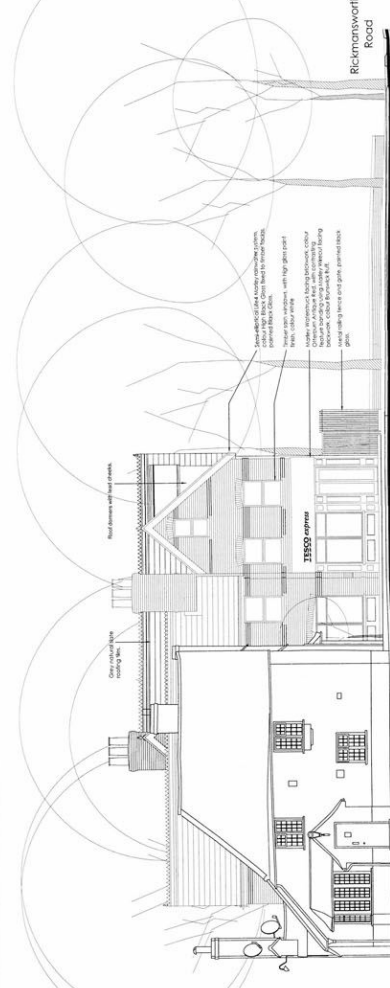
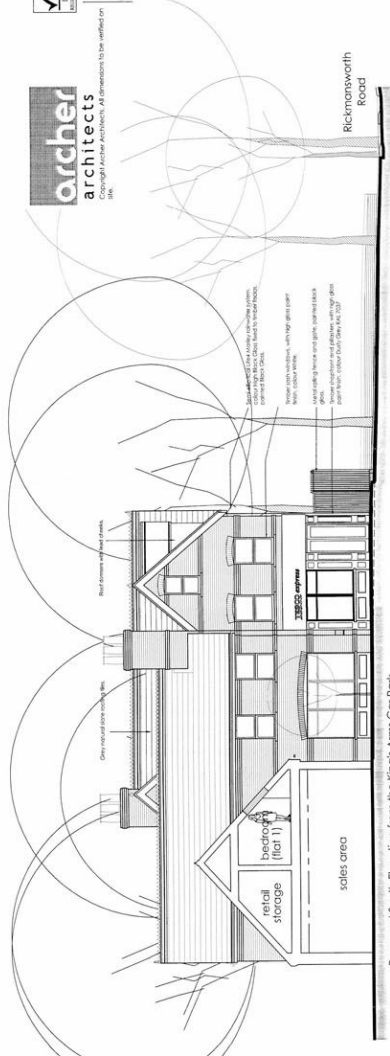


Client: **TESCO EXPRESS**  
Project: **RICKMANSWORTH ROAD  
HAREFIELD**  
Drawing Title: **EXISTING ELEVATIONS**  
Scale: 1:1000A1  
Date: 22.02.2008  
Drawn: JG  
Checked: JG  
Project No: 3308  
Drawing No: (P)200  
Revisions:





**archer architects**  
 Copyright and/or Patents. All dimensions to be verified on site.



FOR PLANNING

Client: **TESCO EXPRESS**  
 Project: **RICKMANSWORTH ROAD HAREFIELD**  
 Drawing Title: **PROPOSED ELEVATIONS**

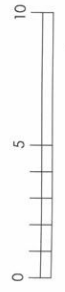
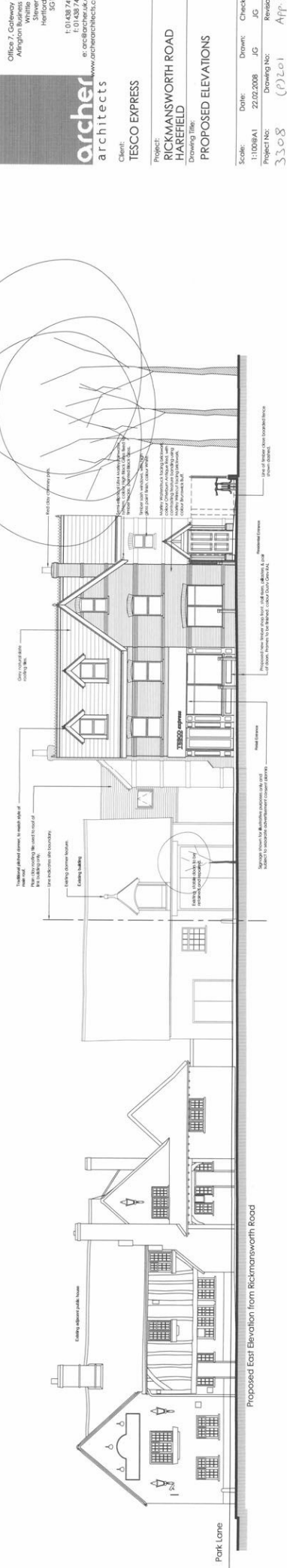
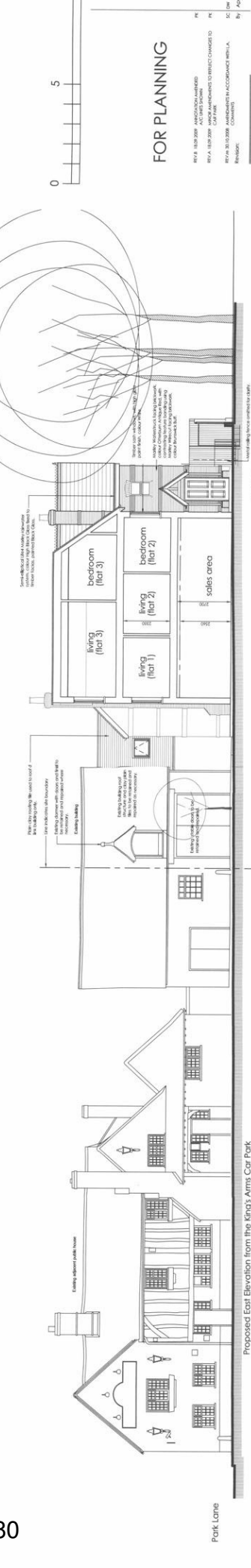
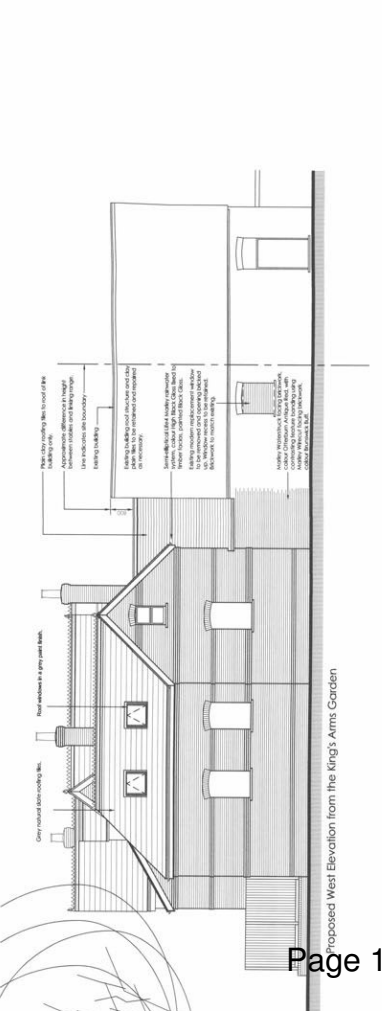
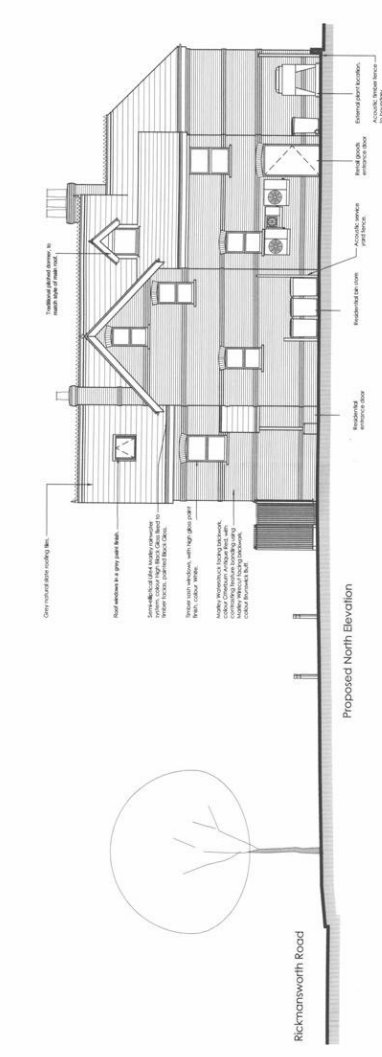
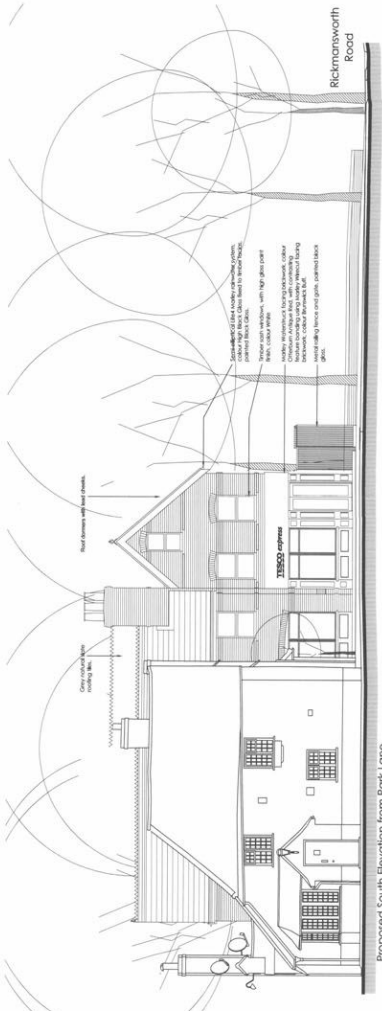
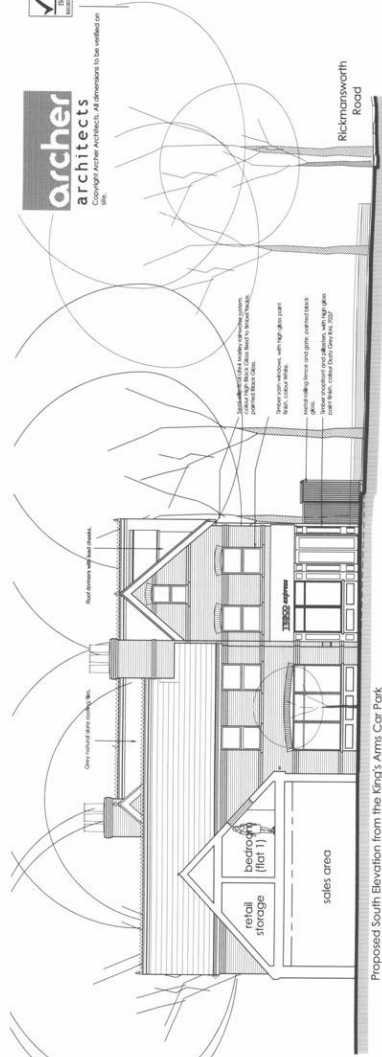
Scale: 1:1000  
 Date: 22.02.2008  
 Drawn: JG  
 Checked: JG

Project No: 3308  
 Drawing No: (P)201  
 Revision: App.(A)

Office: Gateway 100  
 Anglemore Way  
 Borehamwood  
 Hertfordshire  
 SG9 7PP  
 T: 01438 746400  
 F: 01438 745391  
 e: enquire@archer.co.uk  
 www.archerarchitects.co.uk



**archer architects**  
Copyright Archer Architects. All dimensions to be verified on site.



FOR PLANNING

REV A 18.03.2008 ARCHITECTS MARKED  
REV B 18.03.2008 ARCHITECTS MARKED TO REFLECT CHANGES TO  
REV C 18.03.2008 ARCHITECTS MARKED TO REFLECT CHANGES TO  
REV D 18.03.2008 ARCHITECTS MARKED TO REFLECT CHANGES TO  
By Approved

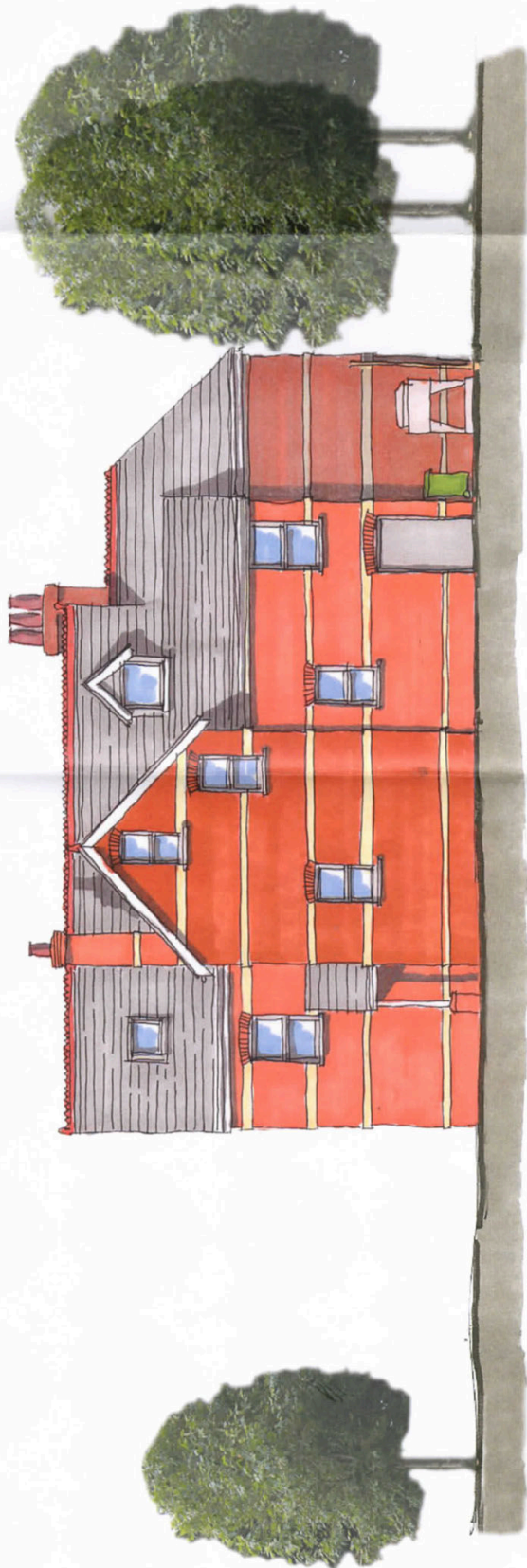


Office 7, Gateway 1000  
Arlingford Business Park  
Whiteley Way  
Stoverage  
Hertfordshire  
SG1 2PP  
T: 01438 747690  
F: 01438 747691  
e: archer@archer.ac.uk  
www.archerarchitects.co.uk

Client:  
**TESCO EXPRESS**

Project:  
**RICKMANSWORTH ROAD  
HAREFIELD**  
Drawing Title:  
**PROPOSED ELEVATIONS**

Scale:	Date:	Drawn:	Checked:
1:1000(A1)	22.02.2008	JG	JG
Project No:	Drawing No:	Revision:	
3308	(P)201		App (S)



**NORTH ELEVATION**





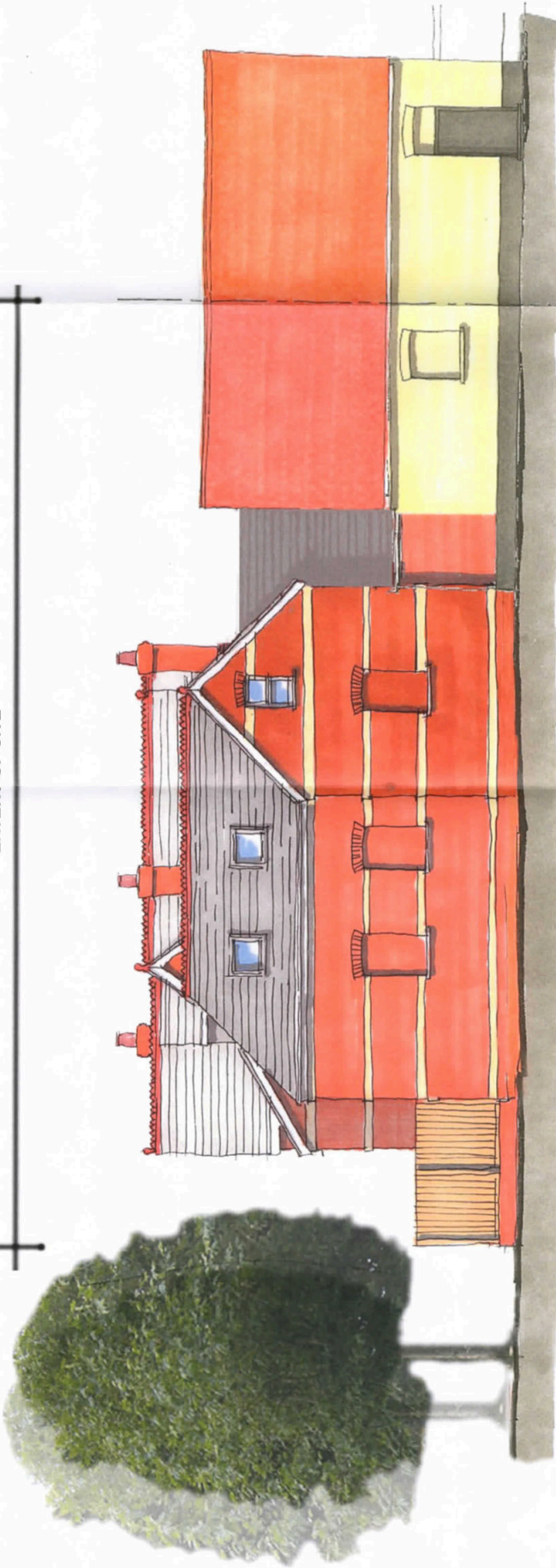
**SOUTH ELEVATION**



EAST ELEVATION



EXTENT OF SITE



WEST ELEVATION



TREE SURVEY SCHEDULE:

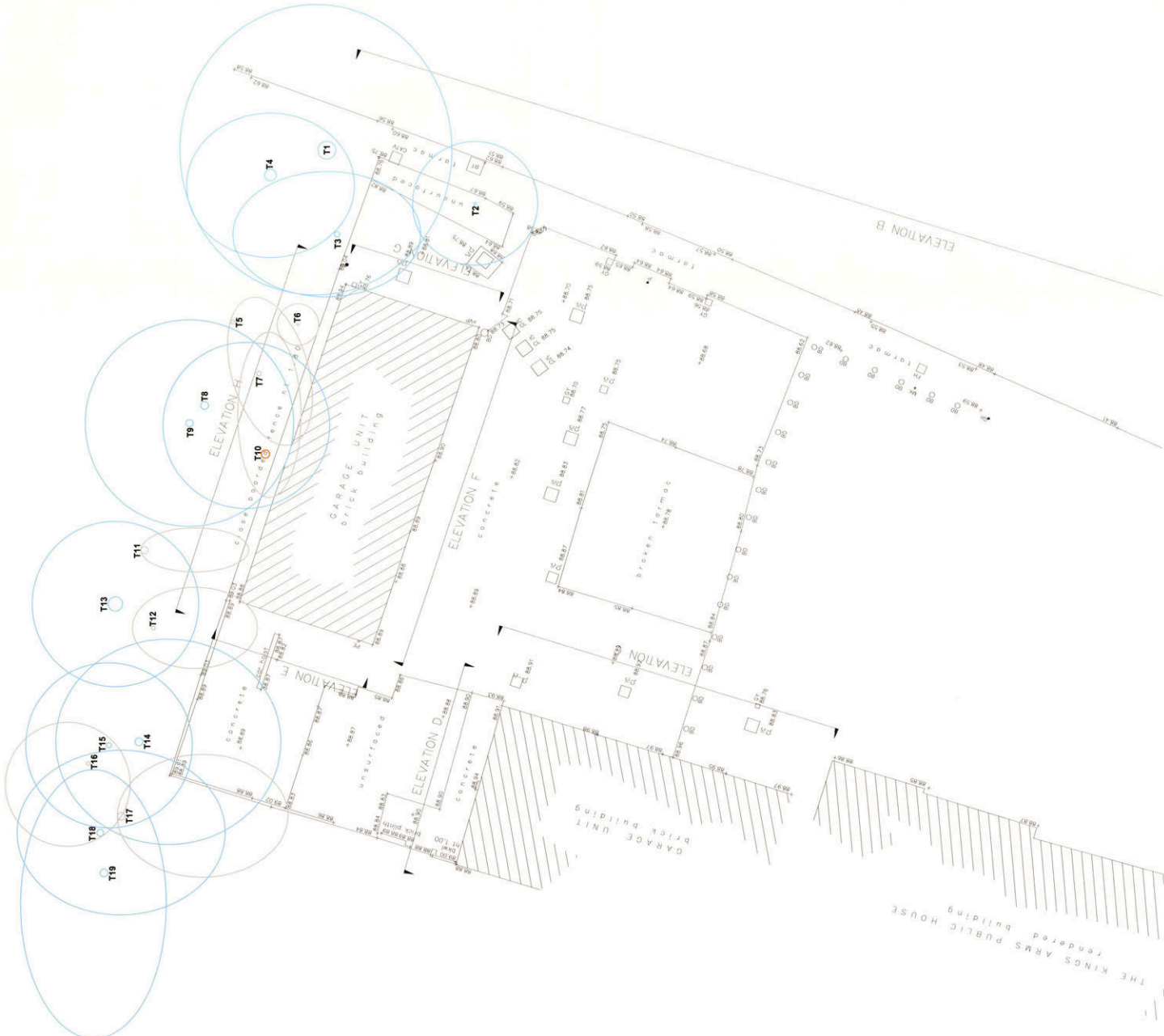
Tree No. / Location	Species	Height (m)	DBH (cm)	Health	Notes	Category	Comments
1	...	...	...	...	...	...	...
2	...	...	...	...	...	...	...
3	...	...	...	...	...	...	...
4	...	...	...	...	...	...	...
5	...	...	...	...	...	...	...
6	...	...	...	...	...	...	...
7	...	...	...	...	...	...	...
8	...	...	...	...	...	...	...
9	...	...	...	...	...	...	...
10	...	...	...	...	...	...	...
11	...	...	...	...	...	...	...
12	...	...	...	...	...	...	...
13	...	...	...	...	...	...	...
14	...	...	...	...	...	...	...
15	...	...	...	...	...	...	...
16	...	...	...	...	...	...	...
17	...	...	...	...	...	...	...
18	...	...	...	...	...	...	...
19	...	...	...	...	...	...	...
20	...	...	...	...	...	...	...
21	...	...	...	...	...	...	...
22	...	...	...	...	...	...	...
23	...	...	...	...	...	...	...
24	...	...	...	...	...	...	...
25	...	...	...	...	...	...	...
26	...	...	...	...	...	...	...
27	...	...	...	...	...	...	...
28	...	...	...	...	...	...	...
29	...	...	...	...	...	...	...
30	...	...	...	...	...	...	...
31	...	...	...	...	...	...	...
32	...	...	...	...	...	...	...
33	...	...	...	...	...	...	...
34	...	...	...	...	...	...	...
35	...	...	...	...	...	...	...
36	...	...	...	...	...	...	...
37	...	...	...	...	...	...	...
38	...	...	...	...	...	...	...
39	...	...	...	...	...	...	...
40	...	...	...	...	...	...	...
41	...	...	...	...	...	...	...
42	...	...	...	...	...	...	...
43	...	...	...	...	...	...	...
44	...	...	...	...	...	...	...
45	...	...	...	...	...	...	...
46	...	...	...	...	...	...	...
47	...	...	...	...	...	...	...
48	...	...	...	...	...	...	...
49	...	...	...	...	...	...	...
50	...	...	...	...	...	...	...
51	...	...	...	...	...	...	...
52	...	...	...	...	...	...	...
53	...	...	...	...	...	...	...
54	...	...	...	...	...	...	...
55	...	...	...	...	...	...	...
56	...	...	...	...	...	...	...
57	...	...	...	...	...	...	...
58	...	...	...	...	...	...	...
59	...	...	...	...	...	...	...
60	...	...	...	...	...	...	...
61	...	...	...	...	...	...	...
62	...	...	...	...	...	...	...
63	...	...	...	...	...	...	...
64	...	...	...	...	...	...	...
65	...	...	...	...	...	...	...
66	...	...	...	...	...	...	...
67	...	...	...	...	...	...	...
68	...	...	...	...	...	...	...
69	...	...	...	...	...	...	...
70	...	...	...	...	...	...	...
71	...	...	...	...	...	...	...
72	...	...	...	...	...	...	...
73	...	...	...	...	...	...	...
74	...	...	...	...	...	...	...
75	...	...	...	...	...	...	...
76	...	...	...	...	...	...	...
77	...	...	...	...	...	...	...
78	...	...	...	...	...	...	...
79	...	...	...	...	...	...	...
80	...	...	...	...	...	...	...
81	...	...	...	...	...	...	...
82	...	...	...	...	...	...	...
83	...	...	...	...	...	...	...
84	...	...	...	...	...	...	...
85	...	...	...	...	...	...	...
86	...	...	...	...	...	...	...
87	...	...	...	...	...	...	...
88	...	...	...	...	...	...	...
89	...	...	...	...	...	...	...
90	...	...	...	...	...	...	...
91	...	...	...	...	...	...	...
92	...	...	...	...	...	...	...
93	...	...	...	...	...	...	...
94	...	...	...	...	...	...	...
95	...	...	...	...	...	...	...
96	...	...	...	...	...	...	...
97	...	...	...	...	...	...	...
98	...	...	...	...	...	...	...
99	...	...	...	...	...	...	...
100	...	...	...	...	...	...	...

LEGEND:

- EXISTING CATEGORY 'A' TREES:** Those of moderate quality and value; trees in such a condition as to make significant contribution in minimum of 20 years (as suggested).
- EXISTING CATEGORY 'B' TREES:** Those of low quality and value; currently in adequate condition to make good use of their remaining life expectancy (10 years).
- EXISTING CATEGORY 'C' TREES:** Those in such a condition that any existing value would be lost within 10 years and which would, in the context, be removed for reasons of normal arboricultural management.

NOTES:

- This survey carried out on behalf of Tesco Stores Ltd for the proposed development.
- This survey was carried out on behalf of June 2008 by M. A. Robertson Ground Control Arboricultural Management.
- This survey is based on CGL Surveys Topographical Survey & Building Survey drawing 4417291.
- This survey has been carried out in accordance with BS5312:2005 parts 4,2,4.5. Please refer to these sections for further details.
- Trees circled as shown on this plan are in accordance with the current survey details within the time schedule. Please refer to GC Tree Survey Schedule for details.
- Location of trees 4, 5, 6, 8, 9, 10, 11, 16, 19 is based on a visual inspection only. Detailed laser survey required if exact tree position to be confirmed.



**LANDSCAPE DESIGN, CONSTRUCTION & MAINTENANCE**  
 GROUND CONTROL  
 400000 CENTRAL EXETER ROAD  
 THE STONES, LONDON ROAD  
 WIMBORNE, DORSET BH20 4JG  
 Tel: 01207 630497 Fax: 01207 630496

**TESCO STORES LTD.**  
 RICKMANSWORTH ROAD  
 HAREFIELD

**TREE SURVEY**  
 Date: **JUNE 2008**  
 Drawn by: **RA**  
 Scale: **MN 1:100@A1**  
 Drawing No: **GC.21575.001**

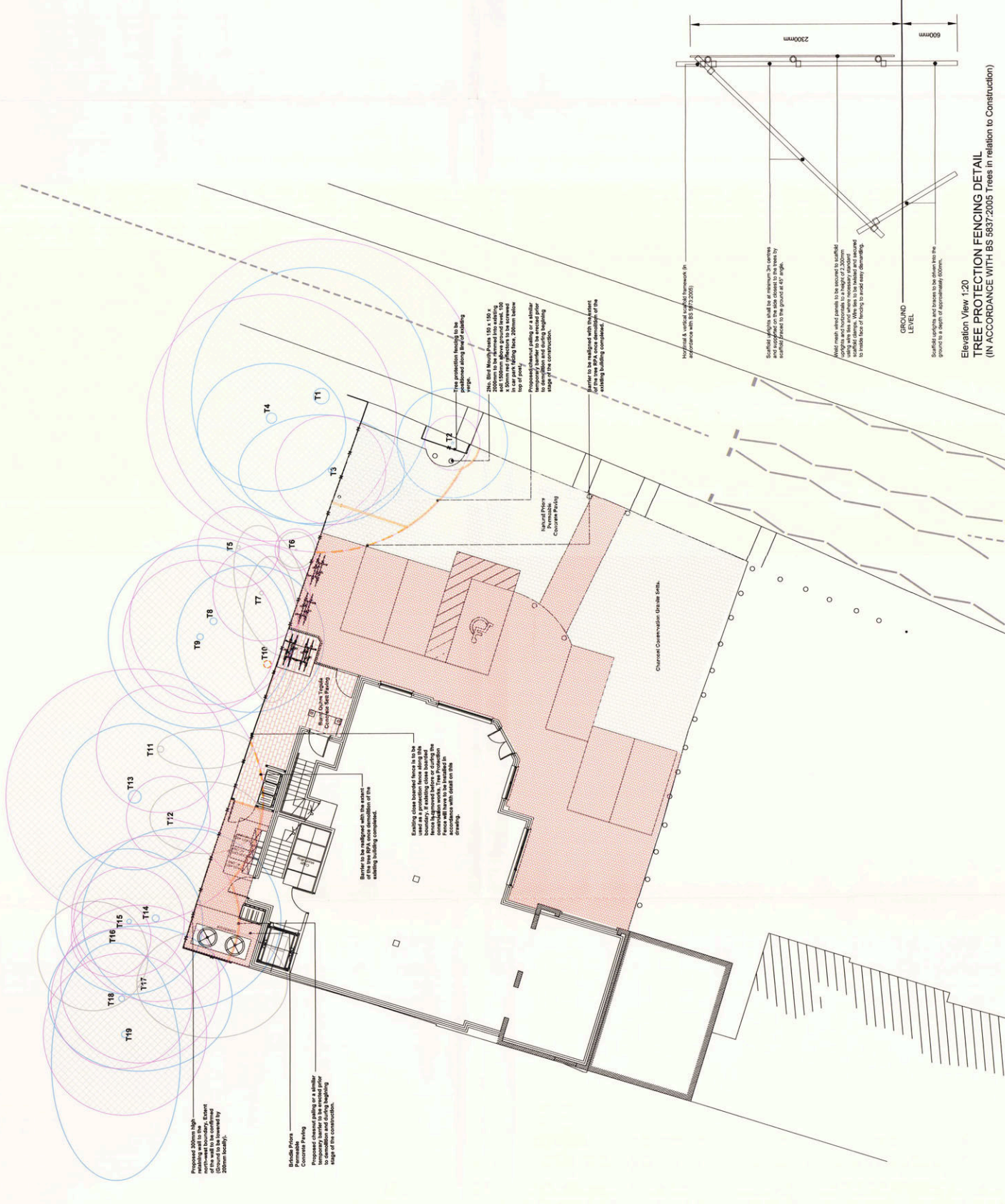


LEGEND:



NOTES

- 1.0 DRAWING INFORMATION
  - 1.1 Drawing based on Ancrer Architects Proposed Car Park 08/12/2007 drawing.
  - 1.2 Please refer to construction with Ground Control Drawing GCL15/0001
  - 1.3 Tree Survey
- 2.0 TREE PROTECTION FENCING
  - 2.1 All trees requiring protection (as highlighted) to be protected for the duration of the construction project. The construction programme for the duration of the works is contained in accordance with Notes. Schedule BS 5837:2005 notes that trees in excess of 75mm diameter should be protected from the start of the works.
- 3.0 MANUAL EXCAVATION
  - 3.1 Where trees protrude from the surface of any excavation, whether for proposed foundations, new services, planting or underground services shall be protected. A pack of face, which will be obtained from roots with a compressed air pack, to be placed over the tree to prevent soil falling onto the tree. This is to be done at the start of any excavation and shall be maintained throughout the duration of the excavation. Necessary to be installed when an excavation may be required to prevent soil collapse. Excavation may be undertaken by a machine provided it works from outside the excavation area.
- 4.0 AGRICULTURAL SUPERVISION
  - 4.1 There shall be a dedicated supervisor of construction works that have to be undertaken within root protection areas. These include:
    - 4.1.1 Location of protective fencing.
    - 4.1.2 The installation of existing tree services.
    - 4.1.3 The installation of proposed tree services.
    - 4.1.4 All other excavations, whether for proposed foundations, or underground services.
- 5.0 GENERAL SITE OPERATIONS
  - 5.1 Material which will contaminate the soil, e.g., concrete slabs, shall not be used within the RPA.
  - 5.2 Flare should not be in a position where their flames can extend to within 10m of any trees.
  - 5.3 Hoist towers, telegraph cables or other services should not be attached to any part of the tree.



LANDSCAPE DESIGN, CONSTRUCTION & MAINTENANCE  
GROUND CONTROL LTD.  
The Station, London Road  
Woking, Surrey GU24 0AH  
Tel: 01753 859877 Fax: 01753 837048

Rev. Changes Date Drawn By

D 08.10.08 CK MN  
C Amendments to suit with new site layout 07.09.08 RA MN  
B Amendments to suit with new site layout 07.09.08 RA MN  
A New site layout 17.12.07 RA MN

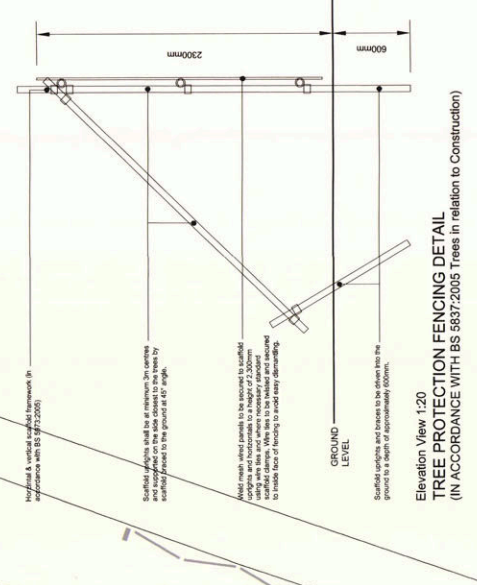
TESCO STORES LTD.  
RICKMANSWORTH ROAD  
HAREFIELD

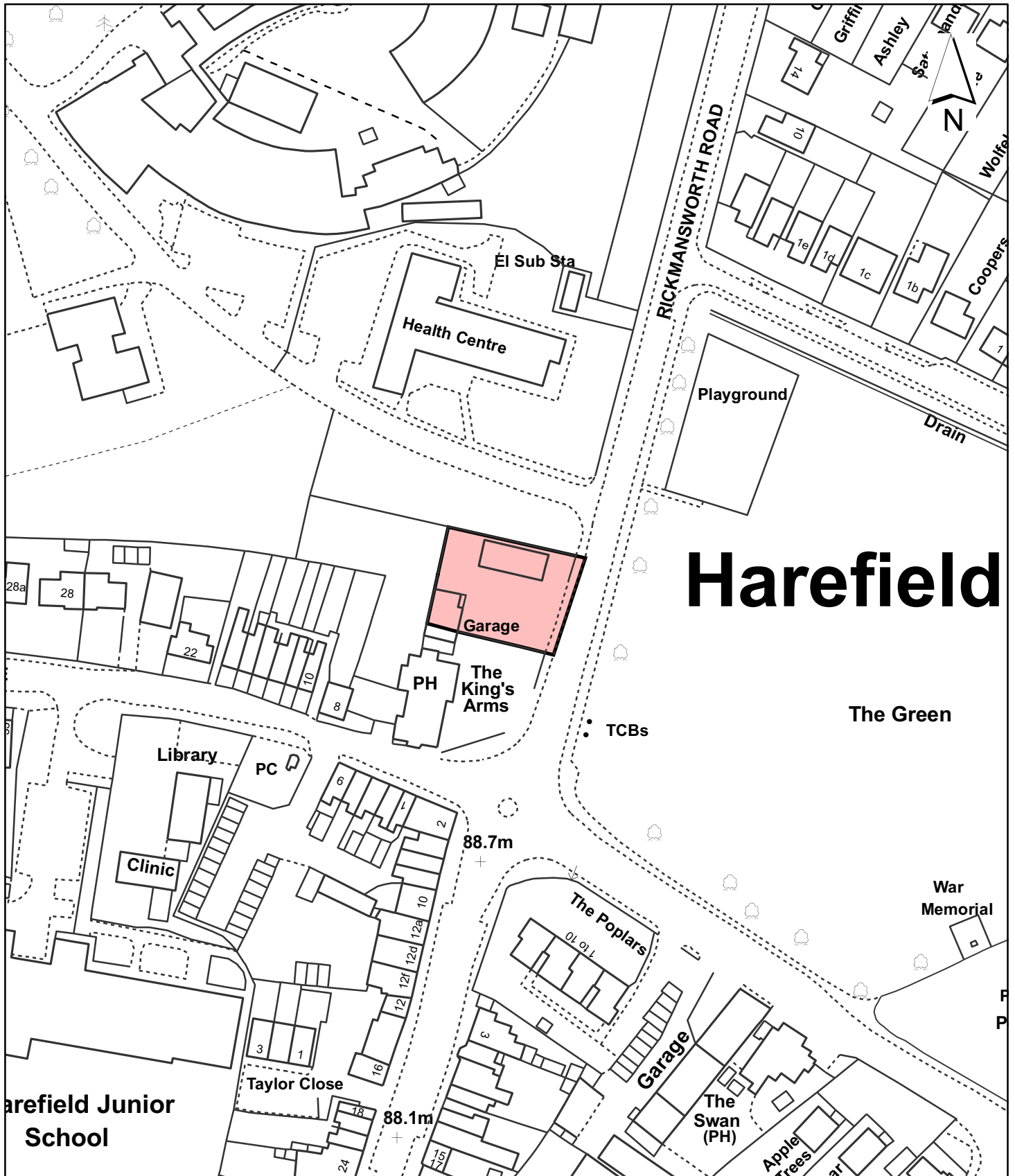
TREE CONSTRAINTS & PROTECTION PLAN

JUNE 2008 RA MN 1:10@A1

GC:21575.002 D PLANNING

1:500 (Drawing to be checked on site)






# Harefield

The Green

### Notes

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.

© Crown Copyright. All rights reserved. London Borough of Hillingdon 100019283 2009

Site Address

**Former Kings Arms Garage  
Rickmansworth Garage  
Harefield**

**LONDON BOROUGH  
OF HILLINGDON  
Planning &  
Community Services**

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

Planning Application Ref:

**3877/APP/2009/2442**

Scale

**1:1,250**

Planning Committee

**North** Page 188

Date

**May 2010**



**HILLINGDON**  
LONDON

## **Report of the Head of Planning & Enforcement**

**Address** 39 AND 41 RUSHDENE ROAD EASTCOTE

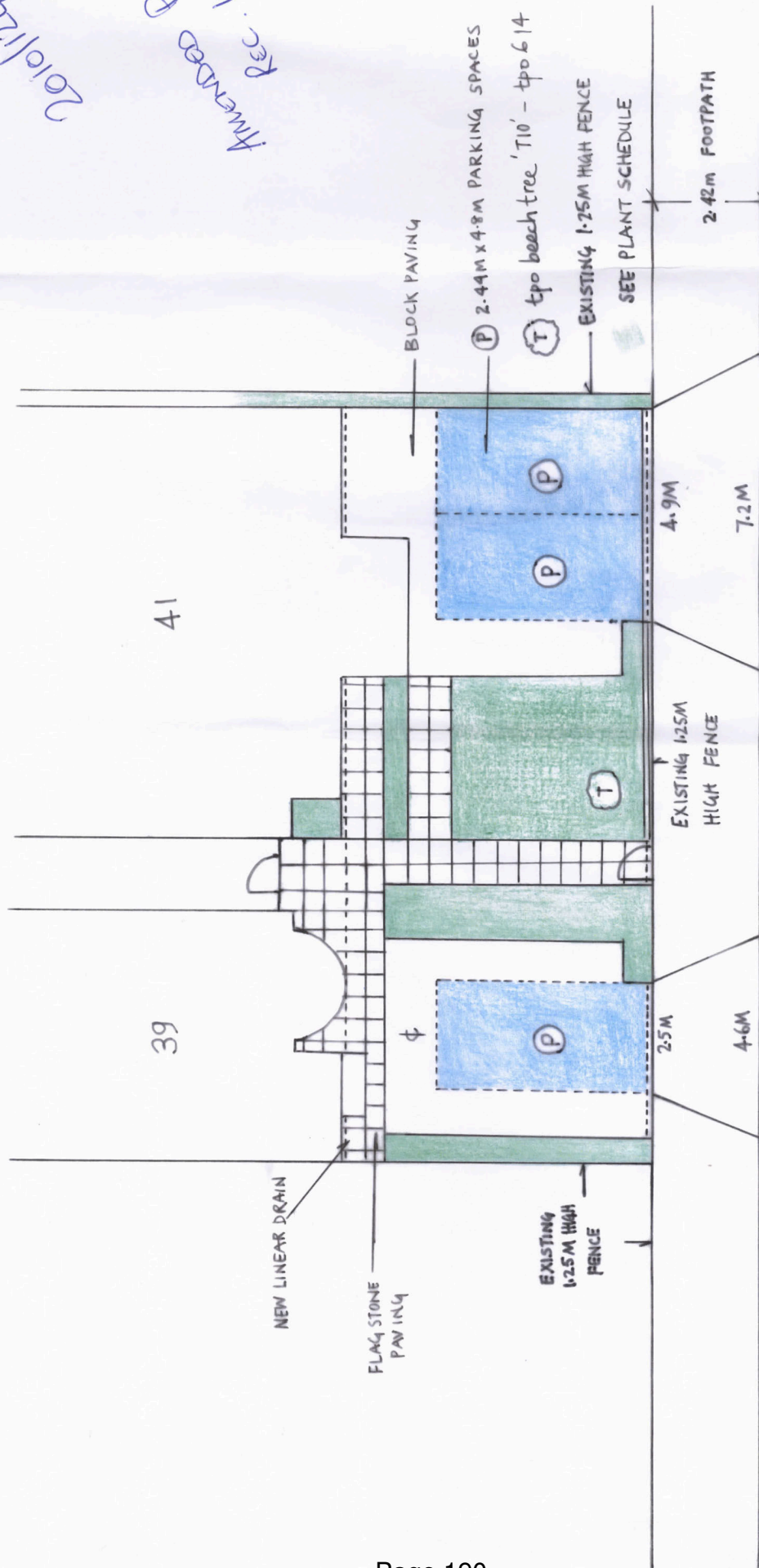
**Development:** Revised layout plan for the site frontage involving a replacement crossover to access the off-street parking area and landscaping (amendment to application 51162/APP/2009/466)

**LBH Ref Nos:** 51162/APP/2010/124

**Date Plans Received:** 25/01/2010                      **Date(s) of Amendment(s):** 25/01/2010  
**Date Application Valid:** 17/02/2010                      10/05/2010



20/10/24  
 Amended Plans  
 Rec. 10/5/10



REF: 51162/APP/2010/124

MAY 2010

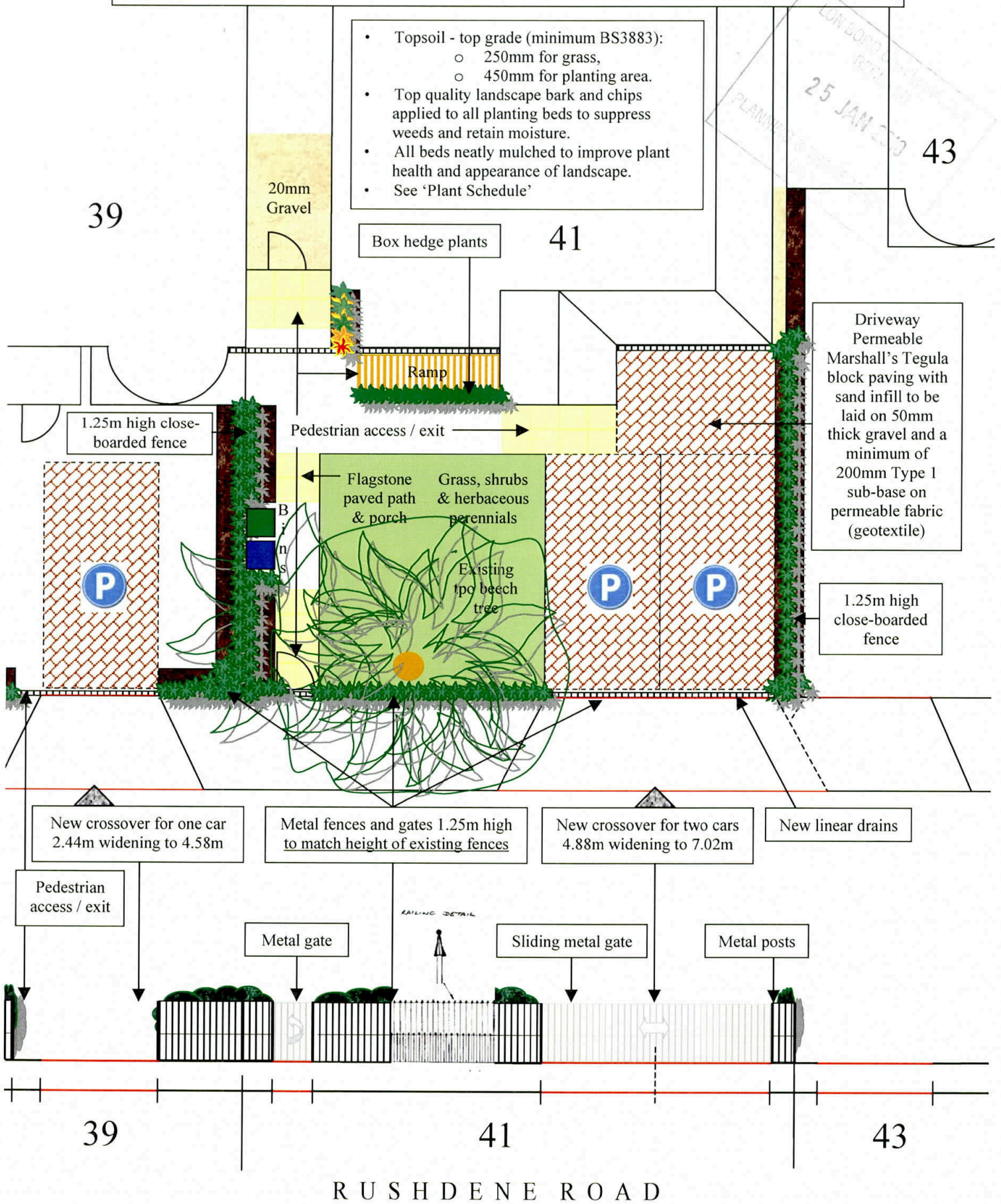
TSA/4IRR/PRK/CO1

BLOCK PLAN

SCALE 1:100

R U S H D E N E R O A D

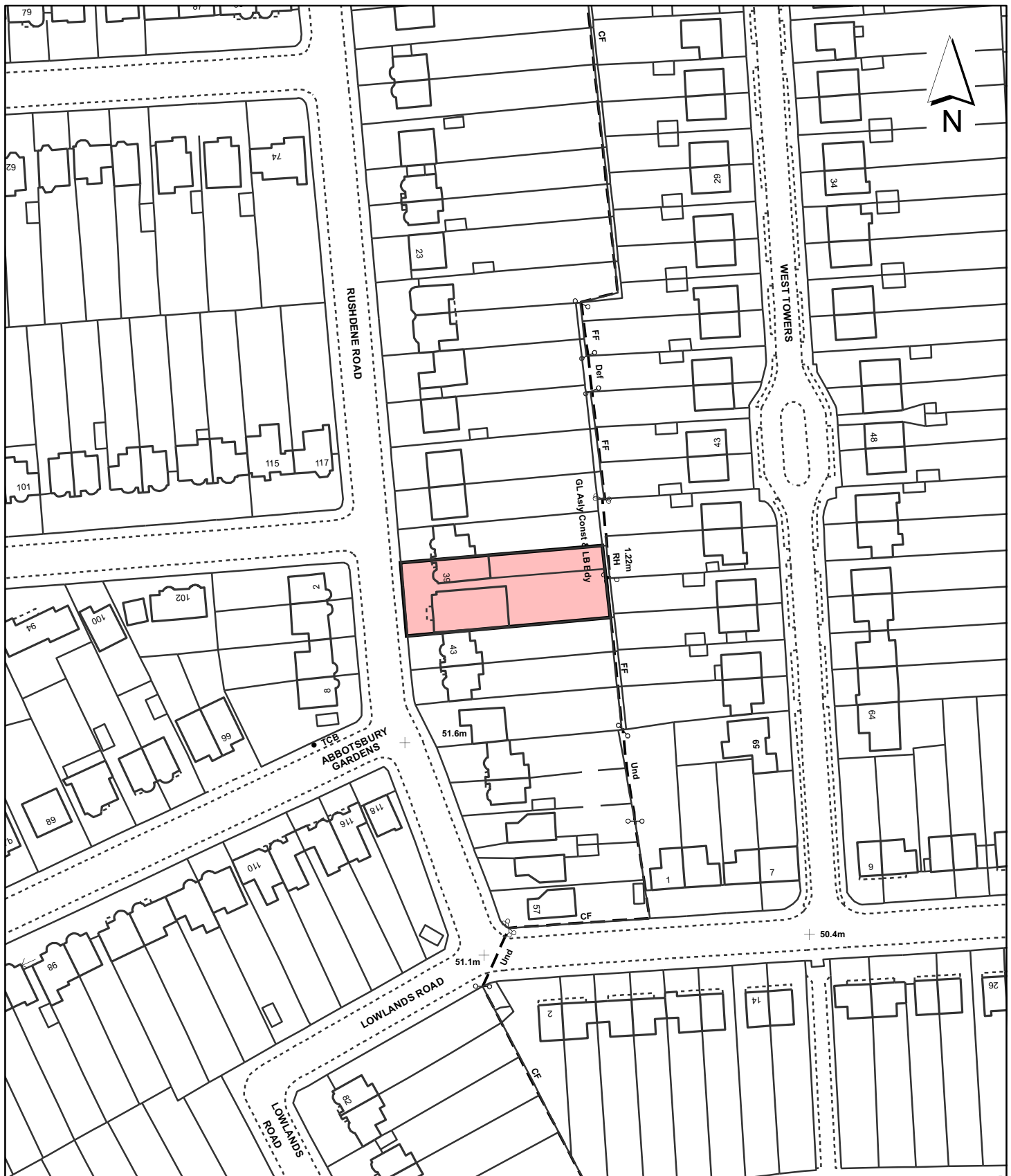
PLANNING APPLICATION FOR VEHICLE CROSSOVERS, OFF-STREET CAR PARKING SPACES AND ENCLOSURE FENCES AND GATES 39-41 RUSHDENE ROAD, PINNER, HA5 1SW




- Topsoil - top grade (minimum BS3883):
  - 250mm for grass,
  - 450mm for planting area.
- Top quality landscape bark and chips applied to all planting beds to suppress weeds and retain moisture.
- All beds neatly mulched to improve plant health and appearance of landscape.
- See 'Plant Schedule'

PLANNING APPLICATION  
25 JAN 2010  
43





**Notes**

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.

© Crown Copyright. All rights reserved. London Borough of Hillingdon 100019283 2009

Site Address	
<b>39 - 41 Rushdene Road Eastcote</b>	
Planning Application Ref:	Scale
<b>51162/APP/2010/124</b>	<b>1:1,250</b>
Planning Committee	Date
<b>North</b> Page 192	<b>May 2010</b>

**LONDON BOROUGH  
OF HILLINGDON**

**Planning &  
Community Services**

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



HILLINGDON

LONDON