

Report of the Head of Planning, Sport and Green Spaces

Address FORMER NATIONAL AIR TRAFFIC SERVICES HEADQUARTERS SITE
PORTERS WAY WEST DRAYTON

Development: Reserved matters (appearance and landscaping) in compliance with condition 2 and 3 for Phase 4, second application (23 residential units) of planning permission ref: 5107/APP/2009/2348 dated 01/10/2010, for the proposed mixed use redevelopment of the Former NATS Site.

LBH Ref Nos: 5107/APP/2014/2454

Drawing Nos: MCA1113-02 Landscape Detail:
Existing Signage and Lighting
3406-PL01 Location Plan
3406-PL11 House Type 2
3406-PL12 House Type A
Design & Access Statement
3406-PL20 Boundary Treatment
Lighting Detail - Polar & Vector Product Sheet
Lighting Detail - Milano Product Sheet
Landscape Management Plan
Landscape Specification
3406-PL14 Rev A House Type 3
3406-PL05 Rev B Site Plan
3406-PL13 Rev A House Type 1
3406-PL10 Rev A House Type 7
3406-PL15 Rev A House Type 5
3406-PL16 Rev A Street Scene Elevation:

Date Plans Received:	11/07/2014	Date(s) of Amendment(s):	11/07/2014
Date Application Valid:	12/08/2014		22/09/2014
			07/11/2014
			30/07/2014

1. SUMMARY

Outline Planning Permission for the comprehensive, mixed-use re-development of the former NATS site was granted 1 October 2010 (LBH Ref: No. 5107/APP/2009/2348). The outline application was for consideration of 'Means of Access', 'Layout' and 'Scale'. Matters which were reserved were 'Appearance' and 'Landscaping'.

Condition 2 of this consent relates to the approval of Appearance and Landscaping 'Reserved Matters'.

Condition 3 requires the approval of the details of the landscaping and appearance of individual phases of the development. Condition 3 also describes the extent of the information required.

This application relates to Phase 4, second application, of the wider development. It is located in the north-western corner of the Drayton Garden Village development. The northern boundary of this particular section of the development directly abuts the railway

line with other phases to the east and south. Properties in Holly Gardens are located west of the site.

The proposal is for 23 residential houses, 37 parking spaces and the detailed landscaping of the application site. The scheme comprises:

- 5 two-bed four person houses
- 12 three-bed five person houses
- 1 three-bed five person wheelchair accessible house
- 2 three-bed six person houses
- 1 four-bed seven person house
- 2 five-bed eight person houses

The houses are 2 storeys, although a number of dwellings would have accommodation within the roof space. Each dwelling would have private amenity space at the rear.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM4 Accordance with Approved Plans

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

3406-PL01 Location Plan
3406-PL05 Rev B Site Plan
3406-PL13 Rev A House Type 1
3406-PL11 House Type 2
3406-PL14 Rev A House Type 3
3406-PL15 Rev A House Type 5
3406-PL10 Rev A House Type 7
3406-PL12 House Type A
3406-PL16 Rev A Street Scene Elevations
3406-PL20 Boundary Treatment
MCA1113-02 Landscape Details

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the London Plan (July 2011).

2 COM5 General compliance with supporting documentation

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

Landscape Management Plan
Landscape Specification

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

REASON

To ensure that the development complies with the objectives of Policies BE13 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

3 NONSC Front boundary treatment

Notwithstanding the plans and details hereby approved, 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 to the front of the residential dwellings within this scheme.

The front boundary treatment shall include metal railings, and be a minimum 1m in height.

The boundary treatment shall be completed before the buildings are occupied. 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 Local Plan: Part Two - Saved UDP Policies (November 2012) and to ensure the security of future occupiers, and in pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (July 2011) Policies 7.1 and 7.3.

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
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
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -

	(i) Dial-a-ride and mobility bus services
	(ii) Shopmobility schemes
	(iii) Convenient parking spaces
	(iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE21	Siting, bulk and proximity of new buildings/extensions.
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
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.8	(2011) Outer London: Transport
LPP 3.1	(2011) Ensuring equal life chances for all
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.6	(2011) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2011) Large residential developments
LPP 3.8	(2011) Housing Choice
LPP 3.9	(2011) Mixed and Balanced Communities
LPP 3.11	(2011) Affordable housing targets
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.10	(2011) Urban Greening
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 6.1	(2011) Strategic Approach
LPP 6.7	(2011) Better Streets and Surface Transport
LPP 6.10	(2011) Walking
LPP 6.13	(2011) Parking
LPP 7.1	(2011) Building London's neighbourhoods and communities

LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes

3 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

3. CONSIDERATIONS

3.1 Site and Locality

The wider application site was previously occupied by the National Air Traffic Services (NATS) as the main air traffic control centre for the southern England and London airports. Since 2008, the NATS operation has relocated to the new London Area Control Centre at Swanwick, near Fareham in Hampshire. The application site, measuring some 12.6ha, is now a major construction site that also includes an increasing number of completed and newly occupied homes together with an increasingly extensive and well landscaped public realm.

This Reserved Matters application relates to Phase 4, second application, of the wider development. It is located in the north-western corner of the Drayton Garden Village development. The northern boundary of this particular section of the development directly abuts the railway line with other phases to the east and south. Properties in Holly Gardens are located west of the site.

The site is located within a PTAL level of 1b.

3.2 Proposed Scheme

Outline Planning Permission for the comprehensive, mixed-use re-development of the former NATS site was granted 1 October 2010 (LBH Ref: No. 5107/APP/2009/2348).

The Committee has already approved a number of reserved matters applications for sites within phases 1 and 2. This application seeks approval for the Appearance and Landscaping of Phase 4, second application, and comprises 23 residential units, 37 parking spaces and the detailed landscaping of the application site.

Proposed Housing

The proposal would provide 23 residential houses and would comprise of:

- 5 two-bed four person houses
- 12 three-bed five person houses
- 1 three-bed five person wheelchair accessible house
- 2 three-bed six person houses
- 1 four-bed seven person house
- 2 five-bed eight person houses

The houses are 2 storeys, although a number of dwellings would have accommodation within the roof space.

Materials

- i) Facing Brick, brick string course and brick soldier details: Weinerberger Brookhurst Yellow stock facing brick
- ii) Through coloured render: to match Portland Stone
- iii) Roof: Marley Duo Grey roof tiles with lead dormers
- iv) Rooflights: Black frames
- v) Entrance porticos White painted timber
- vi) Window and door frames: White UPVC sash windows
- vii) Front doors: Black
- viii) Railings: Black
- ix) Sub-cills, cappings and parapet copings: Reconstituted stone, colour to match Portland Stone

Amenity Space

Each dwelling would have a private garden which is accessible from the rear. A small play zone would be provided in front of Units 18 and 19. This part of Phase 4 is located 100m east of Autumn Green, one of two primary open spaces on the wider NATS site, which provides a children's play area.

Car Parking Provision

This portion of Phase 4 includes the provision of 37 parking spaces, some of which would be located within two rear parking areas. Cycle storage would be provided in the rear gardens of each dwelling.

Accessible Housing

All of the residential units would be constructed to Lifetime Homes standards. The original masterplan required a total of 10% wheelchair accessible units to be provided throughout

the whole of the NATS site, which equates to 78 wheelchair accessible units. One wheelchair accessible unit would be provided within this part of the site, whilst the remaining wheelchair accessible units would be provided within other phases. The scheme for this part of Phase 4 would provide 5 disabled parking spaces.

Site Access

All vehicular and pedestrian access points to the site would be via the permanent on-site roads and pavements linking Porters Way to the separate areas of the development.

Landscaping

A comprehensive schedule of hard landscaping materials has been provided together with detailed supporting information in respect of the soft landscape planting. These are of an acceptable quality and range.

3.3 Relevant Planning History

5107/APP/2009/2348 Former National Air Traffic Services (Nats) Headquarters Porters Wa

Proposed mixed-use redevelopment comprising: 773 dwellings comprising 12no. studios, 152 no. 1-bedroom flats, 316no. 2-bedroom flats, 21no. 2-bedroom houses, 23no. 3-bedroom flats, 181no. 3-bedroom houses, 59no. 4-bedroom houses and 9no. 5-bedroom houses; Class D1 Primary Healthcare facility including room for joint community use (up to 1085sqm gea); Class C2 Nursing Home (up to 3630sqm gea); Classes A1-A3 Shop units to complement Mulberry Parade (up to 185sqm gea, depending on size of Primary Healthcare facility); Class B1 Business units including site management office (up to 185sqm gea); Energy Centre (up to 220sqm gea) with combined heat and power unit; foul water pumping station; associated access roads from Porters Way (and excluding all access including pedestrian and bicycle access from Rutters Close); 1085 car parking spaces; cycle parking; public open space areas; cycleways and footpaths; and landscaping works (Outline Application)

Decision: 01-10-2010 Approved

Comment on Relevant Planning History

The most relevant planning history for the application site is the Outline Planning Permission (LBH Ref: 5107/APP/2009/2348 granted 1 October 2010), reserving matters of Landscaping and Appearance.

Condition 2 of this consent relate to the approval of Appearance and Landscaping 'Reserved Matters' while Condition 3 requires the approval of the details of the landscaping and appearance of individual phases of the development. Condition 3 also prescribes the extent of the information required.

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.BE1 (2012) Built Environment

PT1.EM1 (2012) Climate Change Adaptation and Mitigation

PT1.EM11	(2012) Sustainable Waste Management
PT1.EM6	(2012) Flood Risk Management
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing
PT1.T1	(2012) Accessible Local Destinations

Part 2 Policies:

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
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
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
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- LPP 7.15 (2011) Reducing noise and enhancing soundscapes

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **5th September 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 34 local owners/occupiers. No responses were received.

Heathrow Aerodrome Safeguarding:

I have reviewed the proposed Appearance & Landscaping details in compliance with conditions 2 & 3 for the above application and can confirm that these meet safeguarding criteria. I can therefore recommend that these conditions are discharged from a Heathrow Airport Ltd point of view.

Heathrow Airport Limited:

No objection received.

NATS:

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

Internal Consultees

Access Officer:

I have considered the detail of this planning application and deem there to be no accessibility issues related to this discharge of conditions application.

Conservation Officer:

The move away from the original design concept for the architecture of this phase, i.e. a fairly modern design approach, is to be regretted, as this is considered to be more architecturally interesting than the rather more standard Neo-Georgian design now proposed.

Whilst there are no objections in principle to the current scheme, there are a few minor comments re the detailing of the proposed houses:

House type 1: the main facades have large areas of unrelieved brickwork; this could be addressed by including a window to the first floor family bathroom and also one onto the stair case.

House type 3: the roof plan does not appear to match the elevations (the junction of the roofs to types 3 and 5, where the ridge level does not seem to tally).

House type 5: could a smaller front door canopy be used to avoid crashing into the arch for the WC ground floor window?

House type 7: could a larger window be used on the staircase and again, could a bathroom window be incorporated to the rear elevation?

Re materials, we would need the brick type to be definitely confirmed, I assume that the "or similar" has been included to address the current issues re brick supplies.

Officer comments:

The applicant has provided revised plans which address the above issues.

Environmental Protection Unit:

EPU have no adverse comments re this discharge of conditions application.

Highways:

A total of 1085 car parking spaces for a mixed use development of 773 dwellings were approved at outline. The parking strategy indicates 51 spaces for the commercial uses and 153 visitor spaces for the residential units. Parking allocation is required to be to be 100% for flats, 120% for 2 and 3 bed houses, 200% for 4 and 5 bed houses.

Metropolitan Police:
No objection received.

Trees/Landscape Officer:

These reserved matters refer to the Bellway development in the north-west corner of the site, in accordance with the Outline Approval for Drayton Garden Village Masterplan.

- Bellway's Design & Access Statement confirms (section 4.0) that the boundary treatments will be in accordance with the Design Code, including 1.8 metre high close boarded fencing to private gardens with hedging to front gardens to define the interface between private defensible space and the public realm.
- Section 9.0 describes the landscape objectives for the south-facing site.
- MCA's layout drawing no. MCA 1113/02, Landscape Details, provides planting, schedules and brief specification notes.
- Planting includes the provision of 20No. specimen trees, with cottage garden flowers to the front of the inner courtyard houses and low evergreen hedging and ornamental shrubs to the front of the houses on the external (southern) edge.
- The planting plan is supported by MCA's Landscape Specification and a Landscape Management Plan.
- The only hard landscape detail submitted with this application is Boon Brown's Typical elevation of fencing to individual plots.

RECOMMENDATIONS

The soft landscape package of works is acceptable.

Unless submitted elsewhere, there are no hard landscape (surfacing) details.

Officer comments:

Details of the hard landscaping have been provided on drawing ref: 3406-PL05 Rev B Site Plan.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The development principle was considered as part of the outline application (LBH Ref. 5107/APP/2009/2348) which the Central and South Planning Committee resolved to grant on 25th May 2010 and the decision was issued on the 1st October 2010 following the Mayoral Stage II approval and completion of the S106 legal agreement.

As stated in the outline application committee report, it is noted in the Council's adopted Porters Way planning brief SPD 2005 that the previous use of the site was predominantly a single employment use. However, redevelopment provides a good opportunity to create a mixed, balanced and sustainable community as embodied in the Sustainable Community Strategy 2008-2011, the Unitary Development Plan and the emerging Local Development Framework, along with regional and national government policies.

Given the range of planning policy considerations in the outline application assessment, including the Hillingdon Employment Land Study (2009), Council's UDP Saved Policies, H8,

the Former NATS site, Porters Way, West Drayton SPD (NATS SPD), London Plan Policies as well as the Mayors Stage 1 response, the loss of industrial and business land is considered justified and a mixed use, residential-led redevelopment appropriate and acceptable in accordance with the NATS SPD and UDP Saved Policies LE2 and LE4 which enable consideration of a change of use of industrial/employment uses.

The current reserved matters application, for Landscaping and Appearance as it relates to 23 residential units is sufficiently consistent with the principles and illustrative information of the Outline Planning Permission. Therefore the scheme for Phase 4, second application (23 residential units) is considered acceptable in principle.

7.02 Density of the proposed development

Residential density can be used as an indicator of the overall character and acceptability of a proposal. The density of the whole site was considered as part of the outline application (LBH Ref. No. 5107/APP/2009/2348) which the Central and South Planning Committee resolved to grant 25th May 2010 and the decision was issued on the 1st October 2010 following the Mayoral Stage II and completion of the s106.

As part of the outline application for the whole site, the provision of 773 residential units (2585 habitable rooms) on the 12.59 ha site equates to a density of 61 units per hectare or 205 habitable rooms per hectare.

For the reasons set out in the 25th May 2010 committee report the density remains acceptable and unchanged, and it is considered to comply with the London Plan.

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

The site is not located within a Conservation Area, Area of Special Local Character or Archaeological Priority Area. There are no Listed Buildings on the site.

7.04 Airport safeguarding

BAA and NATS have reviewed the application and raise no objection to the Reserved Matters application from an airport safeguarding perspective.

7.05 Impact on the green belt

The site is not located within or near to the Green Belt.

7.07 Impact on the character & appearance of the area

The requirement to consider the proposal's potential future impact on the character and appearance of the surrounding area is contained in London Plan Policies, Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012). In addition, Policy BE35 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires a high standard of design and providing for an attractive view for sites adjacent to major rail connections into Central London.

In respect of the NATS SPD, the objectives of the site include, among other things, the promotion of a high quality scheme reflective of the area's general character as well as reinforcing local distinctiveness.

This section of Phase 4 would provide 23 residential units in the form of dwellings, together with 37 parking spaces. The Layout and Means of Access to and around the dwellings and parking areas were considered acceptable at the outline state. Therefore, consideration is limited to the Appearance and Landscaping.

As part of the outline planning permission the supporting information included a Design and Access Statement, Design Coding and 3D perspective drawings, and an Environmental Statement which included a Townscape and Visual Analysis. These provided an analysis of the scheme from vantage points around and within the development. Illustrative building elevation drawings were provided as a suggestion of the future detailed design of buildings to show how these areas would be framed by buildings in the future. The Council's Principle Urban Design Officer and the GLA were supportive of the scheme at Outline stage in respect of its appearance and character and no impacts were identified to neighbours or the area in general in this regard. Along with details of buildings, comprehensive information pertaining to hard and soft landscaping for the entire site was considered at the outline stage by a range of consultees including the Council's Trees/Landscape Officer.

The proposed materials for the residential blocks would be as follows:

- i) Facing Brick, brick string course and brick soldier details: Weinerberger Brookhurst Yellow stock facing brick
- ii) Through coloured render: to match Portland Stone
- iii) Roof: Marley Duo Grey roof tiles with lead dormers
- iv) Rooflights: Black frames
- v) Entrance porticos White painted timber
- vi) Window and door frames: White UPVC sash windows
- vii) Front doors: Black
- viii) Railings: Black
- ix) Sub-cills, cappings and parapet copings: Reconstituted stone, colour to match Portland Stone

These materials, along with the proposed hard surfaces for the parking courts, access roads and footpaths are considered to be acceptable.

Overall, the scheme is considered to result in an acceptable character and appearance to this part of West Drayton, thereby complying with Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

This application provides supporting information pertaining to 'Appearance' and 'Landscaping', and in particular, building elevations and sections, as well as plans of the hard and soft landscaping arrangements.

7.08 Impact on neighbours

It should be noted that the consideration of potential impacts upon neighbours formed part of the assessment of the outline application (LBH Ref: 5107/APP/2009/2348) which the Central and South Planning Committee resolved to grant 25th May 2010 and was subsequently approved on 1st October 2010 following the Mayoral Stage II approval and completion of the S106. Matters considered include the following: construction impacts; traffic and car parking; noise and general disturbance; overlooking, outlook and overshadowing.

The reserved matters are consistent with the details and principles considered at the outline stage, and as such, it is not considered that there is a significant change in impacts on neighbours as to warrant refusal of this reserved matters application.

7.09 Living conditions for future occupiers

The outline application considered living conditions for future occupiers. The London Plan

requires all new developments to provide adequate levels of internal floor areas. It is considered that the proposed scheme provides adequate floor space for the units.

Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires residential developments to provide or maintain sufficient external amenity space to protect the amenity of residents. The Council's guidelines state 60sq.m should be provided for two and three bed dwellings while four and five bed dwellings should be provided with 100sq.m of amenity space. Although the majority of the proposed dwellings are provided with external amenity space which either complies with or exceeds the above guidelines, there are a number of two and three bed dwellings with rear gardens slightly below the recommended amount of amenity space. However, it is considered that the amenity space provision would be acceptable given that Autumn Green, one of two primary open spaces on the wider NATS site, is located 100m east of this section of Phase 4.

New residential developments are required to provide adequate levels of light and privacy, and should not result in overdominance through their siting and bulk. The scale, location and height of the proposed dwellings are similar to the scale, location and height approved at the outline stage. The dwellings have been carefully laid out to ensure that privacy is maintained and adequate levels of light are provided to habitable rooms and kitchens.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The Council's Highways Engineer and TFL considered traffic and parking impacts along with means of access for the entire site as part of the original application (ref: 5107/APP/2009/2348). In addition to a transport assessment and travel plan, the outline application provided drawings detailing access, turning (refuse vehicle swept paths) and parking (cars, bicycles, car club, motorcycle allowance, 10% accessible parking provision allowance). Transport was also considered as part of the Environmental Impact Assessment, particularly in chapters 5, Construction and Phasing, (which contains the framework Construction Management Plan) and 9, Transport Accessibility and Movement, of the Environmental Statement. The outline consent imposed appropriately worded conditions of approval in respect of traffic management, parking numbers and allocation.

Matters relating to access and layout were approved as part of the outline consent. The car parking locations, road layout and widths as well as access are consistent with the outline proposal. The proposal would provide 37 parking spaces in total, five of which would be disabled parking spaces. It is considered that the amount of car parking spaces provided would be acceptable for the proposed development.

7.11 Urban design, access and security

Issues of access and security were considered as part of the outline planning application. Secure by Design principles, such as defensible space around the dwellings, visual surveillance and secure parking areas, were a key component of the original masterplan.

It should be noted that appropriately worded conditions relating to CCTV and security measures were imposed on the outline permission and are being dealt with through a concurrent details application.

7.12 Disabled access

The proposed dwellings would comply with the Lifetime Homes standards and one wheelchair accessible unit would be provided, along with five disabled parking spaces. The Council's Access Officer considers the proposal to be acceptable in terms of accessibility.

7.13 Provision of affordable & special needs housing

The proposal seeks permission for reserved matters 'Landscaping' and 'Appearance'. Accordingly considerations relating to affordable or special needs housing are not relevant to the application. Planning obligations are secured by legal agreement.

7.14 Trees, landscaping and Ecology

This application seeks approval of the landscaping which was part of the reserved matters under condition 2 of the original planning permission. Approval of the details of the landscaping and appearance of individual phases of the development were required as part of condition 3, which also prescribed the extent of the information required.

The proposed landscaping proposals are considered to fully comply with the concepts and design objective indicated at outline stage. A landscape buffer comprising of native understory planting and a large number of native trees would be provided at the rear of the site; this would benefit ecology in the area adjacent to the railway line in accordance with the indicative outline details. Landscaping would also be provided in front of the proposed properties and additional trees would be provided within the site.

Overall, the development would provide for an appropriate landscape setting.

7.15 Sustainable waste management

The sustainable waste features of the proposed development were considered as part of the outline application (LBH Ref: 5107/APP/2009/2348). In the course of considering the outline scheme, the Highways and Waste teams confirmed that waste arrangements could be suitably accommodated on the site.

7.16 Renewable energy / Sustainability

The renewable/sustainable features of the development were considered as part of the outline application (LBH Ref. No. 5107/APP/2009/2348) which the Central and South Planning Committee resolved to grant 25th May 2010 and the decision finally issued on 1st October 2010 following the Mayoral Stage II approval and completion of the s106 legal agreement.

The renewable and sustainable measures imposed were considered acceptable by both the Council and the GLA and appropriately worded conditions and s106 undertaking agreed accordingly.

The subject application for reserved matters of this part of Phase 4 is consistent with the principles established at the outline stage, and the permanent energy centre is now approved and is nearing completion on a separate part of the site.

7.17 Flooding or Drainage Issues

Whilst the application site is in an area of low risk (Flood Zone 1), a Flood Risk Assessment (FRA) was submitted as part of the Environmental Statement and flooding issues were considered as part of the outline application.

The assessment demonstrated that the proposal would not have an adverse impact to neighbouring properties as it will not increase flood risk through increased surface runoff.

The Environment Agency reviewed the application and raised no objection subject to a condition to ensure the development be carried out in accordance with the FRA.

Consideration of Flood Risk was satisfactorily addressed as part of the outline permission and is not relevant to this landscape and appearance Reserved Matters application.

7.18 Noise or Air Quality Issues

This section of Phase 3 is set well back from Porter's Way to the south. However, this section is located at the northern end of the NATS site beyond which lies the railway line. As such, at outline stage, consent was granted subject to conditions to ensure the development was not adversely impacted upon by noise from the railway or by air quality issues.

It is considered that these detailed design aspects would be controlled through the discharge of conditions and, as such, there are no issues to consider in the subject application for reserved matters.

7.19 Comments on Public Consultations

No responses were received during the public consultation.

7.20 Planning obligations

Not applicable to this reserved matters application.

7.21 Expediency of enforcement action

Not applicable to this reserved matters application.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable to this reserved matters application.

10. CONCLUSION

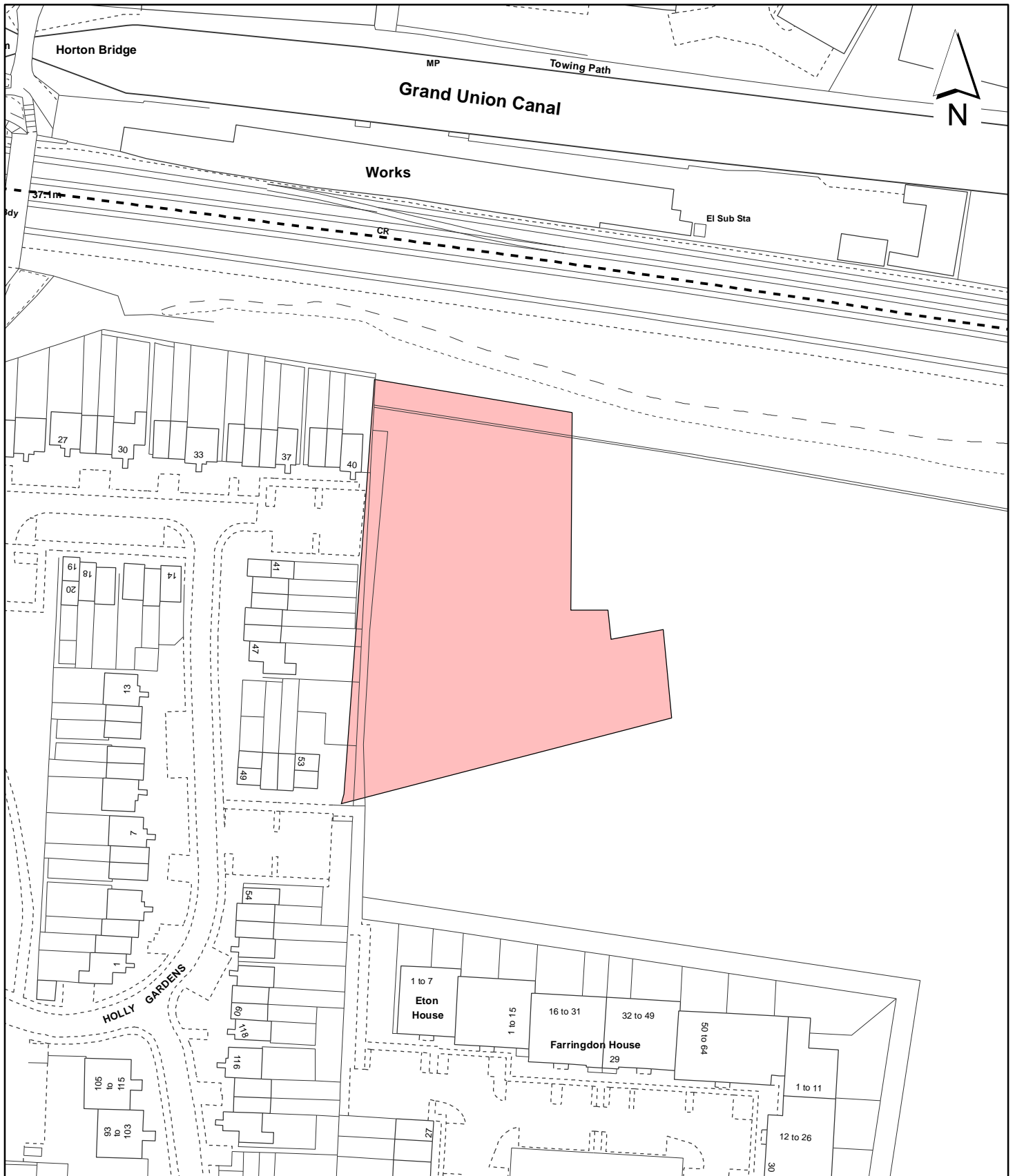
Conditions 2 and 3 of the outline planning consent (ref: 5107/APP/2009/2348) required the provision of details of the landscaping and appearance of individual phases of the development. This Reserved Matters application for Phase 4, second application (23 residential units) considers the Appearance and Landscaping to be acceptable, and in compliance with the relevant policies and planning guidance for the site. Therefore, the application is recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
The London Plan (July 2011)
National Planning Policy Framework 2012

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Notes



Site boundary

For identification purposes only.

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Site Address

**Former National Air Traffic Services
Headquarters Site
Porters Way
West Drayton**

Planning Application Ref:

5107/APP/2014/2454

Planning Committee

Major

Scale

1:1,250

Date

November 2014

**LONDON BOROUGH
OF HILLINGDON**

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