

Report of the Head of Planning, Sport and Green Spaces

Address PARK VIEW DAY CENTRE FARRIER CLOSE HILLINGDON

Development: Erection of a 3 storey building (including a lower ground level) comprising 60 Extra-Case Units (C2 Use Class), associated communal facilities, parking and landscaping (involving demolition of existing building at the site).

LBH Ref Nos: 60469/APP/2015/3368

Drawing Nos: 15090.101 LANDSCAPE STRATEGY REV E
Planning Cover Letter
15090.101 REV C LANDSCAPE STRATEGY PARK VIEW
APL001 A Site Location Plan
APL002 A Existing Site Plan
APL003 A Existing Building Plan & Site Photo
APL004 A Proposed Site Layout
APL006 A Proposed Lower Ground Floor Plan
APL007 A Proposed Ground Floor Plan
APL008 A Proposed First Floor Plan
APL009 A Proposed Second Floor Plan
APL010 A Proposed Roof Plan
APL011 A Stockley Road Elevation
APL012 A Farrier Close Elevation and Section
APL013 A North Elevation and Section
APL014 A East Elevation and Section
APL015 A Proposed Perspectives
Design Access Statement part 1 of 2
Design Access Statement part 2 of 2
Park View - TS and PP

Date Plans Received: 07/09/2015

Date(s) of Amendment(s):

Date Application Valid: 07/09/2015

1. SUMMARY

This application seeks consent for the demolition of the existing single storey building and redevelopment of the site to provide an extra care facility (Use Class C2) consisting of 57 x 1 bed and 3 x 2 bed units.

The site comprises an existing day care facility which, although vacant at the time of writing this report, has until recently provided day care facilities for adults with learning difficulties, and mentally and physically handicapped persons. All of the services previously available at this day centre are now provided for in a new resource centre at Queens Walk in South Ruislip. The submitted planning statement confirms that this would be a purpose built facility designed specifically to provide accommodation linked to the provision of care.

Accordingly, as the facilities have been adequately provided elsewhere within the borough and in a more effective and efficient manner, there would be no detrimental impacts on the level of service provision or accessibility to these. The development is considered to comply with the aims of Local Plan: Part 2 Policy R11 which seeks to resist the loss of

existing social, community and health provision.

With regard to use of the site for residential purposes in the form of Extra-Care housing, such a use is considered compliant with the Councils policies and guidance. In terms of the detailed design, scale and siting of the proposed development, the proposed scheme would not have a detrimental impact on the character and appearance of the surrounding area, nor to the amenities of the surrounding residential occupants or highway network.

The scheme is therefore considered to comply with the Councils adopted policies and guidance and approval is recommended.

2. RECOMMENDATION

APPROVAL subject to the following:

1 SP01 Council Application Standard Paragraph

(This authority is given by the issuing of this notice under Regulation 3 of the Town and Country Planning General Regulations 1992 and shall enure only for the benefit of the land).

2 RES3 Time Limit

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

REASON

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

3 RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers APL004 Rev A; APL006 Rev A; APL007 Rev A; APL008 Rev A; APL009 Rev A; APL010 Rev A; APL011 Rev A; APL012 Rev A; APL013 Rev A; APL014 Rev A; M9088 APL015 Rev A; and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2015).

4 RES5 General compliance with supporting documentation

The development hereby permitted shall be carried out in accordance with the following supporting plans and/or documents:

Air Quality Assessment dated 27th August 2015 prepared by REC
Transport Assessment dated September 2015 [Issue 2] prepared by CEC
Bat Emergence and Re-Entry Survey dated September 2015 prepared by SES
Reptile Presence/Likely Absence Survey dated October 2015 prepared by SES
Energy Statement Rev.A dated 01/09/15 prepared by Energist UK
Flood Risk Assessment dated August 2015 prepared by CEC
Extended Phase 1 Habitat Survey dated August 2015 prepared by SES
Acoustic Consultancy to Support planning application reference 20628R01PKmdw dated 28th August 2015 prepared by Environoise
Arboricultural Impact Assessment dated 12th August 2015 prepared by SES
Internal Daylight Assessment dated August 2015 prepared by XCO2 Energy
Daylight, Sunlight and Overshadowing Assessment dated August 2015 prepared by XCO2

Energy

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 the Hillingdon Local Plan, the London Plan 2015 and the NPPF.

5 RES6 Levels

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

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

6 RES7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, including details of balconies/winter gardens, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

7 RES13 Obscure Glazing

The windows facing 27-39 Horseshoe Drive (in the northern elevation of the building) shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

8 RES8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or

development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

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

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

9 RES9 Landscaping (car parking & refuse/cycle storage)

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

- 1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
- 2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Covered and secure cycle Storage
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts (including demonstration that 6 of the spaces are served by active electrical charging points and a further 3 by passive electric charging points)
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
 - 2.g Other structures (such as play equipment and furniture)
- 3. Living Walls and Roofs
 - 3.a Details of the inclusion of living walls and roofs
 - 3.b Justification as to why no part of the development can include living walls and roofs
- 4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
- 5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015).

10 RES25 No floodlighting

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012); and To protect the ecological value of the area in accordance with Policy EC3. (delete as appropriate)

11 NONSC PV details

Prior to the commencement of development full details of the Photovoltaic panels shall be submitted to and approved in writing by the local planning authority. The details shall include final amount of PV panels (m²), roof plans and specification of the panels. The development must proceed in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

REASON

To ensure the development reduces its energy demand and carbon emissions in accordance with Policy 5.2 of the London Plan.

12 NONSC Car parking management strategy

Prior to occupation of the development a Car Park Management Strategy shall be submitted to and approved in writing by the Local Planning Authority. The submitted strategy shall contain details of how parking will be allocated to residents, staff and visitors; details of drop off areas and how the parking areas within the site will be managed to ensure its efficient operation.

REASON

To encourage sustainable modes of travel whilst ensuring sufficient parking is provided for users of the development in accordance with Policies AM2 and AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 6.1 and 6.3.

13 NONSC Visibility splays

The access for the proposed car parking shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and 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 interests of highway and pedestrian safety in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

14 NONSC Travel Plan

Prior to first occupation of the development hereby approved a full travel plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the Travel Plan is required to be reviewed at regular intervals to monitor its impact and, if required, it shall be updated and/or amended in order that its aims and objectives are achieved.

The Travel Plan shall demonstrate a commitment to the ongoing promotion of sustainable travel to users of the development and include targets for sustainable travel arrangements, effective measures for the ongoing monitoring of the Travel Plan, a commitment to delivering the Travel Plan objectives and details of effective mechanism to achieve the objectives of the Travel Plan.

REASON

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with London Plan (2015) Policies 6.1 and 6.3.

15 NONSC Construction training

Before the development hereby permitted is commenced, a scheme shall be submitted to, and approved in writing by, the Local Planning Authority detailing how Construction training will be provided for construction workers on the site. The approved means and timescale of providing the proposed improvements shall then be implemented in accordance with the agreed scheme.

REASON

To ensure the development provides an appropriate contribution to the provision of construction training within the surrounding area, arising from the proposed development, in accordance with Policy R17 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the Council's Supplementary Planning Document on Planning Obligations.

16 NONSC Ventilation

Prior to the commencement of development, a report shall be submitted to and approved in writing by the Local Planning Authority, which describes a building ventilation strategy to incorporate mechanical and natural ventilation of the building.

The approved strategy shall then be implemented as soon as the facility hereby permitted are brought into use and shall remain in place thereafter, unless otherwise agreed in writing by the Local Planning Authority.

The strategy shall incorporate as minimum the following components:

- a) Mechanical ventilation including NOx/NO2 filtration is included for all habitable rooms in the residential units fronting Stockley Road across the ground floor. The filtration system shall secure compliance with the EU Directive 2008/50/EC (the CAFE Directive)

European Union Air Quality and Clean Air for Europe 2008 and the inlet positioned away from major traffic sources. This will provide a supply of clean air to rooms affected by high pollution levels.

b) Natural ventilation is only permitted for rooms located first floor level or above with inlets positioned at this level or above and away from major traffic sources to ensure a supply of clean air.

REASON

In order to protect residents from poor air quality and safeguard human health in compliance with policy 6.3 of the London Plan (2015).

17 RES15 Sustainable Water Management (changed from SUDS)

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

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

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

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

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

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2015) Policy 5.12.

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 (2015) 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.
BE13	New development must harmonise with the existing street scene.
BE20	Daylight and sunlight considerations.
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.
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 3.17	(2015) Health and social care facilities
LPP 5.13	(2015) Sustainable drainage
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 6.13	(2015) Parking
LPP 7.4	(2015) Local character
NPPF	National Planning Policy Framework
OE1	Protection of the character and amenities of surrounding properties and the local area

3 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.

4 I3 Building Regulations - Demolition and Building Works

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

5 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).

6 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.

7 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

8 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).

9 I34 Building Regulations 'Access to and use of buildings'

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

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
- 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.
- 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.
- 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.

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

10 I23B Heavy Duty Vehicle Crossover

Prior to work commencing, you are advised to submit an application for a Heavy Duty Vehicle Crossover to Highways Maintenance, 4W/07, Civic Centre, Uxbridge, UB8 1UW to prevent damage to the highway from construction vehicles entering and leaving the site.

3. CONSIDERATIONS

3.1 Site and Locality

The site is located to the north of Stockley Road and comprises a single storey building with pitched roof, which was formerly used as a day centre providing services for adults with learning difficulties, and mentally and physically handicapped persons. This use ceased in 2013 and the site has been vacant since this time.

The site is accessed via Farrier Close, and this area to the north and west consists of a largely residential development of small terraces of houses and low-rise blocks of flats. A similar type development is evident to the west in Chapel Lane. The southern boundary of the site adjoins the A408, Stockley Road and beyond Stockley Road is an extensive area of Green Belt land at Stockley Park.

3.2 Proposed Scheme

This application seeks consent for the demolition of the existing single storey building and the redevelopment of the site to provide an extra care facility (Use Class C2).

The proposed development would consist of a four storey building (including a lower ground floor) approximately 10 metres in height from ground level. The extra care accommodation would comprise of 57 x 1 bed apartments and 3 x 2 bed apartments and would represent a substantial increase in the buildings footprint from 572sqm to 1770 sqm. 21 car parking spaces are provided at lower ground floor level and a further three spaces provided at ground level. These would include 4 residents parking spaces, 12 visitor spaces and 8 staff car parking spaces.

The upper floors would be almost exclusively residential, whilst the ground floor would provide a total of 14 apartments and a number of day spaces including a lounge for residents, treatment rooms and a flexible space to be used for dining, entertainment, meetings, presentations etc.

Vehicular access to the site will remain from Farrier Close, utilising the existing access arrangements which served the former day centre. The entrance to the undercroft car park would be towards the north eastern corner of the site, whilst the surface car parking spaces would be positioned in close proximity to the site entrance.

The roof of the building would take the form of a green roof with a sedum planting/matting system. A further area to be planted with a sedum matt would be on the roof of the first floor of the building in the south west corner. A paved terrace is additionally proposed at second floor level to serve as an amenity space for residents.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no relevant planning history associated with this site.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

Part 2 Policies:

AM2 The following UDP Policies are considered relevant to the application:
Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity

Part 1 Policies:

AM7 Consideration of traffic generated by proposed developments.

BE13 BE1 New development must harmonise with the existing street scene.

BE20 Daylight and sunlight considerations.

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.

HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

LPP 3.17 (2015) Health and social care facilities

LPP 5.13	(2015) Sustainable drainage
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 6.13	(2015) Parking
LPP 7.4	(2015) Local character
NPPF	National Planning Policy Framework
OE1	Protection of the character and amenities of surrounding properties and the local area

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **13th October 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

74 residents were notified of the application and 2 letters received in response which raised the following concerns:

1. Overlooking to rear garden of residents in Chapel Lane;
2. Loss of light to Chapel Lane properties as a result of the building;
3. Concern with increase in traffic to the site;
4. The positioning of the windows and balconies is inconsiderate and likely to cause a loss of privacy.

MET POLICE

The principles of Secured by Design have been discussed with the architect and providing the development adheres to these principles, I have no objections.

GLAAS

Recommend No Archaeological Requirement.

A draft Historic Environment Desk-Based Assessment was submitted to this office by The Environment Partnership on behalf of the applicant, of which I attach with The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. The assessment identified that the site has a low potential for significant archaeological remains.

No further assessment or conditions are therefore necessary.

Please note that this response relates solely to archaeological considerations. If necessary my Historic Buildings and Areas colleagues should be consulted separately regarding statutory matters.

Internal Consultees

AIR QUALITY OFFICER

We don't need any additional information as the report is quite comprehensive and addressed all

aspects required.

Given the levels of pollution within the area however and to safeguard the residents from health damaging levels we will need a planning condition to require mechanical ventilation with NOx/NO2 removal efficiencies of 90% and above on the ground floor with natural ventilation only allowed with inlets on 1st floor and above away from main traffic sources (A408).

Suggested draft

None of the development hereby permitted shall be commenced until a one page report describing the building ventilation strategy to be implemented has been submitted to and approved in writing by the Local Planning Authority.

The approved strategy shall then be implemented as soon as the facility hereby permitted are brought into use and the strategy shall remain in place thereafter, unless otherwise agreed in writing by the Local Planning Authority.

The strategy shall incorporate as minimum the following components:

a) Mechanical ventilation including NOx/NO2 filtration is included for all habitable rooms in the residential units fronting Stockley Road across the ground floor. The filtration system shall secure compliance with the EU Directive 2008/50/EC (the CAFE Directive) European Union Air Quality and Clean Air for Europe 2008 and the inlet positioned away from major traffic sources. This will provide a supply of clean air to rooms affected by high pollution levels.

b) Natural ventilation is only permitted for rooms located first floor level or above with inlets positioned at this level or above and away from major traffic sources to ensure a supply of clean air.

REASON

In order to protect residents from poor air quality and safeguard human health in compliance with policy 6.3 of the London Plan (2015).

TREES

LANDSCAPE CHARACTER / CONTEXT:

Site description:

The 0.4 hectare site is occupied by a truncated triangular site which accommodates the former, single-storey, Parkview Day Centre. Situated to the north of Stockley Road, the site is accessed from the residential streets of Horseshoe Drive and Farrier Close to the west. The east boundary is defined by the rear gardens of Chapel Lane. There are a number of trees/tall hedges around the site boundaries which are visible from vantage points outside the site.

Landscape Planning designations:

There are no Tree Preservation Orders and no Conservation Area designations affecting trees within the site, or affecting it.

Landscape constraints / opportunities:

- Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

PROPOSAL:

The proposal is to demolish the existing buildings on the site and erect a 3-storey building (including a lower ground level) comprising 60 Extra-Case Units (C2 Class), associated communal facilities, parking and landscaping.

LANDSCAPE CONSIDERATIONS:

-According to the planning questionnaire (Q15) no trees or other landscape features of merit will be affected by the proposal.

-An Arboricultural Impact Assessment to BS5837:2012, by SES, dated August 2015, has been submitted.

-The report assesses the condition and value of 4No. individual trees, 2No. groups, 2No. areas of scrub and 4No. hedges on, or close to, the site (refer to summary at 2.3).

-There are no 'A' grade (good condition and value which should normally be safeguarded from development).

-1No. tree is a category 'B' (fair), whose condition and value merits retention, if possible. This tree is T1, a eucalyptus, on the schedule and will be removed to facilitate the development.

-The remaining trees, hedges and scrub are category 'C' (poor). While, this category may have landscape / ecological qualities which merit retention, this grade is not generally considered to be a constraint on development.

-The report confirms that all of the trees and other vegetation on site will be removed to facilitate the development.

-The only trees to be retained include the off-site cypress hedge on the east boundary and off-site trees T3 and G2 in the south-east corner of the site.

-It is noted that the off-site hedge G8 and T3 will need to be trimmed back where it oversails the site

-If cypress is trimmed back hard (to the wood) it will not re-shoot and the resulting any exposed bare wood will look unsightly. (refer to 3.8)

· While the only trees to be retained are off-site, a preliminary arboricultural method statement has been provided in chapter 4.0.

· There is no objection to the tree report, or its conclusions, subject to adherence to the recommendations in chapter 6.0 (items 6.1 - 6.5).

-The removal of the eucalyptus is regrettable, but acceptable if appropriate replacement tree planting is secured as part of the masterplan.

-An Extended Phase 1 Habitat Survey, by SES, recommends (5.5) that the site is surveyed prior to demolition and ground works to confirm the absence of invasive species due to the recent illegal dumping of assorted waste (and specify appropriate remedial action).

-At 6.3 the report makes no specific recommendations but notes that the opportunity exists for the proposed development to make a positive contribution to biodiversity.

-The Design & Access Statement, by Hunters, refers to protected habitats (2.14) and the external space and landscaping at 2.15., setting out clear design objectives. The landscape proposals are supported by the Landscape & Visual Impact Assessment (L&VIA), by MHP.

-The L&VIA, by MHP, has been prepared in accordance with current best practice (Guidelines for Landscape & Visual Impact Assessment (3rd edition), - Landscape Institute / IEMA (2013).

· At 4.4.6 the report confirms that baseline landscape character and visual findings have been used

to inform the landscape analysis...and recommendations.

-In the summary and conclusion (section 8.0) it is noted that landscape enhancements of the site will include substantial green roofs and amenity gardens using native species that will bring significant landscape and biodiversity enhancements. The new planting will result in a predicted beneficial effect to the local landscape once established.

-There is no objection to the conclusions of the L&VIA.

-A Landscape Strategy Plan, ref. 15090.101 Rev C, by MHP, indicates the proposed site layout and hard and soft landscape treatment of the external spaces.

-If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

RECOMMENDATIONS:

No objection, subject to the above observations and RES6, RES7, RES8, RES9 (parts 1,2,3,4,5, and 6).

HOUSING

The scheme has been designed to meet an identified need for extra care sheltered housing within the borough and is supported by both Housing and Adult Social Care.

FLOODWATER MANAGEMENT

In the F.R.A document in section 4.13 it states "An intrusive site investigation is therefore necessary to confirm the infiltration potential at the site" and later in the document it has a borehole log from Yiewsley bypass from 1979. There should be provided information relevant to the site. The 1979 borehole log would be acceptable if the consultants had evidenced the fact it is still a monitored site and those results of groundwater etc were still accurate and relevant to this site.

No-where in the FRA or drainage statements are provided the third party agreements for discharge from Thames Water. The consultants have confirmed there are Thames Water assets within close proximity to the site but have not provided the agreements.

Can the agents please provide this information?

UPDATE: The applicants have confirmed that the boreholes referred in the FRA are not monitored, however ground water levels are not critical because we propose an attenuation tank, which will be sealed against ground water ingress. Confirmation was additionally received from Thames Water that the proposed discharge rates were acceptable.

This information has been reviewed by the Councils Flood Officer who is satisfied with the responses received and raises no objections to the proposals.

S106 OFFICER

Please note that with regard to this scheme there are no suggested obligations. However, a construction training scheme and a travel plan should be secured by condition.

HIGHWAYS

Assessing the proposal:

This proposal includes the demolition of the existing single storey building and redevelopment of this site to provide new extra care facility. The extra care facility is considered to be part of the planning Land Use Class C2. The proposed building represents a significant increase with the existing

building footprint increasing from 562.6 sqm to the reported 1,770 sqm.

The proposed extra care accommodation comprises of 60 units, consisting of 57 x 1 bedroom apartments and 3 x 2 bedroom units across four storeys, including a lower ground floor level with units having access to external courtyards.

It is highlighted that 8 staff will be present, at any one time.

The site includes a number of communal facilities, used mainly by residents of this development. It has been disclosed that an agreement is made to host specialist disability groups on this site. In terms of additional users, it is anticipated that access to the venue will be by mini-bus in organised groups.

The existing access is from Farrier Close with separate pedestrian and vehicular gates. On the application form, it is indicated that the proposed pedestrian access will be altered in relation to the public highways. It is believed that the existing public footway will be continued and join the private land. A clear marking to distinguish where the public Highways ends is recommended to be included.

No parking restrictions exist along the Farrier Close, however there are speed restrictions limiting vehicular speeds to 5mph.

The nearby Horseshoe Drive, is narrow one way street with footways on both sides and leading to Farrier Close. There are off street parking areas along Horseshoe Drive and Farrier Close.

The PTAL output for this site 2011 (Base year) is 1b, which is described as very poor. Three bus routes were included in the PTAL calculations. These are route U3 and U1, with bus stop located on Colham Green Road/Violet Avenue. In addition, facilitating route U5 there are bus stops along the Park View Road.

Trip generation

To predict the number of trips of the proposed development, no similar sites were found on TRICS database. Therefore, a similar site to the proposed was analysed to determine the trip rates. The site selected is located within the LB Hillingdon in Roberts Close, West Drayton consisting a 63 bed care home. The sample site has a PTAL 3, whereas this development has a PTAL of 1b which is much lower.

The vehicular trip rate per unit for the morning peak arrival was 0.14 whereas the departure trip rate was 0.21. The total trip rate movements were added which resulted in 0.35. For the afternoon peak arrival was 0.21, whereas the departure trip rates was 0.21. The total trip rate movements are 0.42. The trip rates are considered acceptable.

Based on the trip rates above, a proposal with 60 residential units would have:

-during the (8-9)AM morning peak the arrivals trips will be 8, whereas the departure trips will be 13. In total the predicted level of trips will be 21.

- during the (17- 18)PM evening peak the arrivals trip will be 13, and departure trips will be 13 as well. In total the predicted level of trips will be 26.

Therefore, the total trips for the proposed site is predicted to generate 21 two-way movements during the AM peak, whereas for PM peak this number is 26.

If 12 hour counts were looked at for the period, from 7:00 to 19:00, it was concluded that the total number of arrivals would be 94, including the departures 94. The total two-way movements was

reduced by 5 because of the trips recorded on the existing site. Therefore for the 12 hour period the total would be 178.

It is concluded that the overall vehicular trips for the peak periods are low thus the development is not likely to cause adverse significant traffic impact.

Accident data:

Personal Injury Accident data has been assessed and included on the Transport Assessment (TA) covering a period of 5 years from Feb 2010 until March 2015. The area of focus was along the Park View Road including the Park View Road with Stockley Road roundabout. The applicant included accident data obtained from TfL for the last 5 years.

In total 9 accidents were recorded, out of which 8 were recorded at the Park view Road/Stockley Road roundabout, whereas 1 accident was recorded on Colham Green Road junction. (Note: The selected zone map was said to be included on the TA-Appendix 4, but was missing.) When considering the same zone during the last 3 years, 5 personal injury accidents were recorded.

It was reported that, no apparent link could be found between the recorded accidents. The majority of the recorded accidents were shunts or minor collisions due to driver error. It was concluded that for the selected analysed area, no highway safety issues could be found to prohibit the proposed development and no apparent links were found that accidents were occurring due to highways layout.

Nevertheless, there have been some minor modifications on Stockley Road, where directional road markings were installed on both roundabouts during February 2012.

Access and Highways:

The only vehicular access to the site is from Farrier Close, utilising the existing arrangements that served the former day centre.

From observations, it was noted that there is another existing vehicular access directly from Stockley Road, including a separate pedestrian access. This proposal includes a controlled access gate in approximately the same spot to the existing, which is planned to be used for emergency situations. This access point is considered acceptable. Minor modifications on this area will be done when the crossover application is made to convert the domestic crossover to heavy duty one.

The entrance to the undercroft car park is proposed to be towards the north-eastern corner of this site, whilst the two surface car parking spaces are proposed in close proximity to the main entrance. The submitted drawing ref: APL004 rev.A indicates the lower ground car park one way system controlled by the traffic lights. Please attach as part of the Condition 1.

Car Parking provision:

The existing development included 20 standard car parking spaces and 6 spaces for the disabled users.

There are no LBH car parking standards for the Land Use Class C2.

The parking area is proposed at the lower ground floor and shown on the submitted drawing ref: APL 006revA.

It includes a total of 21 standard car parking spaces within the northern part of the lower ground floor with a further 3 spaces provided at the ground floor level. As a result, there are 24 standard car parking spaces as well as, 3 car parking spaces for disabled users. The proposed 24 car parking spaces will be divided, such as: 4 for residents, 12 for visitors and 8 for staff use.

The proposed car parking spaces for disabled users are located on the lower ground floor area, close to the lifts. There is a scope for one of the surface car parking to be relocated and converted to a space for the disabled users. These spaces have additional 1.2 meters strip on two sides. Even though some of the 1.2 m strips are shared, this is considered acceptable. These large parking spaces will help users with mobility issues coming in/out of vehicles with ease.

It is not clear how car parking spaces will be managed within the site. Please include as a item on the Condition 1.

On the submitted drawings it is included that the in out movements of the car parking area will be controlled by traffic signals. Further details to be submitted and covered by Condition 1.

In order to comply with the London Plan Policy 6.13, a 20% active and 10% passive Electric Charging Points (EVCPs) out of the total proposed car parking spaces are required for this type of development. To comply with the policy, a provision of 6 active points on occupation, with 3 additional passive points, which could be converted to active if there is a demand. Please include all EVCP matters on the Condition 1.

Please attach a Condition. 1 associated with car parking matters:

- Car Parking Management Plan (CPMP)-to manage safely the operation of traffic signals, manage car parking demand on site, including the drop off area.

- install the EVCP; monitor the EVCP usage and convert passive points to active, in accordance with demand.

- Further details to be submitted, for example: IN/OUT waiting areas, positioning of the signal poles, operation of the signals etc.

- The car park ramp- it is considered that one levels highlighted in the submitted drawing is steep. - Please refer to the IStructE Design recommendations for multi-storey and underground car parks (Fourth edition) and acknowledge that levels comply with this document.

Please attach Condition. 2:

- The visibility splays to be submitted and kept clear at all times.

Cycle parking provision:

The existing site did not have cycle parking facilities.

The LBH cycle parking standards for planning Land Use Class C2 are: minimum provision of 1 space per 2 staff.

With regards to staff in the new development, the information on the planning application indicates that 8 staff members are to be present at any one time.

To comply with LBH standards this proposal should include at least 4 cycle parking spaces. The latest London Plan- draft further alterations to Jan 2014, indicates that for C2 Land use, the minimum cycle parking standards are: for long stay cycle parking the requirements are 1 space per 5 staff, whereas for the short stay: 1 space per 20 bedrooms. This means that 2 cycle parking spaces(long stay) would be a minimum requirement, whereas for the 60 proposed units, a minimum of 3 cycle parking spaces (short stay) would be acceptable.

This proposal includes 12 cycle car parking spaces. Therefore, the proposed cycle parking provision is considered acceptable.

Demolition/ Construction Management Plan:

The existing crossover located on Stokley Road will be used to facilitate the demolition and construction of this development site. However, the existing domestic crossover must be modified first to a heavy duty crossover. Following the completion of the demolition and construction works,

the dropped kerbs, footway and grass verge to be reinstated.

The applicant to submit the application for a heavy duty crossover and reinstatement after the works are completed direct to the Highways Authority.

Please include the Informative.

Refuse and Recycling Strategy

It is indicated that current arrangements will remain the same with refuse/ recycling services to be done from Farrier Close. The collection lorry will turn using the existing turning head.

The swept path analysis were included on the submitted drawing with ref: 4848/203 showing the manoeuvre. It shows 9.55m refuse vehicle used on the swept path analysis. If LBH lorries are proposed to carry out refuse/ recycling collections, in practice those are longer is size at 10.5m.

I accept that LBH refuse/ recycling vehicles are longer then the assessed however, the refuse/ recycling collection arrangements were made from this site and road layout is proposed to remain the same. Therefore, this part of the proposal is considered acceptable.

On the other hand, refuse/ recycling storage areas are shown on plan with ref: APL004, located adjacent to Farrier Close main entrance, providing a space for 8 bins in total.

Delivery and servicing:

The delivery and servicing activities will be managed within the site.

Travel Plan:

A draft Travel Plan was submitted with this application. The travel plan will be secured through a Condition/or S106 and then monitored for 5 years at least or until the aims and objectives of the travel plan are achieved.

I recommend requesting detailed comments from the Travel Plan officer.

Please attach Condition/ or secure via S106-Travel Plan.

Highways recommendations:

Subject to attaching the conditions and informative, there are no objection raised on highways matters.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site comprises an existing day care facility which, although vacant at the time of writing this report, has until recently provided day care facilities for adults with learning difficulties, and mentally and physically handicapped persons. All of the services previously available at this day centre are now provided for in a new resource centre at Queens Walk in South Ruislip. The submitted planning statement confirms that this would be a purpose built facility designed specifically to provide accommodation linked to the provision of care.

Accordingly, as the facilities have been adequately provided elsewhere within the borough and in a more effective and efficient manner, there would be no detrimental impacts on the level of service provision or accessibility to these. The development is considered to comply with the aims of Local Plan: Part 2 Policy R11 which seeks to resist the loss of existing social, community and health provision.

With regard to use of the site for residential purposes in the form of Extra-Care housing,

Policies H1 and H2 of the Hillingdon Local Plan: Part 1 seek to encourage new housing with the emphasis of policy H2 being specific to affordable housing. Paragraph 6.31 of the supporting text to Policy H2 confirms that:

"Affordable housing achieved across the borough should reflect the distinct needs of different sections of the community. It should include provision for older people and for other groups in need of supported housing, specifically people with mental health needs and people with physical and sensory disabilities or learning difficulties. The council's aim is to maximise independence and provide self-contained accommodation with appropriate support."

London Plan 2015 Policy 3.8 reiterates support for such accommodation confirming that a wide range of housing types must be made available across London and that local authorities must ensure "account is taken of the changing age structure of London's population and, in particular, the varied needs of older Londoners, including for supported and affordable provision."

NPPF paragraph 50 reaffirms support for a mix of housing to take account of different groups in the community including (but not limited to) accommodation for older people."

In the case of Hillingdon, research undertaken by the Greater London Authority (GLA) identifies the potential annual demand for older persons housing by borough and tenure. The estimates of annual demand indicate that a significant increase in the supply of housing suitable for older persons is required in order to meet the demand. The Councils Housing Strategy reflects this stating that the Council need to ensure housing is fit for purpose to cope with the growth of older people in the Borough. It continues to express the likely need for housing suitably tailored for older people. As a result, the Council have identified that a solution to this is to develop more extra care sheltered accommodation with 24 hour care and support provided on site.

The development is considered to fully comply with this research and policies which support the provision of affordable new accommodation for older persons.

7.02 Density of the proposed development

The site has a Public Transport Accessibility Level (PTAL) of 1b. The London Plan range for residential sites with a PTAL of 0-1, which fall within an urban area, as defined in the London Plan, is 150-250 habitable rooms per hectare (hrph) and 50-95 units per hectare. Given the size of the proposed living rooms (including the kitchenette) in each unit, at over 20m², each would count as the equivalent of two habitable rooms in compliance with the Council's Supplementary Planning Document on Residential Layouts. As such, based on a total site area of approximately 3838m² the site would have a density of 156 units per hectare and 476 hrph. Whilst the density is above the requirements, this is only an indicator for the acceptance of the scheme and other considerations such as impact to the character of the area, internal floor areas and external amenity space would carry far more weight.

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

The site is not located in an Archaeological Priority Zone, nor is it located within or near to a Conservation Area, Listed Building or Area of Special Local Character.

7.04 Airport safeguarding

Not applicable. There is no requirement to consult the aerodrome safeguarding authorities

on this development.

7.05 Impact on the green belt

The green belt boundary is located to the south of the application site. Whilst this site is not located within the green belt, given its proximity to the boundary of this site, consideration has been given as to whether the proposal would have a detrimental impact on the openness and character of this designated area. Given the acceptable design and scale of the buildings proposed, it is not considered that the scheme would have a detrimental impact on the openness and setting of the adjacent green belt.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to maintain the quality of the built environment including providing high quality urban design. Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fails to harmonise with the existing street scene, whilst Policy BE19 seeks to ensure that new development within residential areas complements or improves the amenity and character of the area.

Policy 3.5 of the London Plan states that the design of all new housing developments should enhance the quality of local places, taking into account physical context and local character and Policy 7.4 states that buildings, should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass and allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area is informed by the surrounding historic environment.

The surrounding area is predominantly residential in character and consists largely of the a mix of 2, 3 and 4 storey dwellings and flats situated within residential crescents and closes. The building vernacular is of a modern 20th Century design and layout, comprising brick and render facades with cement tiled roofs.

It is acknowledged that the proposed building would indeed be significantly larger than the existing Day Centre and buildings within the vicinity of the site both in terms of its footprint and height. Notwithstanding such, it is considered that the proposed building would be appropriate in terms of its scale, massing and external appearance, and of a high quality design with well articulated elevations. Overall, it is considered that the innovative design approach, scale and form of the building, which incorporates a stepped approach in terms of its roof height, responds positively to the scale and massing of its surroundings.

The redevelopment of the site and proposed building design, will also improve and enhance its appearance within the surrounding area and introduces the opportunity for potential landscape enhancements including substantial green roofs and amenity gardens. Overall, the scheme is not considered to have a detrimental impact on the character and appearance of the surrounding area.

7.08 Impact on neighbours

The Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to safeguard the amenities of neighbouring residents in a number of ways. The effect of the siting, bulk and proximity of a new building on the outlook and residential amenity of these adjoining occupiers are considered under Policy BE20, whilst potential impacts on daylight/sunlight (Policy BE21) and privacy (Policy BE24) are also assessed.

Paragraph 4.9 of the SPD, the Hillingdon Design & Accessibility Statement: Residential

Layouts (July 2006) further advises that all residential developments and amenity spaces should receive adequate daylight and sunlight and that new development should be designed to minimise the negative impact of overbearing and overshadowing. Generally, 15m will be the minimum acceptable distance between buildings. Furthermore a minimum of 21m overlooking distance should be maintained.

Paragraph 4.11 of HDAS Residential Layouts states that the 45° principle will be applied to new development to ensure the amenity of adjoining occupiers and future occupiers are protected. Paragraph 4.9 states that a minimum acceptable distance to minimise the negative impact of overbearing and overshadowing is 15m. Paragraph 4.12 requires a minimum of 21m distance between facing habitable room windows to prevent overlooking and loss of privacy. Policy BE21 states that planning permission will not be granted for new buildings which by reason of their siting, bulk and proximity would result in significant loss of residential amenity.

The proposed building is substantially larger than the existing Day Centre and therefore careful consideration is required of its impact on the amenities of the surrounding occupiers.

In terms of the impact of the development on the Chapel Lane properties to the east of the site, it is noted that the development would be located between 28 metres at its closest point and 55 metres at its furthest point from the rear elevations of these properties. Given the distance between these properties and the proposed design and form of the development, the scheme is not considered to result in an undue loss of sunlight or daylight, result in an unacceptable level of overlooking to these properties, or to appear unduly dominant or overbearing when viewed from their gardens or rear windows.

To the south/south west of the site are the properties in Farrier Close. Nos 10 and 20 directly adjoin the application site and are sited at 90 degrees to the proposed development. The siting and scale of the development is such that the rear building line of the proposed building largely follows that of Nos. 10 and 20. Given the orientation, layout, siting and scale of the proposed development, it is not considered to appear unduly dominant or overbearing when viewed from these properties. Similarly, the scheme is not considered to give rise to an unacceptable loss of light or overshadowing to these properties. No. 10 has a window at first floor level in the side elevation, however it is understood that this serves a hallway, and therefore the relationship between this window and the development is considered acceptable.

To the north of the site are the rear of the dwellings and flats within Horseshoe Drive. The proposed development would be approximately 18 metres from the rear windows in the flats, which meets with the Councils requirements in terms of negating the overbearing and overshadowing impact of the development. It is acknowledged that the development would not meet the 21 metre requirement in terms of preserving the privacy and avoiding undue overlooking. This distance between the buildings is considered acceptable in this instance given that there are no habitable room windows proposed in the northern elevation of the building. The sole windows serve the hallway between the flats, which could be conditioned to be obscurely glazed and non opening on any planning consent, so as to preserve the amenities of these occupants. Similarly, details could be sought of an appropriate privacy screen along the sides of each balcony closest to these flats, so as to avoid any undue overlooking to these properties.

Overall, although the building is a substantial enlargement in height and footprint over the

existing building on the site, it is not considered on balance that the scheme would have an unacceptable impact on the amenities of these occupants.

7.09 Living conditions for future occupiers

There is no specific design guidance for Extra Care Homes. However, Policy H10 of the Hillingdon Local Plan states that proposals for redevelopment to provide hostels or other accommodation for people in need of care, such as residential care homes or sheltered housing schemes, should have regard to the amenity guidelines set out in Supplementary Planning Guidance. Accordingly, due regard must be given to the Council's Supplementary Planning Documents (SPDs) on Residential Layouts and Accessibility in addition to other policy updates.

The Council's SPD on Residential Layouts states that a minimum of 50m² internal floorspace should be provided for one-bedroom flats and 61sqm for two-bedroom flats. This is reinforced by policy 3.5 of the London Plan and also by the recently published Housing Standards Policy Transition Statement (October 2015). All one bed units would have internal floor areas of 52.5sqm and two bed units, 66sqm. Accordingly, all of the units would exceed current minimum standards.

In terms of the layouts and relationship between the units within the building, it is considered that this is acceptable and would present a suitable standard of accommodation. At ground floor level enclosed "winter gardens" would provide a degree of defensible space between residential units and external garden areas and footpaths.

Overshadowing diagrams have been provided for the all of the units which concludes that but two of the rooms achieve the recommended Average Daylight Factor (ADF). These two rooms are the catering kitchen and staff room on the first floor which are not part of the habitable residential space. Accordingly, it is considered that the units would provide an acceptable living standard to future occupants in this regard.

The Council's Supplementary Planning Document on Residential Layouts states that a minimum of 20sqm usable external amenity space should be provided for one-bedroom flats and 25sqm for two-bedroom flats. It confirms that balconies should be provided wherever possible for upper floor flats, along with private patio or garden areas and that where usable balconies or private garden space is provided for individual units the floorspace can be deducted from the overall calculation of outdoor amenity space. No standards are provided within the London Plan. Accordingly, in total, at least 1215m² of external amenity space should ideally be provided.

The communal gardens and terraces would provide approximately 1030m² of amenity space. Whilst the balconies/winter gardens to the individual residential units are enclosed, these would provide bright and airy spaces with attractive outlooks and, given the nature of the scheme, it is considered that these areas add valuable amenity to the development and should be included for the purposes of such calculations. These would provided spaces of between 9m² and 25m² to the units, providing a total of approximately 230m² of space. In total, this amounts to approximately 1,260m². Informal garden areas, seating and pathways would be provided around the periphery of the site which would also contribute amenity space available on site, such that the total space available, including internal courtyards, terraces, balconies/winter gardens and peripheral areas would be well in excess of the minimum standards.

The scheme exceeds current standards relating to internal floor space and Council guidelines relating to external amenity space. It is considered that the proposal would

adequately serve the needs of future occupiers and that it fully complies with current local, London Plan and national policies relating to residential amenity.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

London Plan policy 6.1 seeks to ensure that the need for car use is reduced and Table 6.2 sets out the parking requirements for developments.

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Council's adopted Car Parking Standards.

The site includes 24 car parking spaces, 21 located within the proposed basement car park and 3 located at ground level. Given the nature of the proposals, it is not anticipated that the residents will have access to cars, notwithstanding such, 4 of the spaces will be retained for residents. The majority of the spaces (12) will be available for visitors to the site and the remaining 8 spaces, will be for use by staff.

The entrance to the undercroft car park is proposed to be towards the north-eastern corner of this site.

No parking restrictions exist along the Farrier Close, however there are speed restrictions limiting vehicular speeds to 5mph. The nearby Horseshoe Drive, is narrow one way street with footways on both sides and leading to Farrier Close. There are off street parking areas along Horseshoe Drive and Farrier Close.

To predict the number of trips of the proposed development, a similar site to the proposed was analysed to determine the trip rates. The site selected is located within the LB Hillingdon in Roberts Close, West Drayton consisting of a 63 bed care home.

It was concluded from looking at the data that the overall vehicular trips for the peak periods would be low. The development is not likely to cause adverse significant traffic impact.

Space has been provided within the site for 12 cycle parking spaces, which is considered acceptable and in compliance with the adopted policies.

Concern has been raised by residents in respect of the construction traffic. A construction management plan condition is recommended to ensure that the route of construction traffic is carefully considered within the site. It is possible for the vehicular access that exists from Stockley Road to be used during the construction of the site.

Overall, the scheme is considered to have an acceptable highways impact.

7.11 Urban design, access and security

URBAN DESIGN

Issues relating to urban design have been addressed in part 7.07 of the report.

Whilst the proposed development, due to its increased height and footprint over the existing building, would inevitably have a greater visual impact, given the siting of the proposed development and varied design and scale of the surrounding development, the scheme is not considered to appear out of scale or character with the surrounding built form.

SECURITY

No objections have been raised on grounds of security by the Metropolitan Police Designing out Crime Officer and increased natural surveillance of the neighbouring open space could benefit the use of this area.

7.12 Disabled access

The submitted Design and Access Statement confirms that the proposed development has been designed with level access within and between floors for persons with limited or impaired mobility. Lift access is additionally provided and all doorway openings, corridors and external spaces designed to facilitate wheelchair access. No objection is therefore raised to the application on these grounds.

7.13 Provision of affordable & special needs housing

7.14 Trees, landscaping and Ecology

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

The proposal is to demolish the existing buildings on the site and erect a 3-storey building (including a lower ground level) comprising 60 Extra-Case Units (C2 Class), associated communal facilities, parking and landscaping.

An Arboricultural Impact Assessment to BS5837:2012, by SES, dated August 2015, has been submitted, which assesses the condition and value of 4No. individual trees, 2No. groups, 2No. areas of scrub and 4No. hedges on, or close to, the site.

There are no 'A' grade (good condition and value which should normally be safeguarded from development). 1No. tree is a category 'B' (fair), whose condition and value merits retention, if possible. This tree is T1, a eucalyptus, on the schedule and will be removed to facilitate the development. The remaining trees, hedges and scrub are category 'C' (poor). While, this category may have landscape/ecological qualities which merit retention, this grade is not generally considered to be a constraint on development. The report confirms that all of the trees and other vegetation on site will be removed to facilitate the development. The only trees to be retained include the off-site cypress hedge on the east boundary and off-site trees T3 and G2 in the south-east corner of the site.

The information submitted has been reviewed by the Councils Arboricultural Officer and there is no objection to the tree report, or its conclusions, subject to adherence to its recommendations

ECOLOGY

An Extended Phase 1 Habitat Survey, by SES, recommends (5.5) that the site is surveyed prior to demolition and ground works to confirm the absence of invasive species due to the recent illegal dumping of assorted waste. A Landscape & Visual Impact Assessment has been submitted as part of this application, which concludes that landscape enhancements of the site will include substantial green roofs and amenity gardens using native species that will bring significant landscape and biodiversity enhancements. The new planting will result in a predicted beneficial effect to the local landscape once established. The Council raises no objection to the conclusion of this report and the scheme is therefore not considered to have a detrimental ecological impact.

7.15 Sustainable waste management

The plans indicate that a refuse store for general and recyclable waste would be provided

to the south of the entrance to the site, in a location easily accessible to refuse vehicles. Whilst no objection is raised to the proposed location of this store, revisions have been sought from the applicant to alter the location of the bin store and surface car parking space currently shown on the drawings. An update on the revised drawings will be reported in the addendum.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (2015) requires development proposals to make the fullest contribution possible to reducing carbon emissions. Major development schemes must be accompanied by an energy assessment to demonstrate how a 40% target reduction in carbon dioxide emissions will be achieved, where feasible.

In accordance with this policy the applicant has submitted an Energy Statement to demonstrate how the London Plan objectives will be met. In order to achieve compliance with the requirements, it is intended to adopt fabric first enhancements to the specification of the building; use high-efficiency lighting and ventilation systems; incorporate 610 sqm of photovoltaic panels to the south facing roof of the building; ensure the building is heated through the use of a community gas boiler network with integrated Combined Heat and Power. This should generate a total reduction in carbon emissions of 35.4% over the 2013 Target Emissions Rate.

The scheme is therefore considered to meet with the policy requirements and no objection is raised on sustainability grounds to the proposals. Further details will be sought by condition of the siting and design of the photovoltaic panels proposed.

7.17 Flooding or Drainage Issues

The site lies within Flood Zone 1 and a Flood Risk Assessment has been submitted as part of the application. The scheme has been reviewed by the Councils specialists and the questions they raised addressed within the report. No objection is therefore raised on flood risk grounds to the proposed development.

7.18 Noise or Air Quality Issues

NOISE

A noise report has been submitted with the application that assess the likely noise impact to the facade adjacent to Stockley Road. Mitigation is proposed in the form of acoustic ventilation vents and double glazed window units to meet the target noise levels. Provided these are provided, the scheme would meet the noise level targets and no objection is raised to the proposed development.

AIR QUALITY

An Air Quality Assessment has been submitted which confirms that the development would not have any significant impact on local air quality. Given the levels of pollution within the area however and to safeguard the residents from health damaging levels a condition is recommended to require mechanical ventilation with NOx/NO2 removal efficiencies of 90% and above on the ground floor with natural ventilation only allowed with inlets on 1st floor and above away from main traffic sources (A408).

7.19 Comments on Public Consultations

These have been addressed within the relevant sections of the report.

7.20 Planning obligations

Policy R17 of the Local Plan states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open spaces, facilities to support arts, culture and entertainment facilities through planning obligations in conjunction with other development proposals.'

In this case, due to the ownership of land all necessary off-site mitigation is capable of being secured by way of Grampian condition.

7.21 Expediency of enforcement action

Not applicable to the consideration of this application.

7.22 Other Issues

There are no other issues for consideration with this application.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application.

Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

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

9. Observations of the Director of Finance

Not applicable to the consideration of this application.

10. CONCLUSION

The development is considered to comply with current planning policies which seek to meet the population's growing housing needs.

The proposed building by reason of its acceptable design, size, scale and siting is not considered to have a detrimental impact on the character and appearance of the surrounding area, nor to have an unacceptable impact on the amenities of the surrounding occupants or highway network.

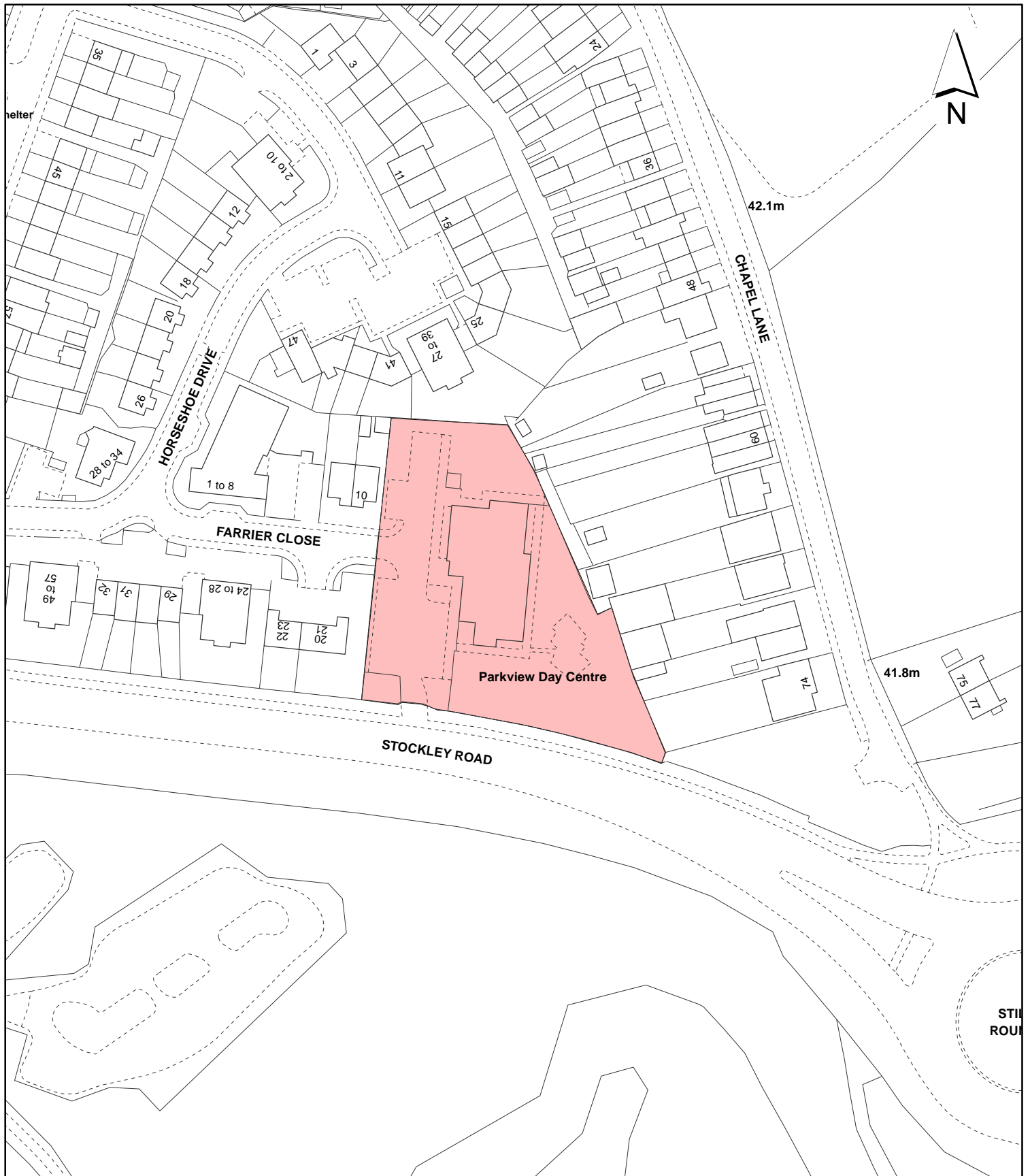
Overall, the scheme is considered to comply with the Councils adopted policies and guidance.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
HDAS: Residential Layouts
The London Plan 2015
The Mayor's London Housing Supplementary Planning Document
HDAS: Accessible Hillingdon
National Planning Policy Framework
SPD 'Planning Obligations' July 2014

Contact Officer: Charlotte Goff

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Notes:

 Site boundary

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Site Address:

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**LONDON BOROUGH
 OF HILLINGDON**
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Planning Application Ref:
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Scale:
1:1,250

Planning Committee:
Major

Date:
November 2015

