

Report of the Head of Planning, Sport and Green Spaces

Address HAREFIELD PLACE THE DRIVE ICKENHAM

Development: Demolition of existing modern U shaped extension. Conversion of existing Grade II listed building and erection of a replacement extension building to provide 25 self-contained apartments (Class C3), with associated basement car, cycle and motorcycle parking, private and communal amenity spaces and landscape enhancement, retaining existing entrance piers, the main vehicular entrance on The Drive and existing secondary servicing access with ancillary outbuildings.

LBH Ref Nos: 12571/APP/2015/3649

Drawing Nos: 182-PL-010-03-Site Location Plan
Planning Statement Part 1
182- DAS sections 4-8
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182-PL-302-01 Proposed Elevations EF
182-PL-400-02 Proposed Site Sections
182-PL-1001-02 Proposed Site Plan
182-PL-2001-01 Proposed Ground Floor Plan 1 of 2
182-PL-2002-01 Proposed Ground Floor Plan 2 of 2
182-PL-2011-01 Proposed First Floor Plan 1 of 2
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182-PL-320-02 Alterations Elevation North East 1 of 2
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182-PL-322-02 Alterations Elevation South West 1 of 3
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182-PL-327-02 Alterations Elevation South West 3 of 3
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Flood Risk Addendum Report

Supplemental Planning Statement
SPS APPDX 5 Visibility Splay Onto The Drive rev k
Transport Assessment
Tree Survey
SPS APPDX 3 Landscape Addendum Report
Supplemental Waste Response Statement
D&A Accessibility Addendum
SAP Report New Build Part 2
SAP Report New Build Part 1
SAP Report Refurbishment
182-PL-300-02 Proposed Elevations AB
Planning Statement Part 2
Phase 1 Habitat Assessment Revised
Landscape Masterplan Statement Part I
Landscape Masterplan Statement Part I
Heritage Statement_PART 1
Heritage Statement_PART 2
Great Crested Newt Survey Mitigation Report ER ST
FRA Final 1 with Appendices
ENERGY STATEMENT ES1 Rev 1
Contamination DBA
Archeological DBA
182- DAS sections 1-3
Design and Access Statement Addendum

Date Plans Received: 30/09/2015 **Date(s) of Amendment(s):** 01/10/2015
Date Application Valid: 05/10/2015

1. SUMMARY

Planning permission is sought for the demolition of the existing modern 'U' shaped 1980's extension to allow for the erection of a three storey extension with basement/lower ground floor level and the conversion of the existing Grade II listed building from office to residential to provide 25 self-contained units (Class C3). All dwellings will comply with the unit size standards as prescribed by the National Technical Standards and the London Plan Housing Design Guide Standards.

Harefield Place measures approximately 3.69 hectares and comprises office accommodation with associated parking and landscaped grounds. The original house is grade II listed and dates from the late 18th century. The whole of the site is located within the Metropolitan Green Belt, a Nature Conservation Site of Borough Grade II or Local Importance and the Colne Valley Park. The existing site has a Public Transport Accessibility Level (PTAL) of 1a, on a scale of 1 to 6, where 1 represents the lowest level of public accessibility. The applicant has advised that the existing buildings have been vacant for some time, with every effort made to let them for office purposes but without success. The loss of employment use and re-use of the building for residential is in principle acceptable and the provision of additional housing would be welcomed.

The design, positioning and form of the new building/extension has been the subject of extensive pre application discussions with the applicant and his architect and it is now

considered to relate appropriately in terms of its siting, style, scale, massing, height, design and materials. The Council's Conservation/Urban Design Officer raises no objection in design or conservation terms to the addition as now proposed or the alterations to the main Listed Building. The design of the replacement extension whilst modern, is also simple and recessive in appearance, and reads as a secondary element to the original building when seen against all of its principal elevations. The proposed alterations to the Listed Building are considered to be sympathetic to the original fabric of the building and would secure the long term use of the building consistent with its conservation.

The replacement extension would not disproportionately change the bulk of the existing extension over and above the size of the original building and 1980's extension, nor is it considered to be materially larger. Therefore, the development would not materially reduce the openness of the Green Belt or adversely impact the setting of the Listed Building. As such, the proposal is considered to meet a number of the exceptions set out in paragraph 89 of the NPPF which means that it would constitute appropriate development for the Green Belt, which is supported by the Council's Planning Policy Team.

Given the position of the development site in relation to neighbouring properties, the proposal would not cause unacceptable harm to neighbouring occupiers.

The site would use an existing access and the trip rate for the proposed use would be less than the existing office use. Therefore its resultant effect on the surrounding roads and public transport services would be relatively low. The scheme would be provided with adequate car, motorcycle, and bicycle parking, including appropriate levels of disabled and electric charging bays.

Overall, the development is considered to be of a good quality and on balance would be acceptable, subject to the conditions and the satisfactory completion of a section 106 Legal Agreement securing a formal Travel Plan, and contributions towards off-site Affordable Housing, Construction Training, the Council's Carbon Fund, and a Project Management & Monitoring Fee.

2. RECOMMENDATION

That subject to the Mayor not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, and subject to referral to the Secretary of State, under the Consultation Direction 2009 and HS2 Safeguarding Direction, delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to any relevant amendments agreed by the Head of Planning and Enforcement and also those requested by the Greater London Authority and the following:

A) That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or other appropriate legislation to secure:

1. Travel Plan: To include £20,000 Bond with a specific section to address air quality management.

2. Affordable Housing: £250,000 contribution towards provision of off-site affordable housing.

3. Review Mechanism: The legal agreement shall provide for the Council to review the finances of the scheme at set times, in order to ensure that the maximum amount of affordable housing is being sought (seeking an uplift if viable).

4. Construction Training: A contribution (or in-kind scheme delivered) is required to address training during the construction phase of the development. If the obligation is to be delivered as a financial contribution then the amount is to be based on the following formula: £2,500 for every £1m build cost + Coordinator Costs of £9,600 per phase or an in kind scheme to be provide.

5. £18,000 contribution towards the Council's Carbon Fund to offset carbon.

6. Project Management and Monitoring Fee: A contribution equal to 5% of the total cash contributions is required to ensure the adequate management and monitoring of the resulting agreement.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the legal agreement and any abortive work as a result of the agreement not being completed.

C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before 22/07/2016, or such other date as agreed by the Head of Planning and Enforcement, delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of sustainable transport, environment, affordable housing, and construction training). The proposal therefore conflicts with Policies AM7 and R17 of the adopted Local Plan and the Council's Planning Obligations SPD and the London Plan (FALP 2015).'

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans referenced below and shall thereafter be retained/maintained for as long as the development remains in existence:

182-PL-300-02 Proposed Elevations AB
182-PL-301-02 Proposed Elevations CD
182-PL-302-01 Proposed Elevations EF
182-PL-400-02 Proposed Site Sections
182-PL-1001-02 Proposed Site Plan
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182-PL-326-02 Alterations Elevation North West 2 of 2
182-PL-2031-02 Proposed Roof Plan 1 of 2
182-PL-2032-02 Proposed Roof Plan 2 of 2

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (November 2012) and the London Plan (March 2015).

3 COM5 General compliance with supporting documentation

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

- ENERGY STATEMENT ES1 Rev 1 received 1st October 2015 together with recommendations in revised Energy Statement 09-15-54188 ES2 received 21st December 2015 with regards to energy efficiency measures solely.
- Measures detailed in the Heritage Statement received 1st October 2015 and 'Methods Statements for Works to Listed Building document' received 23rd December 2015.

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (November 2012) and the London Plan (March 2015).

4 OM19 Construction Management Plan

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

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

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

REASON

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

5 COM6 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 of the Hillingdon Local Plan (November 2012).

6 RES10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS BS 3998:2010 'Tree work -

Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

7 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)

8 RES9 Landscaping (including for the refuse storage areas)

A landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
 - 1.a All ornamental and ecological planting (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 area
 - 2.b Means of enclosure/boundary treatments, including details of the screening required for the defensive space at the front and rear of flats with private outdoor areas as to ensure the privacy of these residents.
 - 2.c Hard Surfacing Materials
 - 2.d Other structures (such as the ice house, gates, steps, ramps, and retaining walls)

3. Details of Landscape Maintenance
 - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

5. Other
 - 5.a Existing and proposed functional services above and below ground
 - 5.b Proposed finishing levels or contours

Thereafter the approved details shall be implemented prior to first occupation of the flats in full accordance with the approved details and shall be retained thereafter.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and contributes to a number of objectives in compliance with policies BE13 and BE38 of the Hillingdon Local Plan (November 2012), and policy 5.17 (refuse storage) of the London Plan (FALP 2015).

9 TL6 Landscaping Scheme - implementation

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

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the of the Hillingdon Local Plan (November 2012).

10 NONSC Scheme for Ecological Enhancement

Prior to commencement of development an ecological enhancement scheme shall be

submitted to and approved in writing by the Local Planning Authority. The scheme shall include photographic records of the current site and a plan identifying the important features of ecological value. The scheme shall be accompanied by a separate plan showing the retention of these features together with proposals for the inclusion of additional features and improvements to the existing site which will result in a net gain in ecological value. The enhancements shall include;

1. the improvements to existing ponds and lakes,
2. the inclusion of one or more additional ponds,
3. wildlife specific planting
4. log piles
5. habitat walls
6. bat and bird boxes
7. wild flower meadows

The development shall be implemented in accordance with the approved scheme unless otherwise agreed in writing with the Local Planning Authority.

REASON

To ensure the development contributes to ecological enhancement in accordance with policy EM7 in the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012); policy 7.28 of the London Plan (FALP 2015); and National Planning Policy Framework (2012).

11 NONSC Inclusion of living walls/roofs

Prior to commencement of development, details of inclusion of living walls and roofs within the development shall be submitted to and approved in writing by the Local Planning Authority and shall thereafter be implemented and completed prior to first occupation. The details shall include planting mixes and maintenance plans.

REASON: To ensure the development contributes to a number of objectives in compliance with policy 5.11 of the London Plan (FALP 2015); and the National Planning Policy Framework (2012).

12 NONSC External Lighting

Before any part of the development is occupied, details of external lighting shall be submitted and approved in writing by the Local Planning Authority. Such lighting details as agreed shall be provided prior to first occupation of the development and shall remain in perpetuity.

REASON

To safeguard the ecological interest of the site and to ensure highway safety in accordance with policies 6.3 and 7.19 of the London Plan (FALP 2015); and National Planning Policy Framework (2012).

13 COM15 Sustainable Water Management

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it:

- a) Manages Water - The scheme shall follow the strategy set out in 'Flood Risk Assessment' and 'Surface Water Drainage Strategy', produced by EAS dated 25th September 2015, and the addendum also by EAS dated 12th October 2015 and demonstrate ways of managing water on site by providing information on:
 - a) Suds features - incorporating sustainable urban drainage in accordance with the

hierarchy set out in Policy 5.13 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided, calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards (safe access and egress must be demonstrated).

b) Receptors -

i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.

ii. Where infiltration techniques (soakway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.

iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

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

i. Incorporate water saving measures and equipment.

ii. Provide details of water collection facilities to capture excess rainwater;

iii. Provide details of how rain and grey water will be recycled and reused in the development.

e) Long Term Management and Maintenance of the drainage system -

i. Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.

ii. Where the maintenance will not be the responsibility of an individual householder, the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

Thereafter the development shall be implemented and retained/maintained in accordance with these details in perpetuity.

REASON: To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding, conserves water supplies, and suitable infrastructure is in place to support and improve water quality in accordance with policy EM6 Flood Risk Management in the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012); policies 5.12, 5.13, 5.14, and 5.15 of the London Plan (FALP 2015); and National Planning Policy Framework (2012).

14 COM30 Soil Testing for Contamination

Before any part of the development is occupied, site derived soils and imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON: To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with 'saved' policy OE11 of the Unitary Development Plan (2007); policy 5.21 of the London Plan (FALP 2015); and National Planning Policy Framework (2012).

15 NONSC EA Condition 1

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

REASON

To ensure protection of controlled waters in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.12 of the London Plan (March 2015) .

16 NONSC GLAAS - Archaeological

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works.

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

REASON

To safeguard the potential archaeological interest of the site in accordance with 'saved' policies BE1 and BE3 of the Unitary Development Plan (2007); policy 7.8 of the London Plan (FALP 2015); and National Planning Policy Framework (2012).

17 NONSC Removal of existing hardstanding

Prior to occupation of the development, all existing hardstanding which was for staff parking associated with the previous office use accessed from the northern entrance shall be removed as illustrated on drawing No. 182-PL-1001-02 Proposed Site Plan.

Reason:

To reduce the number of car parking spaces in accordance with sustainable transport objectives as described in chapter 6 (policy 6.13) of the London Plan (FALP 2015); the design objectives as described in chapter 7 of the London Plan (FALP 2015); and the National Planning Policy Framework (2012).

18 NONSC Cycle Storage

Notwithstanding the details submitted, a scheme shall be submitted to and approved in writing by the Local Planning Authority with details to provide a total of 50 secure cycle parking spaces or with details of such a combination of cycle spaces and innovative measures that meet the objectives of the London Plan standards. Unless otherwise agreed in writing by the Local Planning Authority the approved details shall be implemented as approved and thereafter be permanently retained.

REASON

To ensure that the development provides a quantum of cycle parking in accordance with Policy 6.9 of the London Plan (March 2015).

19 RES16 Car Parking

The development shall not be occupied until 50 car parking spaces, including 5 disabled bays, 10 electric charging bays with a further 10 bays with passive provision have been provided. Thereafter the parking bays/areas shall be permanently retained and used for no other purpose than the parking of motor vehicles associated with the consented residential units at the site.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site and meet the objectives of policy AM14 of the adopted Hillingdon Local Plan (November 2012) and Chapter 6 of the London Plan (March 2015).

20 NONSC Details of gate

Prior to commencement of the development, details of the pedestrian/vehicular gates/barriers into the site, incorporating facilities for the operation of gates/barriers by disabled persons, and manual operation of any gates/barriers in the event of power failure shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the gates/barriers shall be installed in accordance with the approved details and maintained in perpetuity.

REASON

In order to ensure that the development achieves an appropriate level of accessibility in accordance with Policy 3.8 of the London Plan (March 2015) and the HDAS -Accessible Hillingdon.

21 NONSC Details of Access Road

Prior to commencement of the development, the applicant shall submit details of the main access road and its junction with 'The Drive' to the Local Planning Authority for its approval. The details shall include:

- (i) Information regarding its construction
- (ii) Surface material
- (iii) Layout, alignment, and width of the road (minimum width of 4.8m), including if required the repositioning of the entrance piers.
- (iv) Lighting
- (v) Pedestrian footway
- (vi) Auto tracks to demonstrate that refuse and other HGVs approaching the access from the west can turn right into the site.

The approved details shall be implemented and completed prior to first occupation and maintained in perpetuity, unless otherwise agreed in writing by the Local Planning

Authority.

REASON

To provide adequate access and safeguard highway safety in accordance with policy AM14 of the adopted Hillingdon Local Plan (November 2012) and policy 6.3 of the London Plan (March 2015).

22 MCD10 Refuse Facilities

No development shall take place until details of facilities to be provided for the covered, appropriately sign posted, secure and screened storage of refuse at the premises have been submitted to and approved in writing by the Local Planning Authority. The facility shall be sited a maximum distance of 23 metres (10 metres where palladins are employed) from the highway, and 25 metres from any dwelling unit. No part of the development shall be occupied until the facilities have been provided in accordance with the approved details and thereafter the facilities shall be permanently retained.

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and policy 5.17 of the London Plan (FALP 2015).

23 COM7 Refuse Management Plan

No development shall take place until a Refuse Management Plan has been submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority the approved details shall be implemented as approved and thereafter be permanently retained.

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and policy 5.17 of the London Plan (FALP 2015).

24 RES18 Accessible Homes/Wheelchair Units

Three of the residential dwellings within the replacement extension shall be constructed to be wheelchair adaptable meeting the standards for Category 3 M4(3) dwellings, with all remaining units excluding the units within the original listed building being accessible and adaptable meeting the standards for Category 2 M4(2), as set out in Approved Document M to the Building Regulations (2010) 2015 edition. All such provisions shall remain in place in perpetuity.

REASON

To ensure an appropriate standard of housing stock is achieved and maintained which meet the needs of disabled and elderly people in accordance with policy 3.1, 3.8, and 7.2 of the London Plan (FALP 2015) and the National Planning Policy Framework (2012).

25 NONSC Minimising Water Usage

No part of the residential development hereby approved shall be occupied until evidence has been submitted to the council confirming that the development has achieved not less than the internal water usage (WAT1) standards equivalent to Code for Sustainable Homes level 4 targets. Evidence requirements are detailed in the "Schedule of evidence required for Post Construction Stage from WAT1 of the Code for Sustainable Homes Technical Guide. Evidence must demonstrate an internal water usage rates of 105l/p/day which must be submitted to and approved by the Local Planning Authority, unless

otherwise agreed in writing.

REASON

In the interests of sustainability in accordance with policy 5.3 (Sustainable Design & Construction) of the London Plan (FALP 2015).

26 NONSC Overlooking

Notwithstanding the details submitted, full details of the physical measures to prevent overlooking between flats, including the height, colour and material of balcony privacy screens and fins for the development shall be submitted to and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. The approved details shall be implemented prior to first occupation of the flats hereby approved and shall be retained thereafter in perpetuity.

REASON

To safeguard the amenity of future occupiers in accordance with policy BE24 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012).

27 NONSC Outdoor Amenity Areas

Prior to occupation of the relevant dwelling, each dwelling shall be provided with outdoor amenity areas for future use of their residents as hereby approved. Thereafter, the amenity areas shall so be retained in perpetuity.

REASON:

To ensure the continued availability of external amenity space for residents of the development, in the interests of their amenity and the character of the area in accordance with policy BE23 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policy 7.1 of the London Plan (2011).

28 NONSC Completion of works to the Listed Building

Prior to the first occupation of the residential development hereby approved, works to repair and convert the listed building are to be completed.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with 'saved' policies BE8, BE9, BE10, BE11 and BE12 of the Unitary Development Plan (2007); policy 7.8 of the London Plan (FALP 2015); and National Planning Policy Framework (2012).

29 NONSC Details of Finish

Prior to commencement of the development, details shall be submitted to and approved in writing by the Local Planning Authority for the following:

- 1) Samples and where appropriate, manufacturer's details, of all new external materials, including roofing.
- 2) Detailed drawings at an appropriate scale of the elevational treatment of the building to illustrate the finish of doorways, openings, coping/parapets, brickwork and cladding detailing
- 3) Details of the materials, construction, colour and design of all new external windows and doors.
- 4) Details of the design of the balconies, balustrades and handrails
- 5) The location, type, size and finish of plant, vents, flues, grills and downpipes/hoppers
- 6) Details of the external appearance and colour of the lift overrun and housing
- 7) Boundary treatment including entrance piers details.

The approved details shall be implemented and maintained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with 'saved' policies BE8, BE9, BE10, BE11 and BE12 of the Unitary Development Plan (2007); policy 7.8 of the London Plan (FALP 2015); and National Planning Policy Framework (2012).

30 NONSC Gym and Pool for Residents only

The gymnasium and pool at basement level hereby approved shall be used for residents of the development only and shall not operate commercially or be open for public use.

REASON: To safeguard the residential amenity of occupiers of the development to ensure there is appropriate transport arrangements in accordance with policies 6.3 and 6.13 of the London Plan (FALP 2015).

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) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

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.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
BE10	Proposals detrimental to the setting of a listed building
BE11	Proposals for the demolition of statutory listed buildings
BE12	Proposals for alternative use (to original historic use) of statutorily listed buildings

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
BE8	Planning applications for alteration or extension of listed buildings
BE9	Listed building consent applications for alterations or extensions
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
EC4	Monitoring of existing sites of nature conservation importance and identification of new sites
EC5	Retention of ecological features and creation of new habitats
EC6	Retention of wildlife habitats on derelict or vacant land
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
EM6	(2012) Flood Risk Management
H11	Provision of affordable housing
H4	Mix of housing units
H6	Considerations influencing appropriate density in residential development.
H8	Change of use from non-residential to residential
H9	Provision for people with disabilities in new residential developments
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
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LPP 3.9	(2015) Mixed and Balanced Communities
LPP 5.1	(2015) Climate Change Mitigation
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LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2015) Heritage-led regeneration
LPP 8.1	(2015) Implementation
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
LPP 8.4	(2015) Monitoring and review for London
NPPF1	NPPF - Delivering sustainable development
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF12	NPPF - Conserving & enhancing the historic environment
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF9	NPPF - Protecting Green Belt land
OE1	Protection of the character and amenities of surrounding properties and the local area
R16	Accessibility for elderly people, people with disabilities, women and

children

3 159 **Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies. On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

4 11 **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.

5 115 **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.

6

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership. Please contact: Mr Peter Sale, Chief Executive Officer, Hillingdon Training Ltd: contact details - c/o Hillingdon Training Ltd, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE Tel: 01895 671 976 email: petersale@hillingdontraining.co.uk.

7 I2 **Encroachment**

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

8 I21 **Street Naming and Numbering**

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

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

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

10 I45 **Discharge of Conditions**

Your attention is drawn to the pre-commencement conditions which must be discharged prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of this/these condition(s). The Council may consider taking enforcement action to rectify the breach of this condition(s). For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

11 I48 **Refuse/Storage Areas**

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

12

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

13

The applicant is advised that the detailed design of the underground car park must be undertaken with the input of fully qualified Structural and Highways Engineers.

14

You are advised that the Council is in the process of introducing no right turns from Harvil Road into 'The Drive' and into Highfield Drive during 7.00 am to 10.00 am. For further details please consult the Council's Highway Team.

15

Written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs. Condition 15 is exempt from deemed discharge under schedule 6 of the Town and Country Planning (Development Management Procedure)(England) Order 2015.

16

Unless specified on the approved drawings, the Local Planning Authority's agreement must be sought for the opening up of any part of the interior of the building.

17

This permission is liable for a contribution under the Community Infrastructure Levy (CIL) and a separate CIL liability notice will be provided for your consideration.

18

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).

19

The Council's Environmental Protection Unit (EPU) must be consulted for their advice when importing soil to the site. (Condition No. 14)

20

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out in the conditions, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

21 I47A **Damage to Verge - For Private Roads:**

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

22 I62 **Potential Bird Hazards from Buildings**

The applicant is advised that any flat/shallow pitched or green roof on buildings have the

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

The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The contact would be Gary Hudson, The Development Assurance Deliverer for Heathrow Airport on 020 8745 6459.

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

23 IT05 Wildlife and Countryside Act 1981

Wildlife and Countryside Act 1981: Note that it is an offence under this act to disturb roosting bats, nesting birds or any other protected species. Therefore, it is advisable to consult your tree surgeon / consultant to agree an acceptable time for carrying out the approved works.

You are also advised that the submitted Ecological Report: Great Crested Newt Surveys and Mitigation Strategy, by TMA refers to the proposed mitigation strategy which is likely to require prior approval from Natural England.

3. CONSIDERATIONS

3.1 Site and Locality

The site known as Harefield Place measures approximately 3.69 hectares and comprises office accommodation with associated parking and landscaped grounds. The land falls dramatically away from the existing buildings to the south west and rises up to a plateau to the north east, beyond the main front of the building. There are some remnants of early landscaping remaining such as a large informal pond located to the east of the house.

The original house is grade II listed and dates from the late 18th century. It comprises a building of 2 storeys, an attic plus basement. The centre block is 8 windows wide, with 3 windows wide projecting end pavilions. It is constructed of stock brick with a stone cornice and stone-coped parapet concealing hipped slate roofs with a modern cupola. There are gauged, near-flat brick arches to the sash windows (all modern) with glazing bars and a central Doric porch. Below this is a two leaf, 6-panel double door with elliptical patterned fanlight over. The garden front has a 7-window centre block with stepped, set-back side wings of 2 and 3 bays and stone pilasters to the corners. There is a segmental one-storey bow to the right of centre and a number of dormers to the roof.

The grade II listed building was originally known as Harefield Lodge and was built in 1785/86 by Architect Henry Couchman for Sir Rodger Newdigate. It was significantly

extended around 1805 by Jane Parker and again in the early 20th Century. In 1935 Harefield Place was acquired by Middlesex County Council for use as an annexe to Hillingdon County Hospital. It was named the Harefield Country Hospital and had 51 beds and 12 cots. In 1958, the old stable was demolished because of its dangerous condition and its site made into a car park. At this time, the driveway was also resurfaced. The Hospital closed in 1965 but before this the wards were temporarily converted to provide accommodation for nursing staff from Hillingdon Hospital.

The building was vacant between 1965 and 1978 and as a result fell into a dilapidated condition. In 1981 consent for its change of use to office and for the presently existing side extension was granted and subsequently constructed. From 1991 the building was used by Blockbusters as their headquarters. The building has been partially vacant since 2004 and fully vacant for over two years since Blockbuster went into administration in December 2012, consequently its condition has deteriorated rapidly over the last few years.

The site is located on The Drive, a private road, approximately half a mile north of the A40 motorway, one mile from Ickenham Village Centre and situated within the Parish of Harefield which is part of Uxbridge District. 'The Drive' which delineates the eastern boundary of the site comprises of mainly two storey-detached houses which are of mixed architectural style and quality set in medium to large plots. To the north of the site there is open land and to the south and south west is Ickenham Golf Course.

The whole of the site is located within the Metropolitan Green Belt, a Nature Conservation Site of Borough Grade II or Local Importance and the Colne Valley Park. At present the grounds are unmaintained and overgrown. The existing site benefits from 96 car parking spaces and has a Public Transport Accessibility Level (PTAL) of 1a, on a scale of 1 to 6, where 1 represents the lowest level of public accessibility. The site is covered by Tree Preservation Order No. 236 and it is also within an Archaeological Priority Zone as designated within the emerging Local Plan Part 2.

3.2 Proposed Scheme

The proposal consists of the demolition of the existing modern 'U' shaped 1980's extension to allow for the erection of a three storey extension with basement/lower ground floor level and the conversion of the existing Grade II listed building from office to residential to provide 25 self-contained units (Class C3).

The existing extension which dominates the historic building will be demolished and replaced with an extension which is separated from the historic building above lower ground floor level, allowing the listed building to be appreciated as a whole and as the most significant building on the site. The replacement extension would have a contemporary design distinct from the historic main building.

The main building now known as Harefield Place will be converted back to residential use, whilst maintaining and protecting the few remaining original features. The proposed alterations would be kept to the minimum required to facilitate modern day living. Alterations to significant structures have been detailed in a way that they are easily reversible and subdivisions within principal rooms have been designed so that they can be easily removed without damaging any of the historic features.

The extensive hardstanding used for car parking will be removed and re-landscaped and the tarmac driveways will be replaced with resin bound gravel in order to enhance the setting of the listed building. The historic garden and lake in the northern part of the site are

to be restored largely to their original layout and style. The proposal also involves the provision of a basement containing 50 car, 25 cycle, and motorcycle parking.

The proposal includes the provision of private and communal amenity spaces for use by future occupiers and a private gymnasium and pool within at basement level for residents. There are significant landscape enhancement measures sought, as well as a number of ancillary outbuildings such as a refuse collection building and security/concierge building. The proposal would retain the existing entrance piers to the site, the main vehicular entrance onto 'The Drive', and existing secondary servicing access located further to the north.

The site will provide 25 flats totalling 3093.6 sqm (GIA). A breakdown of the proposed accommodation is provided below;

- 9 units in the listed building and 16 units in the new replacement building.
- 16 x 2 bed and 9 x 3 bed residential units.

3.3 Relevant Planning History

12571/J/78/2132 Harefield Place The Drive Ickenham
Office development - 1,351 sq.m (Full)

Decision: 17-08-1979 Approved

12571/L/79/0509 Harefield Place The Drive Ickenham
Change of use from residential accommodation for staff of former U.C. Hospital to private dwelli

Decision: 25-07-1979 Approved

12571/T/81/0466 Harefield Place The Drive Ickenham
Extension/Alterations to Office premises of 570 sq.m

Decision: 28-08-1981 Approved

12571/W/81/0467 Harefield Place The Drive Ickenham
Listed building consent to develop/alter

Decision: 28-08-1981 Approved

Comment on Relevant Planning History

The planning history is listed above.

4. Planning Policies and Standards

Please see list below.

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.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing
PT1.HE1	(2012) Heritage

Part 2 Policies:

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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BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

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LPP 8.1	(2015) Implementation
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
LPP 8.4	(2015) Monitoring and review for London
NPPF1	NPPF - Delivering sustainable development
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF12	NPPF - Conserving & enhancing the historic environment
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF9	NPPF - Protecting Green Belt land

- OE1 Protection of the character and amenities of surrounding properties and the local area
- R16 Accessibility for elderly people, people with disabilities, women and children

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **3rd November 2015**

5.2 Site Notice Expiry Date:- **9th November 2015**

6. Consultations

External Consultees

ENVIRONMENT AGENCY

Comments (Summary): They have stated that they have no comment on this application.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SOCIETY (GLAAS)

Comments (Summary): The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter. The National Planning Policy Framework (Section 12) and the London Plan (2011 Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. This information should be supplied to inform the planning decision. If planning consent is granted paragraph 141 of the NPPF says that applicants should be required to record and give advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence publicly available.

The site lies in an area of archaeological interest.

The applicant has commissioned an Archaeological Desk Based Assessment (Archaeology Collective, 2015) which has been submitted with the application. Having reviewed the assessment it is clear that the site has the potential for archaeological remains dating from the Palaeolithic through to the Bronze Age. Although I agree that existing building will have heavily compromised the archaeological survival within its footprint, the proposed basement extends beyond this previous impact and would completely remove any surviving archaeological remains.

Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates the need for field evaluation to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a condition could provide an acceptable safeguard. A condition is therefore recommended to require a two-stage process of archaeological investigation comprising: first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

Officer's response: Noted. However the Council's Conservation Officer following further discussions with GLAAS has suggested that the wording for the 'historic recording' condition should be altered to reflect the Listed Building's condition and that few original decorative features or joinery elements remain and limited original fabric remaining. The Conservation Officer has recommended an

alternative condition which is considered to be acceptable.

HISTORIC ENGLAND

Comments (Summary): Harefield Place is a grade II listed, mostly nineteenth century building with a late eighteenth century core. It has been undergone much alteration, but retains special interest in its facades, remaining plan form, and some internal and landscape features. We consider that the removal of the existing 1980s office extension, which does abut and conceal part of the listed facade, could be acceptable as long as the works result in an improved arrangement. Elements of the current design do limit the harm caused to the listed building; it is built of complementary brickwork, makes a clear attempt at reflecting fenestration rhythms, and is designed to curve away from the building. Combined with the topography and planting of the site, its form reduces its visibility from the front and rear of the listed building. It is important to ensure that any replacement design does not cause greater harm to the listed building.

The proposed design remains broadly within the same footprint as the current design, but because of its greater massing, squarer form and materials would be more prominent, and the impact of this on key views should be considered. The predominance of glazing, particularly on the ribbon and corner balconies, will draw the eye and contrast with the listed building. In combination, the materiality and form of the new extension is likely to make it more conspicuous in views, and therefore it would be likely to compete with the listed building. We suggest that ways to reduce this impact could be considered, whether this is alterations to the scale, materials or position of the extension.

The proposal to rebuild the parapet and alter the roof will affect only heavily altered or new fabric. However, the impact on the visual appearance of the main facades should also be considered. Reducing the parapet in height and simultaneously enlarging, and seemingly simplifying, the dormer windows will increase their prominence, unbalancing the fenestration hierarchy (particularly given that historically no dormers appeared on the north east elevation). Removing these changes from the proposals would limit the harm and have no impact on usable floor space in the building.

In general the interior can accept some alteration, given the degree of change during past conversions. However, given the scale of losses in the past, it is important that the remaining elements of original plan form and masonry from the early phases of the house are kept wherever practicable. It is proposed to insert a stair to the basement beneath the main stair; for the grand entrance hall of a house of this rank and period this would appear rather out-of-place, and we suggest the position is reconsidered.

We consider that the proposals in their current form would cause some degree of harm to the listed building, and would advise that revisions could be considered to elements of the proposals as outlined above to limit this harm. The harm should be weighed against the public benefits of these proposals.

Officer's response: The proposal has been significantly revised to address the concerns raised by Historic England. The replacement extension has been set further back on its southern elevation, the materials have been changed, and the design modified to give it a more sympathetic appearance that would not have an adverse impact on the setting of the listed building. The changes to the original listed building have also been scaled back and made more sympathetic. The Council's Conservation Officer now supports the revised scheme which is considered to address the concerns raised by Historic England. Feedback from Historic England on the revised scheme should be provided on the addendum sheet prior to committee.

METROPOLITAN POLICE'S DESIGNING OUT CRIME OFFICER (DOCO)

Comments (Summary): No objection.

Officer's response: Noted.

NATURAL ENGLAND

Comments (Summary):

Statutory nature conservation sites - no objection

Natural England has assessed this application using the Impact Risk Zones data (IRZs) and is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which Fray's Farm Meadows has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application. Should the details of this application change, Natural England draws your attention to Section 28(l) of the Wildlife and Countryside Act 1981 (as amended), requiring your authority to re-consult Natural England.

Protected species

We have not assessed this application and associated documents for impacts on protected species. Natural England has published Standing Advice on protected species. You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.

The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence is needed (which is the developer's responsibility) or may be granted.

Priority Habitat as identified on Section 41 list of the Natural Environmental and Rural Communities (NERC) Act 2006

The consultation documents indicate that this development includes areas of priority habitat, as listed on Section 41 of the Natural Environmental and Rural Communities (NERC) Act 2006. The National Planning Policy Framework states that 'when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity. If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.'

Local sites

If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.

Biodiversity enhancements

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the National Planning Policy Framework. Additionally, we would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006) which states

that 'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. Section 40(3) of the same Act also states that 'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'.

Officer's response: Noted, please refer to the Council's Ecology Officer's comments for further consideration of ecology matters and the main section of the report on ecology.

GREATER LONDON AUTHORITY (GLA)

Comments (Summary): London Plan policies on Green Belt, heritage, change of use, loss of office space, affordable housing, housing mix and tenure split, space standards, design, inclusive access, energy, flooding and transport are the key strategic issues relevant to this proposed development. The application does not comply with the London Plan. The following changes might, however, remedy the above mentioned deficiencies, and could possibly lead to the application becoming compliant with the London Plan.

Principle of development: change of use - office use to residential on Green Belt:

The change of use from office to residential is acceptable. The restoration and redevelopment of the listed building is appropriate development as it complies with the exception in the NPPF. However, the very special circumstances provided for the inappropriate element of the proposal (the extension) do not fully justify the development on Green Belt. Further details in regard to parameters of proposed built forms are required.

Heritage and design:

Whilst the restoration and improvement of the listed building is supported in principle, the proposed extension block to the north east of the listed building would have a greater impact upon the immediate setting of the historic house. This requires further thought so as to accord with the London Plan.

Housing mix, tenure split and space standards:

The residential space standards provided exceed the minimum space standard of the London Plan. Whilst the scheme offers a range of housing choices, the Council is encouraged to seek more family housing units.

Affordable housing:

The applicant has submitted a financial viability report in justification of 0% affordable housing. However, this report needs to be reviewed by independent consultants and the result should be shared with the GLA.

Inclusive access: The redevelopment complies with inclusive access policies of the London Plan, all the measures proposed need to be conditioned.

Energy:

The scheme complies with energy policies of the London Plan, provided Sample SAP worksheets (both DER AND TER sheets) for the development including efficiency measures are submitted to support the savings claimed. All the proposed measures should be conditioned.

Flooding:

The drainage aspects of the proposals comply with London Plan policy 5.13. However, there is potential for more sustainable drainage measures, such as swales and green roofs to be incorporated into the designs, in line with the London Plan's drainage hierarchy.

Transport: Car parking provision should be reduced. Further clarification is required on cycle parking

facilities and shared path ways. Amendments to the electric vehicle charging points and necessary mitigations should be considered. The submission of travel plan, Delivery Service Plan, and Construction Service Plan is required and should be secured.

Officer's response: The development has been revised since its submission to address the concerns regarding its impact on the setting of the listed building and the openness of the Green Belt. It has been reduced in bulk and the choice of materials changed to make it more subservient to the setting of the listed building. The revised scheme is supported by the Council's Conservation/Urban Design Officer and the Council's Planning Policy Team concurs that the development would now safeguard the heritage value of the listed building and would be appropriate development for the Green Belt. In terms of affordable housing, an in lieu financial contribution of £250,000 towards the provision of off-site affordable housing has been agreed with the applicant. There will also be a financial contribution of £18,000 towards the Council's Carbon Fund which would be used on outdated and inefficient building stock. The level of car parking for the development complies with the London Plan and a travel plan has been secured by legal agreement. A range of conditions would be imposed should the application be granted to ensure there is appropriate access to the site, appropriate construction and refuse management plans and an acceptable level of cycle parking. Subject to a range of conditions including in relation to access and drainage arrangements, the proposed development makes a positive contribution to the local character and distinctiveness of the area whilst safeguarding the fabric of the original listed building and openness of the Green Belt, in accordance with local, regional, and national policies. The GLA have been re-consulted on the revised scheme and any response will be reported on the addendum sheet for the planning committee.

NEIGHBOUR RESPONSES

The neighbour consultation period expired on 10th November 2015 following the erection of a site notice on the 20th October 2015, an advert on 13th October 2015 and neighbour notification letters being sent out on 9th October 2015. 16 Neighbour responses (exclusive of comments from Ickenham Resident's Association and the Association of the Resident's of 'The Drive') have been received. 3 were in support, 1 neither supported nor objected to the proposal, whilst 12 were objections which raised a number of concerns which are summarised as follows;

- Improvements should be made to the road surface of the 'The Drive' following use by construction vehicles and to surrounding other roads which would unlock further development potential.
- The proposal would increase traffic on local roads and result in an increase of air pollution.
- Safety issues regarding increased use of the historical entrance which is narrow, has poor visibility, and is positioned at an acute angle to 'The Drive'.
- The development will add pressure to the water and sewerage infrastructure.
- Disruption during construction period including impact from construction vehicles which would harm the residential amenity of neighbouring properties.
- Adversely impacting the fabric and setting of the Listed Building.

Officer's response: The main issues raised have been dealt with within the main body of the report, however with regards to the water and sewerage infrastructure, the Regional Water Authority is in charge of water supply, sanitation, and water resources management. In July 2011 the Department for Environment, Food and Rural Affairs (DEFRA) passed the Private Sewerage transfer regulations. This was a two part process;

Part 1: sewerage companies became responsible for private sewers/drains from 1 October 2011

Part 2: sewerage companies will become responsible for private pumping stations from 1 October 2016, which meet the eligibility criteria.

This change in the law means the ownership and maintenance for previously private sewers and lateral drains transferred to Thames Water on 1 October 2011. Issues raised with regards to water and sewerage infrastructure are controlled under non-planning legislation and as such are not a

planning material consideration. It is also worth mentioning that damage caused to the road surface of 'The Drive' by any users would be a private civil matter outside the remit of planning.

ICKENHAM RESIDENT'S ASSOCIATION

Comments (Summary):

Whilst not wishing to object in principle to these applications, we ask that you consider carefully our following comments and observations in reaching your decision.

This is a major restoration and conversion proposal for a Listed Building in Ickenham. We are sympathetic to both the concept and scale of the proposals, and 25-self-contained apartments would most likely produce fewer vehicular movements than occurred, when used for commercial purposes and office facilities in the past, but because important information is missing from the application, we have no choice but to object at this stage.

The application does not seem to include:

- a) a construction traffic management plan
- b) a site waste management plan
- c) details on affordable housing provision
- d) details on the rationale for deviating from the London Plan policy on car parking space limits for new homes.

We are also sympathetic to this application because of the way the applicant has focused considerable attention on breathing new life into a historic local building. We look forward to receiving the missing information, which we would like to consider before making final comments. Details about why we think the missing information is so important are included below:

Traffic and Access

We note that traffic movements for the proposed development are likely to be less than those applicable to the site when occupied by Blockbuster Video. Our main area of concern is that further information is needed on the safeguards and mitigation measures to limit safety risk and disruption to local residents during the construction phase, both in The Drive and Highfield Drive. The application seems to lack a clear construction traffic management plan. Such a plan could include daily limits on the number of vehicles permitted to access the site; procedures to be put in place to ensure removal of mud and dust from roads and footpaths at the site access points; strict time limits on the hours of working and regular monitoring of noise levels. Its absence is especially worrying because The Drive and part of Highfield Drive have no pavements and in places are quite narrow. The junction of The Drive and Harvil Road is very dangerous due to poor visibility and excessive speed, and consequently difficult for use by HGVs. It should also be noted that all the access roads are privately maintained, and that damage of the residential roads and ongoing maintenance is a contentious issue in the area.

Site Waste Management

We are concerned with the lack of a visible site waste management plan, showing clearly how much rubble from the demolition of the office building and spoil from the excavation of the new car park will actually be re-used on site and how much will have to be removed, and via which route and when this is proposed to happen. HGV movements in this area are already very high, so we want to be sure that everything possible is done to minimise construction waste movements.

Affordable Housing Provision

We have received confirmation from the Council's case officer that the applicant has made a case to provide less than the 35% affordable housing provision required in the Local Plan. We have also

had a request for further information about the affordable housing arrangements onsite declined. We understand that restoration work associated with the Listed Building may add some extra cost, and may provide the applicant with sound reasoning for requesting permission to deviate from the local 35% target. We really do need to know the details before we can make a judgement about whether or not the development is contributing to the achievement of sustainable development in the village.

Car Parking Standards

We recognise that the proposed development will have less car parking than the existing one, but without disclosure of the details about why the London Plan car parking ratio standards for new homes are being exceeded, we cannot give a rounded view on the proposals on behalf of our members. Again, if the Council cannot share this information on grounds of commercial sensitivity, we ask that the request is passed on to the applicant for consideration.

And finally, we appreciate the proposed, continued use of the existing historic site entrance in The Drive and would oppose any future proposals to move it on safety and heritage grounds.

Officer's response: The main issues raised have been dealt within the main body of the report.

THE ASSOCIATION OF THE RESIDENTS OF THE DRIVE

Comments (Summary):

At present the Association reserves its position in regard to the planning issues relating to the change of use to residential, new development in the Green Belt, the conversion of the listed building and the demolition of office building and its replacement with a larger residential block on an enlarged footprint and significant greater square footage. The Association is holding an emergence general meeting to further discuss its response but in the meantime objects to the development on the basis of the proposed retention of the vehicular access on the Drive South.

The Association also notes that the description of the access is misleading what is described the secondary servicing access has in fact been since the 1960s the main access and what is described as the main access on the Drive South has in fact been the secondary servicing access for visitors and deliveries only. Furthermore the replacement building is on a substantial increased footprint, height dimensions and square footage.

What is now known as Harefield Place Estate consists of a number of properties situated in a number of interlinked private roads. The Drive has an entrance at Swakeleys Road and at Harvil Road, The Drive (south), and its associated roads Dukes Ride, Pine Trees and Georgian Close all of which are cul de sac, are members of this Association. There is also the Drive (North) consisting of twelve properties and a small number of properties at the Golf Course Branch of the Drive, and the properties in Highfield Drive which runs parallel to the Drive and which has an entrance on the Drive and on Harvil Road. The Association of residents of the Drive represents the majority of residents in Harefield Place.

Unfortunately there are limited access routes onto Harefield Place Estate, one from the North and one from the South, From the North, motorists can access Harefield Place Estate from both Harvil Road (Two points of entrance one directly into the Drive and one into Highfield Drive which leads back into the Drive), and from the South, at the junction between Swakeleys Road and the Drive, which is immediately before Swakeleys Roundabout. Swakeleys Roundabout is the main route both into London and to access the M40 and M25.

The Drive itself is a particularly narrow private road, with no separate pedestrian foot path and therefore pedestrians, bicycles and vehicle traffic share the road space. Traffic particularly in the morning and parking at all time cause safety and amenity problems in this narrow road space. In the

mornings the Drive is a significant school access route to Vyners School situated in Warren Road and other nearby schools and also for access to Hillingdon Station and Bus Stops situated by Swakeleys Roundabout.

Very recently in response to this Associations and others concerns as to safety and rat run traffic, the Council carried out a traffic survey and briefing note which confirmed that there was a significant traffic problem in the Drive and found that between 170 and 325 vehicles turn into The Drive and Highfield Drive from Harvil Road during the morning peak to avoid southbound traffic queues on Harvil Road (between 12% and 23% of the traffic. This problem is likely to get much worse with the recent proposal for a haul road to the rear of the properties of the Drive existing at Swakeleys Roundabout adjacent to the exit onto Swakeleys Road from the Drive. The council have now agreed to try to obtain permission to restrict no right turns into both the Drive and Highfield Drive in the mornings between 7-10 am.

Further very recently approval was given despite our objection to convert no 51 to flats. Whilst before the Council at the moment is yet another proposal to turn another property no 37 into flats. Both properties are in close proximity to each other and will themselves lead to an increase of some 11 new residents in the Drive. Indeed we are already experiences the impact of construction traffic associated with no 51, being parked on the road outside no 51, residents are concerned that further construction traffic associated with no 37 and Harefield Place could become intolerable.

The original access to Harefield Place House and the Hospital were by two entrances on the Drive South, forming an in/out system with both access at 45 degrees to The Drive. At some time the out entrance was blocked, a new wider entrance for all office staff created nearer the Golf Course in the Drive North, whilst the old (in) access remained for visitors and deliveries only. No doubt this new main staff access was created for a reason, since it did not obstruct other residences, stood alone and has very good visibility splays to the Road in all directions. A much better entrance than the old entrance now being relied upon.

It is important to understand that this staff access became the main entrance in terms of number of vehicle using the offices on a day to day basis. The old entrance in the Drive (south) being used by the occasional visitor and delivery vehicle. This has remained the pattern of traffic entering the development for the last 50 years. The main traffic numbers going to the new entrance and small volumes of traffic using the original old hospital entrance on the Drive. Even so the writer can remember one occasions when the verge was damaged by lorries trying to turn out to the left on in from Highfield Drive and two occasions of lorries having to reverse back to Highfield Drive and approach the entrance from the South because they could not make the turn in and the chaos that was created whilst they did this.

The Association notes that the developers' proposals included the loss of the listed building to sub-division to flats and the knocking down of the existing office block and its replacement by a much larger building on an extended footprint in the green belt, and the loss of this type of head office accommodation. The Association were aware of the test of very special circumstances.

However, the Association also recognised that there could be benefits from a change of use from offices to residential in overall volumes of traffic using the site. The Association were also aware that Manorgrove Homes Ltd are a well-respected local builder who indeed have built a number of properties on the Drive and that this was reflected in that some of our residents had expressed support for the change of use.

Therefore the Association has been proactive to try to explore with the Developers whether any agreement could be reached which on balance would be beneficial and acceptable to residents as a whole, expressed through a consultation exercise once the Association had pinned the Developers down as to their proposals.

The Association has one major concern in particular,(raised by a number of residents directly affected) namely, in regard to the proposed use of the old entrance of the Drive misleading described as the main entrance but in fact being the secondary access for the last 50 years. The Association let the Developers know of the concerns of a number of members of the association living nearest to the old entrance, who would be directly affected and sought assurances that any application would not use this entrance but instead the Developers would continue to use either the main staff entrance in the Drive North to form the main entrance for residential traffic or create an alternative entrance that would allow better visibility splays and access that at the old entrance.

The Association explained to the Developers the reason behind these concerns:-

1. First that the Developers did not own the road or the verge and their proposals for visibility splays could not be achieved since they were over land they did not own or control and that a large amount of trees and shrubs were on land maintained and in the possession of the Association.
2. Further that they did not have the consent of the title holders or more importantly the Association to do any work to the verge and that such consent would not be given. [The Developers knew that the Association has long claimed possessory title to the road and grass verge at this point, by virtue of its maintenance and control of the verge and road over the last 50-70 years].
3. The Association explained that although this was an existing entrance it had been in practice little used in comparison with the main staff entrance to the north and since they were proposing a change of use that would involve a considerable increase in traffic movements into and out of the old entrance this would be particularly undesirable for the following reasons.
4. The old entrance (the pillars are to be retained) is not wide enough for two vehicles to pass and will mean backing up onto the road, whilst vehicles clear the entrance pillars.
5. the old entrance road at this point is not set at 90 degrees to the Drive but at a 45 degree angle to the carriageway and this will cause vehicles (and in particular large vehicles) which turn in from the right and/or out to the left, towards Highfield Drive, to track over the half way mark in the carriageway and/or onto the grass verge. [In this respect we noted that absent from the tracking plans, were any tracking plans for this manoeuvre toward or from Highfield Drive, yet this would in fact be a main route for vehicles exiting via Harvil Road to go North or to Ickenham or Ruislip]
6. This manoeuvre will conflict with both oncoming vehicles and cars lawfully parked on the properties on the east side of the road. A concern raised by those residents in those properties.
7. The drive at this point is narrow with no pedestrian carriageway and the effect of any such manoeuvre will be that large vehicles would either be forced to mount the verges causing damage which it is the responsibility of the association to repair or to come into conflict with lawfully parked vehicles outside the adjacent residential properties. There are no parking restrictions on the Drive.
8. Further there are already safety problems at the junction between the Drive and Highfield Drive with a severe restriction on visibility for vehicles turning left from Highfield into the Drive, the is concern that another unsafe junction in close proximity to the one proposed is an accident waiting to happen.

Further, the Association were concerned as to the damage that construction traffic will cause to this privately maintained road. It is totally unrealistic to assume that all construction traffic will not use the Drive (south), particularly since the no right turn once implemented will mean that such traffic will have to come in by Swakeleys roundabout in the mornings. The Association were not happy about the proposals for compensation or required that a formal legal document be put in place to secure any promises made.

Without consent the developer has entered the Association's grass verge and cut down some 2 metres width by some 10 meters in length of trees and shrubs outside the red line area of their ownership. The developer has since sought to challenge the Societies possessory title to the road and grass verge.

Officer's response: It is recognised that the historical entrance to the site located farthest south was

not the main vehicle entrance for staff for the previous office use. However it was the main entrance for servicing the site and for visitors. It is also the original historical entrance for the site. The Council's Transport Officer has assessed the proposed development and considers that subject to condition that the continued use of the entrance would be acceptable. As is recognised by the Association, the change of use would be likely to reduce overall traffic volumes related to the site. It is also worth mentioning that private issues between neighbours such as land/boundary disputes, damage to property, private rights of access, and covenants are not material planning considerations.

Internal Consultees

ACCESS OFFICER

Comments (Summary): No objection, subject to condition to secure accessible/wheelchair adaptable units. The plans concur with the written information, and no concerns are raised from an accessibility standpoint. However, in order to secure the required standards of accessibility at the construction stage, any grant of planning permission should specify that three units are designed and constructed to be wheelchair adaptable in accordance with part M4(3) to the Building Regulations, with the remaining units located outside of the listed building to be accessible and adaptable as specified in Part M4(2).

Officer's response: This condition will be imposed if planning permission is granted.

CONSERVATION AND URBAN DESIGN

Comments (Summary):

Background: The house currently appears to be in a reasonable state of repair, although there is some water ingress as a result of lead having been stolen from the roof. The building, however, fell into a derelict state and was extensively repaired and partly rebuilt in the 1980s. The Council's microfiche and other records indicate that these works included the removal of a large masonry veranda structure on the garden elevation, removal of additions to the north and south of the building, the rebuilding of parts of the principal elevations, a new roof structure and replacement floors. Internally, whilst the building was very well restored, few original decorative features or joinery elements remain, although the internal walls for the most part appear to be original and clearly indicate the earlier room layouts. A series of vaults remain to the front of the building, although it appears that some of these have been filled with concrete.

The curved 2 storey office addition (over a basement) was constructed at the time of the restoration in the early 1980's and was likely to have been considered as "enabling development" at that time.

The building is sited within extensive landscaped grounds, which fall dramatically away to the south west (garden front) and rise up to a plateau to the north east, beyond the main front of the building. Some remnants of the early landscape remain, including a large informal pond located to the north east of the house. An ice house, considered as a listed structure, also remains and is located to the south west of the pond.

Consideration: The existing modern curved addition, over a basement, is of good quality in design terms and sits comfortably with the house. Given the quality of the revised scheme for the site, no objection is raised in principle to its demolition.

Historic Building: The application is supported by an historic buildings assessment, which appears to be a reasonably well researched document. The potential long term reuse of the listed building is welcomed, no objections are raised in principle to its conversion to flats, and following extensive negotiation with the applicant's architect an acceptable scheme, that retains original fabric and

observes the building's 19th century layout and has been negotiated. Whilst the works include a new roof, dormers, internal high level roof terrace (not visible from ground level) and raised floor structure at second (attic) floor, these are within areas where there is, as far as we are aware, no original historic fabric remaining. The original internal walls within these areas are retained with minor alterations.

On the other floors, a level of subdivision beyond that that currently exists will be required as part of the conversion. The principal rooms, however, will be left unaltered, other rooms will be subdivided, although it is anticipated that the partitions will be constructed so as to be easily removed at a later date if required. Whilst not particularly desirable in listed building terms, on balance, this is considered acceptable in order to secure the future long term use of the building.

Discussions have been held with GLAAS re their advised levels of building recording, they have agreed that in view of the history of the building and the extent of works previously undertaken, a lesser level of recording is acceptable.

A range of conditions should be imposed to safeguard the archaeological/historic interest of the site.

Site/ Landscape: No objections are raised in principle to the changes to the garden setting of the listed building, nor to the proposed landscape surrounding the new structure. The removal of the existing large areas of hard surfacing for the upper level car park is welcomed, as are works to improve the pond and the immediate setting of the listed building and its frontage. In addition to the Tree and Landscaping Officer's advice, further details should be requested to cover the design, finishes and extent of new boundary enclosures, works to gates and gate piers, retaining walls, ramps, steps and handrails. In addition, details and samples to be provided of all new external hard surfaces, lights and signage.

Site Archaeology: as per GLAAS condition

New building: The design, positioning and form of the new building have been subject to extensive pre application discussions with the applicant and his architect. There are no objections in design or conservation terms to the addition as now proposed. The design whilst modern is simple and recessive in appearance, and reads as a secondary element to the original building when seen against all of its principal elevations. The success of this building will depend very much on the quality of its external materials, finishes and detailing, these will need to be covered by appropriate safeguarding conditions.

Garden structures and gatehouse: No objection to these features in principle, please condition samples of all external materials to be used and the design and finish of windows and doors.

Officer's response: Noted. Appropriate safeguarding conditions will be imposed to the associated Listed Building Consent application or this application should it be granted.

ENVIRONMENTAL PROTECTION UNIT (EPU)

Comments (Summary):

Land Contamination

The Site Check report is a study made for the purchase of property. This involves the assessment of historic maps and databases held by the provider such as landfill lists. The report is not a desk study made prior to carrying out site investigations and does not involve a site visit. Notwithstanding no contaminative use appears to have been present on the site. This accords with our historic maps and the data on the site history submitted with the planning application including the archaeological

desk study. The use of the site as a house, the 'Uxbridge County Hospital', and as offices are all well known.

As the site has had no known contaminative use it would not seem reasonable to attach the standard staged contaminated land condition. However the site will have a more sensitive use as residential. It appears that there will be some private and amenity spaces with landscape enhancement. I would not have thought soil imports will be necessary for the site but this is always possible if the developer adjusts the site profile. For this reason I would advise attaching a soil testing condition to ensure that the gardens and landscaped areas are clean and any imports tested if used.

Lighting

No objection, subject to condition to secure details of external lighting to safeguard the ecological interest of the site.

Officer's response: The informatives requested have been noted and shall be imposed if the application is granted.

FLOOD AND WATER MANAGEMENT

Comments (Summary): The information contained within the Flood Risk Assessment by EAS contain sufficient information to show that the site is in a low risk area for fluvial flooding and other risks from other sources will be controlled on site.

Further information and work is to be undertaken including CCTV of the overflow from the existing pond on site to ensure that it is functioning appropriately. Final level information should be submitted showing flow routes of surface water in a more extreme event including over topping or breach of the existing pond on site. Details of the proposed new pond should also be included including in let and outlet and appropriate clearance of the ditch within the site but downstream of the pond should be included as well as the pipework from the existing pond, and any operational structures.

Therefore the following condition should be applied:

Condition

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it:

a) Manages Water - The scheme shall follow the strategy set out in 'Flood Risk Assessment' and 'Surface Water Drainage Strategy', produced by EAS dated 25th September 2015, and the addendum also by EAS dated 12th October 2015 and demonstrate ways of managing water on site by providing information on:

a) Suds features - incorporating sustainable urban drainage in accordance with the hierarchy set out in Policy 5.13 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided, calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards (safe access and egress must be demonstrated).

b) Receptors -

i. Capacity demonstrated for Thames Water foul and surface water network, and provide

confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.

ii. Where infiltration techniques (soakway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.

iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

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

i. Incorporate water saving measures and equipment.

ii. Provide details of water collection facilities to capture excess rainwater;

iii. Provide details of how rain and grey water will be recycled and reused in the development.

e) Long Term Management and Maintenance of the drainage system -

i. Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.

ii. Where the maintenance will not be the responsibility of an individual householder, the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

Thereafter the development shall be implemented and retained/maintained in accordance with these details for perpetuity.

Reason: To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (March 2015) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014).

To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2015).

To conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2015).

To ensure developments have suitable infrastructure in place to support them and improve water quality in accordance with Policy 5.14 Water quality and wastewater infrastructure, (March 2015).

Officer's response: This condition will be imposed if planning permission is granted.

PLANNING POLICY

Comments (Summary): My comments on each of the exception tests specified in the NPPF are as follows:

- The extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building

Response: I do not consider that the proposed extension represents a disproportionate addition to

the existing building

- The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;

Response: I understand that the building occupies a slightly smaller footprint than the existing structure

- limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

Response: I do not consider that the proposal will have a greater impact on openness than the existing structure.

Overall, I do not consider that the proposal constitutes inappropriate development in the Green Belt.

Officer's response: Noted.

SUSTAINABILITY OFFICER

Comments (Summary):

Ecology

The site is considered to be of high value and likely to be of interest to protected species both for foraging and/or as resting places. Applying the standing advice from Natural England, the information submitted is satisfactory. The ecology surveys are therefore sufficient to enable the application to be approved with regards to the statutory requirements under the Habitat Conservation Regulations.

The built form of the development will be broadly on the same footprint as the existing development. Therefore, there is scope for retaining and enhancing the ecological value within the red line boundary.

The ecology information is supplemented by the landscape masterplans. Unfortunately they do not provide a clear understanding of the site (limited photos) as it currently is, nor a wider masterplan showing what will be retained and what will be removed. The following condition is therefore required to ensure the development suitably retains ecology features of note and enhances other areas for a net gain:

Condition

Prior to the commencement of development an ecological enhancement scheme shall be submitted to and approved in writing. The scheme shall include photographic records of the current site and a plan identifying the important features of ecological value. The scheme shall be accompanied by a separate plan showing the retention of these features together with proposals for the inclusion of additional features and improvements to the existing site which will result in a net gain in ecological value. The enhancements shall include;

1. the improvements to existing ponds and lakes,
2. the inclusion of one or more additional ponds,
3. wildlife specific planting
4. log piles
5. habitat walls

- 6. bat and bird boxes
- 7. wild flower meadows

The development must proceed in accordance with the approved scheme unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan.

Living Walls and Roofs

The development does not incorporate any living walls or roofs as required by both the London Plan and the Local Plan Part 1. The following condition is therefore necessary.

Condition

Prior to the commencement of development details of inclusion of living walls and roofs within the development shall be submitted to and approved in writing by the Local Planning Authority and shall thereafter be implemented and completed prior to first occupation. The details shall include planting mixes and maintenance plans.

Reason: To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan (FALP 2015).

Air Quality

The development will result in an increase in vehicular movements along Harvil Road and at Swakeleys Roundabout. The additional traffic from the development will be a negligible increase and a negligible impact. However, it is recognised that the air quality (particularly around Swakeleys Roundabout) is currently of a poor quality with some areas exceeding EU limit values. There are no such exceedences in and around the development site.

The mitigation for any air quality impacts needs to be commensurate with the scale and nature of the development. Given the current levels of air quality (considerably below minimum exceedence levels) around the development site and relatively small increase in vehicular movements, reductions in emissions should be secured through the adoption and implementation of a Green Travel plan that requires the development to implement measures to reduce private vehicular movements and increase sustainable forms of transportation. The Green Travel Plan must have a specific section linked to air quality management.

Energy

The submitted energy strategy is broadly acceptable and outlines the methods by which the development can achieve a 35% reduction in CO₂ in line with Policy 5.2 of the London Plan (FALP 2015). However the strategy lacks the final details to demonstrate how the development can incorporate the energy solution into the development. It states:

Using current known PV panel efficiencies, 23.75 kWp of PV corresponds to approximately 290m² (including an allowance for module spacing), assuming that panels will be tilted to 16 degrees and south west facing. Therefore, it is considered feasible that solar PV could be used to meet the 35% CO₂ saving requirement.

There is concern that the primary carbon reduction solution (PVs) cannot be accommodated in the final development, either [1] because they are not appropriate from a design perspective given the

relationship with a listed building or [2] because it is not practically possible given the roof design restrictions.

I have discussed the issue of design with the conservation team and there would be a requirement on state of the art panels that do not protrude from the roof line. The energy assessment has not been assessed on this basis.

Consequently, as proposed in the energy strategy, the PV cannot be implemented. I do not believe that a suitable PV energy solution is reasonably available. The following options are available:

Option 1 - In lieu of a suitable energy solution the applicant is required to provide a contribution to require carbon reduction to be provided offsite. The funds would be paid into the Council's carbon fund and would be used on outdated and inefficient building stock.

The contribution is calculated as a cost per tonne, set down by the Government in their allowable solutions consultation. The current cost per carbon tonne in the context of 'allowable solutions' is £60. The carbon saving required has to be calculated on an annual basis over the lifetime of the development (with respect to a carbon intensive national grid).

For this development the contribution would be $60 \times 30 \times 10 = £18000$

Option 2 - Alternatively, the applicant is required to either revise the energy strategy or provide details of PV panels that a) do not protrude from the roof line and b) can deliver the savings set out in the energy strategy.

Ideally, this amended energy strategy should be prepared and submitted prior to determination but could be secured through the following condition:

Condition

Prior to the commencement of development a detailed energy strategy shall be submitted and approved in writing by the Local Planning Authority. The strategy shall demonstrate the development can deliver a 35% reduction in CO₂ from a 2013 building regulations baseline. The strategy must be accompanied by details and specifications for the preferred low or zero carbon energy technology. If PVs are proposed as part of this strategy, then a roof plan and elevations showing the required amount of PVs without any protrusion above the roof line shall be included within the strategy. If a suitable 35% saving cannot be achieved, the Council will require an offsite contribution to allow the required carbon reductions to be achieved offsite. The development must proceed in accordance with the approved strategy.

Reason: To ensure appropriate carbon savings are delivered in accordance with policy 5.2 of the London Plan (FALP 2015).

Officer's response: Noted, the developer has agreed to provide a contribution of £18,000 towards carbon reduction measures through the Council's carbon fund. All other conditions will be imposed if planning permission is granted.

TRANSPORT

Comments (Summary): The site has a very low PTAL of 1a. The Transport Assessment compares the trip generation from the the 25 proposed flats with those of the previous office use.

The proposed dwellings are large apartments and car ownership in the area is very high. In order to provide a robust approach TRICS sites containing private detached dwellings have been selected.

The proposed residential two way vehicular trips are estimated at 19 and 21 during the AM and PM peak hours respectively. The corresponding vehicular trips for the office use are 46 and 50. There is a significant reduction in the vehicular trips as a result of this development.

50 car parking spaces are proposed. The Council's parking standards for flats are 1.5 spaces per flat which permits a maximum of 38 spaces. The plan ought to be altered to show 38 spaces with 4 disabled bays and 2 motorcycle spaces. (2 spaces per dwelling are for houses with curtilage parking)

Electric charging points have to be 20% active and 20% passive to comply with current London Plan standards which can be conditioned.

The existing car park of around 96 spaces is to be removed and landscaped. This should be conditioned to ensure that the works are completed prior to occupation.

Access Road - Condition seeking details of the access road, ie construction, surfacing and lighting etc, showing a minimum carriageway width of 4.8 metres and a footway on one side to be submitted for approval to the LPA prior to the commencement of the development.

Sight lines at the junction with the Drive meet the guidance under the Manual for Streets.

Refuse collection point is located in a purpose built area half way off the access road and a management company would be responsible for bringing the refuse to this collection point.

The access from The Drive is at an acute angle. No auto tracks have been provided to demonstrate that refuse and other HGVs approaching the access from the west can turn right into the site. These are required and in their absence, a condition is necessary to obtain such details. In the event that there is a failure to satisfactorily demonstrate that auto tracks work, the condition should include provision of alterations to the angle of the access, all to be approved by LBH prior to commencement of the development.

A Construction Management Plan is required to include details of construction traffic routes to the site and restricting construction traffic to off peak hours.

Please add an informative that the Council is in the process of introducing no right turns from Harvil Road into The Drive and into Highfield Drive during 7.00 am to 10.00 am

Officer's response: Noted, however regarding car parking, it is recognised that there is a conflict between the Council's adopted parking standards and the London Plan. Under section 38(5) of the Planning and Compulsory Purchase Act 2004 if a policy contained in a development plan for an area conflicts with another policy, the conflict must be resolved in favour of the policy which is contained in the last document to be adopted, approved or published.

The London Plan (FALP 2015) is the most recently adopted document and would take precedence over conflicting saved policies within the Council's UDP.

Bearing this in mind, the development would provide 50 car parking spaces within the basement for 25 residential units. This would equate to 2 spaces per unit. The development would comply with the London Plan (FALP 2015) and the level of car park provision would therefore be acceptable.

In addition, the development should also be considered against the backdrop of the existing situation on site. The site currently provides excessively for parking and the proposal would result in a significant reduction in the number of spaces from 96 to 50 which would represent an improvement

within the spirit of all policies. On this basis, the level of parking provision would therefore be considered acceptable and compliant with local, regional, and national policies.

TREE/LANDSCAPING OFFICER

Comments (Summary):

Landscape Planning designations:

Tree Preservation Order 236, served in 1980, protects many of the trees on the site.

Recommendation

This application has been subject to post-application discussions with the design team. Landscape amendments to the original submission are described in the Supplemental Planning Statement (section 3.0) and illustrated in the amended Proposed Site Masterplan (ref. 1001 Rev 02) by Willcox and Meilwes received December 2015. The amendments reflect the outcome of discussions with the local planning authority's design specialists.

Following receipt of the revised scheme/details, no objection is raised, subject to conditions RES6, RES7, RES8, RES9 (parts 1,2,3,4,5, and 6 - 1.a 'Planting plans' to be amended to add: of all ornamental and ecological planting, 2.g 'Other structures' to be amended to read: such as the ice house, gates, steps and ramps), & RES10.

Officer's response: The conditions will be imposed if planning permission is granted.

WASTE DEVELOPMENT MANAGER

Comments (Summary): A space is allocated for waste and recycling storage which is good practice. Subject to condition, the waste management arrangements would be considered acceptable.

Officer's response: Appropriate conditions will be imposed if planning permission is granted.

CIL & S106 OFFICER

Heads of Terms

1. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.
2. Travel Plan: to include £20,000 Bond
3. Affordable Housing: An in lieu financial contribution of £250,000 towards the provision of off-site affordable housing has been agreed with the applicant.
4. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions

Officer's response: Noted, the officer recommendation includes all of the above S106 obligations which have been agreed by the applicant.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

'Saved' policy H8 of the Unitary Development Plan (2007) is relevant in that it states that a change of use from non-residential to residential will only be permitted if;

- (i) a satisfactory residential environment can be achieved;
- (ii) the existing use is unlikely to meet demand for such

(iii) the proposal is consistent with the other objectives of the plan.

The applicant's supporting documentation confirms that the existing buildings have been vacant for some time, with every effort made to let them for office purposes but without success. In view of this, there is considered to be no objection in principle to its conversion to residential use, in terms of Policy H8(ii). It is also considered that a satisfactory residential environment could potentially be created for all of the future occupiers. The scheme is therefore considered to accord with criteria (i). Provided the proposed scheme is not considered to be contrary to Green Belt and Heritage policies as a result of the conversions, new buildings and extensions proposed, the scheme would accord with criteria (iii) of this policy and no objection would be raised to the redevelopment of the site for residential use.

Policy 3.3 'Increasing Housing Supply' of the London Plan (FALP 2015) recognises the need for more homes in London in order to promote opportunity and provide real choice for all Londoners in ways that meet their needs at a price they can afford.

Paragraph 59 of the National Planning Policy Framework(NPPF)(2012) encourages Local planning authorities to identify and bring back into residential use empty housing and buildings. It also states that they should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate.

There are no economic reasons why this development would be inappropriate and there is a recognised need for more homes in London generally. Therefore the development is considered to be compliant with adopted local policies, the London Plan, and the NPPF.

7.02 Density of the proposed development

DENSITY

Policy 3.4 of the London Plan (FALP 2015) seeks for new developments to achieve the maximum possible density which is compatible with the local context. Table 3.2 establishes a density matrix to establish a strategic framework for appropriate densities at different locations.

The application site has an area of 3.69 hectares and the proposal seeks to provide 25 residential units. The local area is considered to represent an suburban context and has a Public Transport Accessibility Level (PTAL) of 1. Table 3.2 of the London Plan (FALP 2015) advises that an appropriate residential density for the site would range from 150-200 habitable rooms per hectare (hr/ha) and 40-65 units per hectare (u/ha) for units with a typical size of 3.1 - 3.7 habitable rooms per unit (hr/u) (The Council's HDAS: 'Residential Layouts' further advises that larger rooms over 20sqm and capable of subdivision should be counted as 2 rooms).

The development would have a density of 6.8 units per hectare and 23 habitable rooms per hectare which would be below the guidelines set out within Table 3.2 density matrix of the London Plan. No objections are therefore raised to the density of the proposed development in this case as it accords with local and regional policies, subject to compliance with other planning policies.

MIX OF UNITS

Policy 3.8 'Housing Choice' of the London Plan (FLAP 2015) encourages a full range of housing choice and saved Policies H4 and H5 of the Local Plan Part 2 seek to ensure a practicable mix of housing units are provided within residential schemes. These policies are supported by the London Plan Housing SPG, which seeks to secure family accommodation within the residential schemes, particularly within the social rented sector, and sets strategic guidance for Councils in assessing their local needs. Policy 3.11 of the London Plan states that within affordable housing provision, priority should be accorded to family housing.

The development would provide 25 market units with a housing mix of 16 x 2 bed and 9 x 3 bed residential units. The housing mix proposed at this location is considered acceptable and meets a local housing need for the delivery of family sized (3 bedroom plus) homes.

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

Archaeology

'Saved' policy BE1 of the Unitary Development Plan (2007) states that only in exceptional circumstances will the Local Planning Authority allow development to take place if it would disturb remains of importance within the Archaeological Priority Area.

'Saved' policy BE3 of the Unitary Development Plan (2007) states that the Local Planning Authority will ensure whenever practicable that sites of archaeological interest are investigated and recorded either before any new buildings, redevelopment, site works, golf course or gravel extraction are started, or during excavations and construction. Development which would destroy important archaeological remains will not be permitted.

Policy 7.8 'Heritage Assets and archaeology' of the London Plan (FALP 2015) recommends that new development should make provision for the protection of archaeological resources, landscapes and significant memorials. The physical assets should, where possible, be made available to the public on-site. Where the archaeological asset or memorial cannot be preserved or managed on-site, provision must be made for the investigation, understanding, recording, dissemination and archiving of that asset.

The site does not lie within a Archaeological Priority Area however is within an area of archaeological interest and is an Archaeological Priority Zone as designated within the emerging Local Plan Part 2.

The National Planning Policy Framework (Section 12) and the London Plan (FALP2015 Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. If planning consent is granted paragraph 141 of the NPPF says that applicants should be required to record and give advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence publicly available.

The applicant has commissioned an Archaeological Desk Based Assessment (Archaeology Collective, 2015) which has been submitted with the application. The site has the potential for archaeological remains dating from the Palaeolithic through to the Bronze Age but it is acknowledged that the existing building would have heavily compromised the archaeological survival within its footprint however the proposed basement extends beyond this previous impact and would potentially remove any surviving archaeological remains.

Given the nature of the proposed development and its practical constraints a condition could be imposed that would provide an acceptable safeguard, which is deemed an acceptable approach by the Council and would be compliant with adopted national, local and regional policies.

Listed Building

'Saved' policy BE8 of the Unitary Development Plan (2007) states that applications for planning permission to alter or extend statutory listed buildings or buildings on the local list will normally only be permitted if no damage is caused to historic structures. Any additions should be in keeping with other parts of the building and any new external or internal features should harmonise with their surroundings.

'Saved' policy BE9 of the Unitary Development Plan (2007) states that in the case of listed buildings, policy BE8 will apply to applications for listed building consent as well as those for planning permission where, in any particular case, these matters are related.

'Saved' policy BE10 of the Unitary Development Plan (2007) states that planning permission or listed building consent will not normally be granted for proposals which are considered detrimental to the setting of a listed building.

'Saved' policy BE12 of the Unitary Development Plan (2007) states that statutory listed buildings and others of architectural or historic interest such as those on the local list should, preferably remain in their historic use. Where planning permission is required, an alternative use will be permitted if it is appropriate to secure the renovation and subsequent preservation of the building, features of architectural or historic interest and setting.

Policy 7.8 'Heritage Assets and archaeology' of the London Plan (FALP 2015) recommends that development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate and development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

Policy 7.9 'Heritage Led Regeneration' of the London Plan (FALP 2015) explains that the significance of heritage assets should be assessed when development is proposed and schemes designed so that the heritage significance is recognised both in their own right and as catalysts for regeneration. Wherever possible heritage assets (including buildings at risk) should be repaired, restored and put to a suitable and viable use that is consistent with their conservation and the establishment and maintenance of sustainable communities and economic vitality.

Paragraph 134 of the National Planning Policy Framework (2012) stipulates that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

The first point to bear in mind in this proposal is that whilst the main building is listed, it is noted that its heritage value has been, to some extent, diminished over time through a number of later additions. Most notably the 1980's extension attached to the western side of the building. In addition, the Council's Conservation Officer recognises that internally whilst the building was very well restored in the 80's, few original decorative features or joinery elements remain.

The existing modern curved addition, over a basement, is of good quality in design terms and sits reasonably comfortably with the house. However the replacement extension sought would be more sympathetic in that it would be set away from the building above basement level so that it can be appreciated as a stand alone building. Given the quality of the revised scheme for the site, the Council's Conservation Officer raises no objection to the extension's demolition and its replacement.

The potential long term reuse of the listed building is welcomed, particularly as it is returning the building back to its original residential use and although this application does not involve enabling development in the strict sense, the proposal does include an element of restoration of the main listed range.

There has been extensive negotiation with the agent/architect to achieve this revised scheme that retains the original fabric and observes the building's 19th century layout. Whilst the works include a new roof, dormers, internal high level roof terrace (not visible from ground level) and raised floor structure at second (attic) floor, these are within areas where there appears to be no original historic fabric remaining. The original internal walls within these areas are retained with minor alterations.

On the other floors, a level of subdivision beyond which currently exists will be required as part of the conversion. The principal rooms, however, will be left unaltered, other rooms will be subdivided, although it is anticipated that the partitions will be constructed so as to be easily removed at a later date if required. Whilst not particularly desirable in listed building terms, on balance, this is considered acceptable in order to secure the future long term use of the building consistent with its conservation.

The design, positioning and form of the new building/extension is considered to relate appropriately in terms of its siting, style, scale, massing, height, design and materials. The Council's Conservation/Urban Design Officer raises no objection in design or conservation terms to the proposed. The design whilst modern, is also simple and recessive in appearance, and reads as a secondary element to the original building when seen against all of its principal elevations.

The removal of the existing large areas of hard surfacing for the upper level car park would significantly enhance the setting of the listed building, as will the works to improve the pond and other landscape enhancement measures.

Subject to a range of conditions to secure appropriate materials and finish, the proposed development makes a positive contribution to the local character and distinctiveness of the area whilst safeguarding the fabric of the original listed building and its setting, in accordance with Saved Policies BE8, BE9, BE10, BE11 and BE12 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2007).

7.04 Airport safeguarding

Not applicable to the consideration of this application.

7.05 Impact on the green belt

Policy EM2 'Green Belt, Metropolitan Open Land and Green Chains' of Hillingdon's Local Plan: Part 1 - Strategic Policies (Adopted November 2012) explains that the Council will seek to maintain the current extent, hierarchy and strategic functions of the Green Belt, Metropolitan Open Land and Green Chains and that development in the Green Belt and Metropolitan Open Land will be assessed against national and London Plan policies, including the very special circumstances test.

'Saved' policy OL1 of the Unitary Development Plan (2007) restricts development of Green Belt land to predominantly open uses, however it specifically states that limited infilling or redevelopment of major existing development sites is considered appropriate.

'Saved' policy OL2 of the Unitary Development Plan (2007) states that within the Green Belt, where development proposals are acceptable in principle in accordance with the above policy, comprehensive landscaping improvements to achieve enhanced visual amenity and other open land objectives will be sought.

'Saved' policy OL4 of the Unitary Development Plan (2007) states that the Council will only permit the replacement or extension of buildings within the green belt if the development would not result in any disproportionate change in bulk and character of the original building; the development would not significantly increase the built up appearance of the site; and the character of the surrounding area would not injure the visual amenities of the Green Belt by reason of siting, materials, design, traffic or activities generated.

Policy 7.16 'Green Belt' of the London Plan (FALP 2015) gives the strongest protection to the Green Belt, in accordance with national guidance. That guidance is contained in chapter 9 of the National Planning Policy Framework (NPPF) which notes that the essential characteristics of Green Belts are their openness and permanence. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

The NPPF states that that re-use of buildings in the Green Belt, provided that the buildings are of permanent and substantial construction, is not inappropriate development within the Green Belt. Given the listed range is of solid construction, it is considered appropriate for reuse. Comparing the impact on the Green Belt of the previous use with the proposed conversion of the main house for residential, the impact in terms of activity is considered to be comparable. Therefore in terms of national Green Belt policy, the conversion of this element of the scheme to residential development in the form of flats would be acceptable in principle.

Paragraph 89 of the NPPF lists a number of exemptions which will allow infilling or redevelopment in the Green Belt which include:

- The extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building; or
- Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

The proposed replacement extension/building would have a greater floor area and larger volume than the existing extension. The additional floor space would be achieved by reducing floor to ceiling heights to provide an additional storey and infilling the area immediately to the front of the crescent shaped extension. Due to the topography of the site and wider landscape the replacement extension would not to read as being larger or bulkier from the south, despite the infilling of this area facing southwards. In addition, the corners of the building have been set back which is considered to soften its edges, further reducing its impact on the Green Belt and enhancing the setting of the listed building.

The replacement extension would be positioned slightly further to the west which is screened by large trees along that side and to the front by a steep slope on the building's

northern side. Therefore the repositioning would not have any greater impact on the openness of the Green Belt and it would also allow the extension to be separated above basement level from the main listed building which would improve its setting. The proposal would be a similar height to the existing extension, its footprint would not project any further to the south (which is its most visible elevation from the surrounding area), and it would not notably extend any deeper or wider. Overall, the replacement extension would not disproportionately change the bulk over and above the size of the original building and 1980's extension. Nor is it considered to be materially larger. Therefore, the development would not materially reduce the openness of the Green Belt and as such would not detrimentally affect its visual amenity. The proposal is considered to meet a number of the exceptions set out in paragraph 89 of the NPPF which means that it would constitute appropriate development for the Green Belt and very special circumstances (VSC) are not needed. The development is appropriate for the Green Belt in accordance with the exemptions set out in Paragraph 89 of the NPPF and it would not represent a departure from policy.

Significant consideration has been given to the impact of the development on the Green Belt and in this case the development is considered appropriate and any limited harm would be clearly outweighed by the benefits of the proposal which conforms with adopted national, regional, and local planning policies.

7.07 Impact on the character & appearance of the area

For the impact on the Green Belt and Listed Building please see the relevant sections of this report.

Adopted policy BE1 of the Local Plan Part 1 (Nov 2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods. 'Saved' policies BE13 and BE19 of the Unitary Development Plan (2007) seek to ensure that the new development complements or improves the character and amenity of the area, whilst 'saved' policy BE38 seeks the retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

Chapter 7 of the London Plan (FALP 2015) sets out a series of overarching design principles for development in London and policy 7.6 seeks to promote world class, high quality design and design led change in key locations.

It is considered that the redevelopment of this site offers a positive opportunity to achieve a high quality scheme which would enhance the appearance of this part of Harefield.

The design of the replacement extension/building will include rhythm and good articulation through the use of windows, balconies and stepped building lines together with a contrasting palette of materials, which would soften the bulk and scale of the main elevation but that will also aid visual permeability and allow effective transitions between the new extension and the Listed Building. This is further enhanced by the separation now provided above basement level which will allow the Listed Building to be appreciated as a stand alone building.

The development sits on a relatively isolated position in relation to neighbouring properties and is not readily visible from any public highway and as such is considered acceptable in townscape terms, particularly as the proposal is considered to be of a high quality standard of architecture, most notable when you compare the replacement extension with the previous 1980's extension.

The proposed extension/building along with renovation works to the main Listed Building are well designed and will make a positive contribution to the location and surrounding area, in accordance with local, regional, and national policy.

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.

'Saved' policy OE1 of the Unitary Development Plan (2007) states that permission will not normally be granted for uses and associated structures which are, or are likely to become, detrimental to the character or amenities of surrounding properties or the area generally.

The nearest neighbouring properties to the main listed building are located approximately 100m to the south and east. The replacement extension which has the greatest potential to have an impact on neighbours is located on the western side of the main building which is further away. There are some modest works nearer to these residences including the erection of single storey security/concierge and refuse buildings. However given the nature, scale, and proximity of these works/buildings to neighbours, it is not considered that the proposal would adversely impact the residential amenity of occupiers within neighbouring properties by virtue of outlook, daylight/sunlight and privacy. The proposal therefore complies with adopted local and regional planning policies.

7.09 Living conditions for future occupiers

Internal floor space

The Government's national space standards contained in the Technical Housing Standards and policy 3.5 of the London Plan (FALP 2015) set out the minimum floor areas required for proposed residential units in order to ensure that they provide an adequate standard of living for future occupants.

Generous and spacious residential floor space provision would be provided which significantly exceed the minimum standards of policy 3.5 of the London Plan (FALP 2015) and Technical Housing Standards. In addition, majority of the residential units are dual aspect and all are considered to benefit from adequate outlook and natural daylight.

There would be a good ratio of units served from each core and external corridors are appropriately positioned and accessible.

External amenity space

'Saved' policy BE23 of the Unitary Development Plan (2007) states that new residential buildings should provide or maintain external amenity space which is sufficient to protect the amenity of existing and future occupants which is useable in terms of its shape and siting. Developments should incorporate usable, attractively laid out and conveniently located garden space in relation to the flats they serve. It should be of an appropriate size, having regard to the size of the flats and character of the area.

The scheme provides 416sqm of private amenity (balconies / terraces) across the scheme against a policy requirement of 670sqm. However consideration needs to be afforded to the development's setting and its 3ha woodland and open space lawn areas which would be available for residents for communal outdoor amenity provision. Future occupiers would

have the benefit of the expansive communal gardens which include a tennis court, a winter garden and recreational pond area. Residents would also have the benefit of a private gymnasium and pool which is situated at basement level. Overall, the development is considered to provide a high quality of accommodation for future occupants.

The proposal meets with the Council's requirements in terms of amenity space. Should the scheme be found acceptable in all other regards, a condition would be imposed requiring details of the treatment proposed around the balconies and terrace areas. Of most concern are the terraces and the relationship between individual flats. Adequate screening around private terraces should be provided to ensure there would be no overlooking into flats. Similarly the treatment proposed around the terrace/balconies would be important to ensure that this is acceptable in visual terms.

Children's Play Space

Policy 3.6 'Children and young people's play and informal recreation facilities' of the London Plan (FALP 2015) recommends that development that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs.

The Mayor's Supplementary Planning Guidance Providing for Children and Young People's Play and Informal Recreation sets out guidance to assist in this process.

It is anticipated that there will be approximately five children within the development (based on the housing mix). However, the London Plan and the SPG do not require children's play space for a child population of less than ten and provision of children's play space would not be necessary on this site.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Parking

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.

London Plan (FALP 2015) policy 6.1 seeks to ensure that the need for car use is reduced and Table 6.2 sets out the maximum standards for car parking provision in relation to development.

Table 6.2 of the London Plan states that for residential development with 3.1 - 3.7 habitable rooms per unit within Suburban settings with a PTAL rating of between 0-1 that up to 2 spaces per unit would be the maximum standard.

There is a conflict between the Council's adopted parking standards and the London Plan. Under section 38(5) of the Planning and Compulsory Purchase Act 2004 if a policy contained in a development plan for an area conflicts with another policy, the conflict must be resolved in favour of the policy which is contained in the last document to be adopted, approved or published.

The London Plan (FALP 2015) is the most recently adopted document and would take precedence over conflicting saved policies within the Council's UDP.

Bearing this in mind, the development would provide 50 car parking spaces within the

basement for 25 residential units. This would equate to 2 spaces per unit. The development would comply with policy 6.1 of the London Plan (FALP 2015).

The development should also be considered against the backdrop of the existing situation on site. The site currently provides excessively for parking and the proposal would result in a significant reduction in the number of spaces from 96 to 50 which would represent an improvement in accordance with all policies. The level of parking provision would therefore be considered acceptable. Within the car park there would also be the provision of 3 motorcycle spaces which is welcomed.

The development would provide 10 spaces fitted with charging points and an additional 20% have passive provision for the future.

The development would provide 50 cycle parking spaces which is compliant with the London Plan (FALP 2015).

Access and servicing

There are two access points to the site, both from 'The Drive'. The southern would become the main access route to the site with residents using it to gain access to the main building and basement car park. The Council's Highway Officer is satisfied that the sight lines at the junction with 'The Drive' meet the guidance under the Manual for Streets. The access from 'The Drive' is at an acute angle and no auto tracks have been provided to demonstrate that refuse and other HGVs approaching the access from the west can turn right into the site. Bearing in mind that previously refuse/recycling trucks serviced the office building from this existing access, it is considered reasonable that should the application be granted, a condition should be imposed to ensure that such vehicles have appropriate safe access to the site. A condition requesting further details of the access road to include details of construction, surfacing, lighting, alignment (possible alterations to the angle of access), and minimum carriageway width of 4.8 metres and a footway on one side would also ensure adequate access from 'The Drive'.

A refuse collection point is located in a purpose built area half way off the access road and a management company would be responsible for bringing the refuse to this collection point which is considered acceptable. The scheme has been reviewed by the Council's Waste Officer who raises no objection to the location of the refuse store, its size and arrangements for collection.

Impact on existing transport infrastructure

'Saved' policies AM2 and AM7 of the Unitary Development Plan (2007) 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.

The Transport Assessment has assessed the trip rate for the proposal against the existing lawful use as an office. The trip generation from the proposed development is less than the trips generated by the previous office use and therefore acceptable.

During construction, a plan for managing construction vehicles and restricting their access to the site to outside of peak times will be obtained by condition.

Subject to conditions, the development is not considered to give rise to any highway safety

concerns or adversely impact the existing transport infrastructure, in accordance with local, regional, and national policy.

7.11 Urban design, access and security

SECURITY

Policy 7.3 'Designing Out Crime' of the London Plan (FALP 2015) states development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. In addition, Building Regulations: Approved Document Q deals with security and requires that a reasonable provision must be made to resist unauthorised access to any dwelling; and any part of a building from which access can be gained to a flat within the building.

The residential complex would be gated with a security officer or concierge managing access to the site. The site already has well defined boundaries and given its location is unlikely to give rise to any undue security concerns. The scheme has been reviewed by the Metropolitan Police's Designing Out Crime Officer (DOCO), who raises no objection to the scheme as it would be considered to meet 'Secure by Design'. The proposed development would be considered to comply with policy 7.3 of the London Plan (FALP 2015).

For details of Urban Design, please see Section 7.03 and 7.07 and for details of access please see Section 7.10 of this report.

7.12 Disabled access

In assessing this application, reference has been made to policy 3.8 'Housing Choice' of the London Plan (FALP 2015); Approved Document M to the Building Regulations 2010 (2015 edition); and Accessible Hillingdon SPD adopted 2013.

Pedestrian access to the proposed new extension would lead from a new landscaped courtyard. Vehicles would enter the basement car park via a ramp which is set within the proposed landscaping and a drop-off zone would be incorporated adjacent to the main entrance.

The development has provided 50 car parking spaces within the basement of which 5 would be disabled bays. One would be allocated to each of the three wheelchair accessible units with an additional two for use by visitors. Pedestrian access would be from the main core of the extension with an additional fully accessible route to the main core of the listed building.

The plans indicate that the development would provide step free access to and from the proposed extension which would accommodate 16 accessible units. All of the units would comply with the Technical Housing Standards for internal floor space standards. There would also be step free access to the listed building however given the constraints of the heritage asset it may not be possible to have the 9 units accommodated within the conversion also accessible and adaptable as specified in Part M4(2). A condition would ensure that all of the remaining units within the new extension would meet this standard. Furthermore a condition would ascertain three units which are designed and constructed to be wheelchair adaptable. The Council's Access Officer is supportive of this approach and the development is considered to be acceptable with regards to accessibility and wheelchair housing provision and in accordance with regional policy and the Council's adopted SPD.

7.13 Provision of affordable & special needs housing

Policy 3.3 of the London Plan states that subject to viability, a minimum of 35% of all new

homes on sites of 10 or more units should be delivered as affordable housing, with the tenure split (70% Social/Affordable Rent and 30% Intermediate) as set out in Policy H2: Affordable Housing of the Local Plan Part 1.

A Financial Viability Assessment has been received from the applicants which concludes that on the basis of the costings for the project relating to the listed building, landscaping, and basement parking, the scheme will not achieve the 35% affordable housing provision as the development is deemed to be unviable.

The National Planning Policy Framework makes clear that viability can be important where planning obligations or other costs are being introduced. In these cases, decisions must be underpinned by an understanding of viability, ensuring realistic decisions are made to support development and promote economic growth. Where the viability of a development is in question, local planning authorities should look to be flexible in applying policy requirements wherever possible.

Despite issues with regards to viability of the scheme, the applicant has agreed to offer an in lieu financial contribution of £250,000 towards the provision of off-site affordable housing which is considered acceptable by the Council's Housing Section.

7.14 Trees, landscaping and Ecology

TREE AND LANDSCAPING

'Saved' policy BE38 of the Unitary Development Plan (2007) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate. Planning applicants for planning consent will be required to provide an accurate tree survey showing the location, height, spread and species of all trees where their proposals would affect any existing trees.

'Saved' policy BE39 of the Unitary Development Plan (2007) states that the Local Planning Authority recognises the importance of Tree Preservation Orders in protecting trees and woodlands in the landscape and will make orders where the possible loss of trees or woodlands would have a significant impact on their surroundings.

'Saved' policy OL26 of the Unitary Development Plan (2007) recommends that the Local Planning Authority will protect trees and woodlands and encourage the preservation, proper management and in appropriate locations the extension of woodlands. Proposals for development in the more rural areas of the borough should be accompanied by proposals for landscaping and tree planting wherever practicable, and the retention of existing landscaping features where appropriate.

The site has a blanket Tree Preservation Order, which was served in 1980 and acts to protect many of the trees on the site.

The information submitted with the application including a Tree Survey describe existing Landscape features, including; trees, ecology, water, entrance and drive. The report notes that the tree population exhibits a range of quality and maturity. A large number of the trees are now of low, or poor quality or of low significance. Of the 193 trees located on the site, 30 low quality (Grade C) are to be removed.

The Council's Tree and Landscaping Officer has not raised an objection to their removal and has added that the development will provide a good opportunity to restore and enhance

the landscape surrounding Harefield Place. The aging and declining tree population at the site will be boosted with new and significant tree and shrub planting which will help to ensure a more balanced and sustainable age distribution of trees across the site.

The proposal is considered to preserve and enhance the character and local distinctiveness of the surrounding natural and built environment, in accordance with local, regional and national planning policy.

ECOLOGY

Policy EM7 of the Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012) and policy 7.19 of the London Plan states that development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

The site is considered to be of high value and likely to be of interest to protected species both for foraging and/or as resting places.

The built form of the development will be broadly on the same footprint as the existing development. Therefore, there is scope for retaining and enhancing the ecological value within the rest of the red line boundary.

Applying the standing advice from Natural England, the information submitted is at this stage satisfactory. The ecology surveys are sufficient to enable the application to be approved with regards to the statutory requirements under the Habitat Conservation Regulations however the Ecology Officer has recommended that a condition be imposed to ensure that the development suitably retains ecology features of note and enhances other areas for a net gain. Therefore subject to condition the development is considered to be acceptable with regards to ecology, and complies with policy EM7 of the Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012) and policy 7.19 of the London Plan (FALP 2015).

7.15 Sustainable waste management

Policy 5.17 'Waste Capacity' of the London Plan (FALP 2015) sets out the Mayor's spatial policy for waste management, including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling.

The refuse management for the site works by utilising a refuse hold, located within the basement, easily accessible to all residents and is of sufficient size and capacity for a development of this scale.

The waste arrangements proposed by the applicant allow for the collection of refuse without the need for a refuse vehicle to have to come all the way into the site. It also allows for the considerable storage area required for refuse to be kept away from Listed Building as far as possible.

Subject to condition to secure waste management arrangements, the proposal would be considered to be acceptable and compliant with policy 5.17 of the London Plan (FALP 2015).

7.16 Renewable energy / Sustainability

Policy 5.2 'Minimising Carbon Dioxide Emissions' of the London Plan (FALP 2015) stated that development proposals should make the fullest contribution to minimising carbon

dioxide emissions

A range of passive design features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by building regulations. Other features include low energy lighting.

The development is estimated to achieve a reduction of 1 tonnes per annum (4%) in regulated CO2 emissions compared to 2013 Building Regulations compliant development from energy efficiency measures.

Renewable energy technologies

The applicant has investigated the feasibility of a range of renewable energy technologies and had proposed to install 250sqm of Photovoltaic (PV) panels on the roof of the development. However, there is concern PVs which are the primary carbon reduction solution cannot be accommodated in the final development as they are not appropriate from a design perspective given the relationship with the listed building.

Given there is currently no suitable energy solution, the Council's Sustainability Officer has recommended that a contribution be sought from the application to require carbon reduction to be provided offsite. The funds would be paid into the Council's carbon fund and would be used on outdated and inefficient building stock.

The contribution is calculated as a cost per tonne, set down by the Government in their allowable solutions consultation. The current cost per carbon tonne in the context of 'allowable solutions' is £60. The carbon saving required has to be calculated on an annual basis over the lifetime of the development (with respect to a carbon intensive national grid).

For this development the contribution would be £18000, which the developer has agreed to provide for offsite carbon reduction measures through the Council's carbon fund which accords with policy 5.2 of the London Plan (FALP 2015).

7.17 Flooding or Drainage Issues

Flood Risk

The Flood Risk Assessment confirms that the 3.3ha site is within Flood Risk Zone 1 and that the majority of the site has relatively low risk of surface water flooding. The proposals are therefore acceptable in flood risk terms and comply with London Plan policy 5.12 (Flood Risk). However, there is a small pocket of significant surface water flooding in the wider catchment, particularly around Fray's River.

Sustainable Drainage

The wider catchment area is shown to have extensive surface water flood risk. The location of the site on a slope leading down to the River Fray makes London Plan policy 5.13 particularly important for this development. The applicant has proposed a greenfield run-off rate in a 1:100 year (+ climate change) storm event, with surface water discharge from the site restricted to 5 l/s.

The Council's Sustainability Officer has recommended a condition to ascertain brown/green roofs/walls which could be accommodated within the new extension,

particularly now that the PV panels no longer form part of the proposal. The Council's Water Management Officer has also recommended a condition which would require a comprehensive scheme for the provision of sustainable water management. Subject to these conditions, the development is considered to ensure that surface water run off is controlled to ensure that the development does not increase the risk of flooding, conserves water supplies, and suitable infrastructure is in place to support and improve water quality in accordance with policy EM6 Flood Risk Management in the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012); policies 5.12, 5.13, 5.14, and 5.15 of the London Plan (FALP 2015); and National Planning Policy Framework (2012).

7.18 Noise or Air Quality Issues

NOISE

'Saved' policy OE5 of the Unitary Development Plan (2007) states that proposals for the siting of noise sensitive development such as family housing, schools or certain forms of commercial activity where the occupiers may suffer from noise or vibration will not be permitted in areas which are, or are expected to become, subject to unacceptable levels of noise or vibration. Where development is acceptable in principle, it will still be necessary to establish that the proposed building or use can be sited, designed, insulated or otherwise protected from external noise or vibration sources to appropriate national and local standards.

Policy 7.15 'Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes' of the London Plan (FALP 2015) recommends that development proposals should seek to manage noise by (a) avoiding significant adverse noise impacts on health and quality of life as a result of new development; (b) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing businesses; (c) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity); (d) separating new noise sensitive development from major noise sources (such as road, rail, air transport and some types of industrial development) through the use of distance, screening or internal layout - in preference to sole reliance on sound insulation; (e) where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles; (f) having particular regard to the impact of aviation noise on noise sensitive development; and (g) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

The proposed use would be a more noise sensitive development than the previous office use, however the site is not located near to any existing or potential excessive or major noise sources. In addition, the development would need to achieve compliance with Part E (Approved Document E) of schedule 1 of the Building Regulations which covers the requirement with respect to resistance to sound. Therefore the amenity of future occupiers in terms of noise would be considered to be appropriately safeguarded.

It is considered that the proposal has the potential to cause less noise disturbance to neighbouring properties in comparison with the existing use.

Overall the development would be considered to comply with 'Saved' policy OE5 of the Unitary Development Plan (2007) and policy 7.15 of the London Plan (FALP 2015).

AIR QUALITY

Policy 7.14 'Improving air quality' of the London Plan (FALP 2015) states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) and where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans. It also recommends that development proposals should promote sustainable design and construction to reduce emissions from the demolition and construction of buildings.

The development site does not suffer from poor air quality and there are no exceedences of EU limit values, therefore future occupiers should not suffer from such environmental issues.

Nonetheless, it is recognised that the air quality, particularly around Swakeleys Roundabout is currently of poor quality with some areas exceeding EU limit values.

It is considered that reductions in emissions should be secured through the adoption and implementation of a Green Travel plan that requires the development to implement measures to reduce private vehicular movements and increase sustainable forms of transportation. Subject to this Green Travel Plan obtained by legal agreement, the development would be considered acceptable with regards to air quality, in compliance with policy 7.14 of the London Plan (FALP 2015).

7.19 Comments on Public Consultations

Please see the external consultee section of this report for consideration of comments following the public consultation.

It is also worth mentioning that damage caused to the road surface of 'The Drive' by any users would be a private civil matter outside the remit of planning.

7.20 Planning obligations

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

- i. necessary to make the development acceptable in planning terms
- ii. directly related to the development, and
- iii. fairly and reasonable related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

'Saved' policy R17 of the Unitary Development Plan (2007) is concerned with securing planning obligations to supplement the provision of recreational open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals.

At a regional level, policy 8.2 'Planning Obligations' of the London Plan (FALP 2015)

stipulates that when considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. It also states that development proposals should address strategic as well as local priorities in planning obligations.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impact of the development.

Non-monetary contributions:

- Affordable Housing Review Mechanism: The legal agreement shall provide for the Council to review the finances of the scheme at set times, in order to ensure that the maximum amount of affordable housing is being sought (seeking an uplift if viable).
- A full and formal Travel Plan with associated bond is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

Monetary contributions:

- Affordable Housing: An in lieu financial contribution of £250,000 towards the provision of off-site affordable housing has been agreed with the applicant.
- Construction Training: either a contribution equal to the formula ($\text{£}2,500 \text{ for every } \text{£}1\text{m build cost} + \text{number of units}/160 \times \text{£}71,675$) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.
- £18,000 contribution towards the Council's Carbon Fund to offset carbon.
- Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides 25 new residential units. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

7.21 Expediency of enforcement action

There are no enforcement issues related to this site.

7.22 Other Issues

There are no other issues related to this site.

8. Observations of the Borough Solicitor

General

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

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

application concerned.

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The redevelopment of Harefield Place would renovate and bring back into residential use the Listed Building and would include significant improvements to its historical landscaped grounds. The development makes the best and most efficient use of this previously developed site. The replacement extension and works to the Listed Building are acceptable

and are considered to be appropriate in design and conservation terms, sympathetic to the fabric of the original Listed Building and its setting whilst also not impacting on the openness of the Green Belt. Therefore the principle of the development is considered to be acceptable. The proposal is likely to have no greater impact on the wider transport infrastructure, nor raise any highway safety concerns, and the development would create 25 high quality residential flats with appropriate parking.

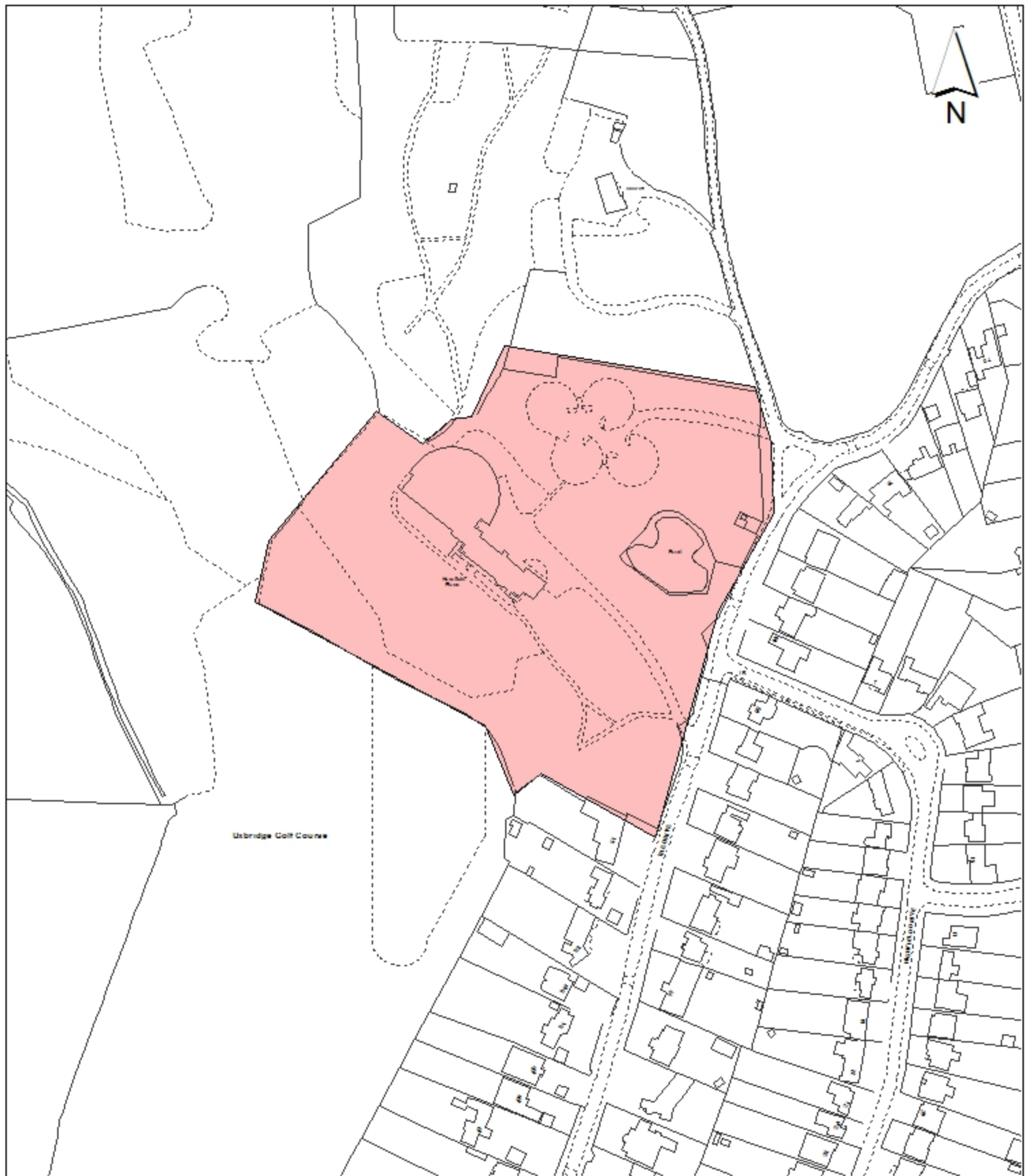
Overall, the development would strongly reflect the 12 core principles of sustainable development as set out in the NPPF. The application scheme meets the strategic policy objectives of the London Plan as well as the aims and objectives of Local Council Policy. It is therefore recommended that planning permission be granted subject to conditions and the completion of a planning obligation under Section 106 of the Town and Country Planning Act 1990 to secure the items referred to in section 7.20 of the report.

11. Reference Documents

The Hillingdon Local Plan: Part 1 - Strategic Policies (8th November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (FALP 2015)
National Planning Policy Framework (2012)
Technical Housing Standards - Nationally described space standards (2015)
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Community Safety
Council's Supplementary Planning Guidance - Land Contamination
Council's Supplementary Planning Document - Accessible Hillingdon
Council's Supplementary Planning Document - Affordable Housing
Council's Supplementary Planning Document - Noise
Council's Supplementary Planning Document - Planning Obligations
The Mayor's Housing Supplementary Planning Guidance

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Notes:

 Site boundary

For identification purposes only.

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Site Address:

**Harefield Place
The Drive**

**LONDON BOROUGH
OF HILLINGDON**
Residents Services
Planning Section

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

Planning Application Ref:

12571/APP/2015/3649

Scale:

1:2,500

Planning Committee:

Major

Date:

January 2016



HILLINGDON
LONDON