

Report of the Head of Planning, Sport and Green Spaces

Address FORMER WEST DRAYTON POLICE STATION STATION ROAD WEST
DRAYTON

Development: Residential development of 53 units, comprising 13 houses and 40 flats, together with associated parking, access road and landscaping, involving the part retention of the listed walls and demolition of the existing Police Station, outbuildings and concrete hardstandings.

LBH Ref Nos: 12768/APP/2016/1580

Drawing Nos: 13041_TOPO Existing site plan
Geo Desk Study Ref: 1445/Rpt 1v2
Solar slate PV tiles brochure
Noise Assessment Report 11221.NIA.01
Heritage statement
Energy Assessment Rev 3 28/5/2016
ARBORICULTURAL IMPACT ASSESSMENT
AIR QUALITY REPORT June 2014
940-002 Sweep path - houses
940-001 sweep path - flats
16-047-53-S4-P-F-30-A Flat Types Layout amended
603-LA-P-04 Rev A Wild flower meadow
16-047-53-P-LP- Location Plan
16-047 - 53 - P - 01 Proposed Site Plan
16-047 - 53 - P - 02 Proposed Basement Block Plan
16-047 - 53 - P - 03 Proposed Ground Floor Block Plan
16-047 - 53 - P - AS Accommodation Schedule
16-047 - 53 - P - DAS Design and access statement
16-047 - 53 - P - E - 01 Rev. A amenity space
16-047 - 53 - P - E - 02 Secure by design layout
16-047 - 53 - P - E - 03 Highways
16-047 - 53 - P - E - 04 Street lighting
16-047 53 - P - F - FT - C C flat type layouts
16-047 53 - P - F - FT - D D flat type layouts
16-047 53 - P - F - FT - E E flat type layouts
16-047 53 - P - F - FT - F F flat type layouts
16-047 53 P HT 01 Houses block elevations
16-047 53 P HT W 01 House type floor plans
16-047 53 P HT W 02 House type elevations and section
16-047 53 P HT X 01 House type floor plans
16-047 53 P HT X 02 House type elevations and section
16-047 53 P HT Y 01 House type floor plans
16-047-53-P-F-FT-F Internal flat layout
16-047-53-P-F-FT-E Internal flat layout
16-047-53-P-F-FT-D Internal flat layout
16-047-53-P-F-FT-C Internal flat layout
16-047-53-P-F-FT-B Internal flat layout
6570.FormerPoliceStation.EcoMEP.Rev1
13041_TOPO (Rev B).
TRANSPORT ASSESSMENT

16-047 53 P HT Y 02 House type elevations and section
 16-047 53 P HT Z 01 House type floor plans
 16-047 53 P HT Z 02 House type elevations and section
 SuDs Report and Flood Risk Assessment
 16-047-53-P-E-12 Indicative landscaping layout
 Archaeological evaluation report CBAS0557
 Vehicle and Pedestrian Access Control
 ECOLOGICAL MITIGATION AND ENHANCEMENT PLAN OCTOBER 2016
 16-047-53-P-E-10 Tenure layout
 16-047 - 53 - P - E - 05 Service trench layout
 16-047 - 53 - P - E - 06 Hardsurfaces layout
 16-047 - 53 - P - E - 07 Refuse layout
 16-047 - 53 - P - E - 08 Site welfare layout
 16-047 - 53 - P - E D - 01 Entrance gates
 16-047-53-P-ED-02 Boundary wall on Station Road
 16-047-53-P-ED-03 Garden wall to plots 41 and 53
 16-047-53-P-LW-01 Listed wall detail
 16-047-53-P-LW-03 Listed wall elevations
 16-047 53 - P - F - 01 Floor plans - Basement
 16-047 53 - P - F - 02 Floor plans - first and second floor
 16-047 53 - P - F - 03 Floor plans - third floor and roof plan
 16-047 53 - P - F - 10 Front elevations
 16-047 53 - P - F - 11 Rear and side elevations
 16-047 53 - P - F - 20 Sections
 16-047 53 - P - F - 30 Flat type layout
 16-047 53 - P - F - 40 Area measurement
 16-047 53 - P - F - FT - A A flat type layouts
 16-047 53 - P - F - FT - B B flat type layouts

Date Plans Received:	22/04/2016	Date(s) of Amendment(s):	10/08/2016
Date Application Valid:	18/07/2016		20/12/2016
			22/04/2016
			22/11/2016
			11/01/2017
			18/07/2016
			02/11/2016
			13/01/2017
			25/11/2016
			30/08/2016
			18/01/2017
			23/08/2016

1. SUMMARY

Planning permission is sought for a residential development involving the demolition of all the existing buildings on the former West Drayton Police Station Site site and the erection of a 4-storey block containing 40 flats to be located on the front part of the site and 13 3-storey houses to be located to the rear of the site, together with associated car parking, access and landscaping.

The entire site is located within the West Drayton Green Conservation Area and within an Archaeological Priority Area. Drayton Hall, which abuts the site to the north, is a Grade II Listed building.

The current application is a modification to a previously approved scheme ref:12768/APP/2014/1870 dated 2/2/2016 for 43 residential units on the site. The principle of residential development and the loss of the former Police Station on this site has already been established by virtue of this consent.

The Mayor's Office for Policing and Crime has disposed of the site on the basis that it is surplus to its requirements and replacement facilities are being provided in the vicinity, which adequately meet the policing needs of the local population. In addition, the site has been marketed since 2013, but no community based operators have expressed an interest in acquiring the site for these purposes.

The proposed scheme would be within the London Plan density guidelines, providing good internal and external living space. The proposed layout would not have an adverse impact on the living conditions of surrounding occupiers in terms of over-dominance, loss of privacy and loss of daylight/sunlight. It is considered that the scale and layout of the proposed development would be compatible with sustainable residential quality, having regard to the specific Conservation Area constraints of this site.

The proposed sustainability measures will enable a reduction in CO2 emissions and the provision of on-site renewable energy. Given the applicant's agreement in principle to provide renewable energy measures as part of the development, it is considered that this matter could be dealt with by a suitable planning condition in the event of planning permission being granted.

There are no adverse impacts upon ecology or archaeology and highway and pedestrian impacts are considered to be acceptable. Flood and drainage issues can be addressed by suitable conditions. A viable level of affordable housing provision has been agreed at 22%. The application is therefore recommended for approval, subject to conditions and a S106/278 Agreement.

2. RECOMMENDATION

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 Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure:

(i) Transport: All on site and off site highways works as a result of this proposal, including improvements to the site access widening along the site access road and at the junction with Station Road, (which shall be constructed as a Heavy Duty Crossover), and the details of Keep Clear road markings adjacent to the site access.

(ii) Construction Training: Either a construction training scheme delivered during the construction phase of the development or a financial contribution of £35,000

(iii) Air Quality: The applicant provides a financial contribution in the sum of £12,500.

(iv) Affordable Housing at 22% in habitable room terms, comprising 3 x three bed houses (Affordable Rent Tenure) and 3 x three bed flats (Shared Ownership Tenure).

(v) Travel Plan to include a £20,000 Bond.

(vi) Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the 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 Section 106 and 278 Agreements 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) If the Legal Agreements have not been finalised by 1 March 2017 (or such other time-frame as may be 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 highways, affordable housing, air quality and construction training). The proposal therefore conflicts with 'saved' policies AM7 and R17 of the Unitary Development Plan (2012) and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (2016).'

E) That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

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

1 T8 Time Limit - full planning application 3 years

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

REASON

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

2 RES4 Accordance with Approved Plans

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

- 16-047-53-S4-P-F-30-A Flat Types Layout amended
- 16-047-53-P-LP- Location Plan
- 16-047 - 53 - P - 01 Proposed Site Plan
- 16-047 - 53 - P - 02 Proposed Basement Block Plan
- 16-047 - 53 - P - 03 Proposed Ground Floor Block Plan
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- 16-047 - 53 - P - E - 02 Secure by design layout
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 Boundary wall east - facing Station Road
 Garden wall to plots 41 and 53
 6-047-53-P-LW-01 Listed wall detail
 16-047-53-P-LW-03 Listed wall elevations
 Solar slate PV tiles brochure
 16-047-53-P-E-10 Tenure layout

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

3 RES6 Levels

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

carried out other than in accordance with the approved details.

REASON

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

4 RES7 Materials (Submission)

Notwithstanding the submitted plans, no development shall take place until details of all materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to:

- (i) fenestration and doors
- (ii) balconies including obscure screening (where applicable)
- (iii) boundary walls, retaining walls and railings
- (iv) comprehensive colour scheme for all built details
- (v) make, product/type, colour and photographs/images.
- (vi) bricks, render, cladding, roof finishes

REASON

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

5 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).

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 RES11 Play Area provision of details

No development shall commence until details of play areas for children have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the play areas shall be provided prior to the occupation of any unit within the development and maintained for this purpose.

REASON

To ensure that the development makes adequate provision of children's play space in accordance with Policy R1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 3.16.

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

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

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

- 2.a Cycle Storage (13 secure spaces for the flats)
 - 2.b Means of enclosure/boundary treatments
 - 2.c Surface level car parking layouts for 24 vehicles, including 2 disabled parking bays and demonstration that 10 of the parking spaces (5 active and 5 passive) are served by electrical charging points and parking for 5 motor cycles.
 - 2.d Hard Surfacing Materials
 - 2.e External Lighting
 - 2.f Other structures (such as play equipment and furniture)
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 surfing/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 development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2016).

9 RES12 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the houses on plots 41 to 53 hereby approved.

REASON

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

10 NONSC Fenestration Details

Notwithstanding the submitted plans, details of the first floor oriel bedroom windows to plots 41 to 44 facing the Yewsley and West Drayton Community Centre shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

To ensure that the development presents a satisfactory appearance and to prevent overlooking to adjoining properties in accordance with Policies BE13 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

11 RES14 Outbuildings, extensions and roof alterations

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

REASON

To protect the character and appearance of the area and amenity of residential occupiers, in accordance with policies BE4, BE13, BE21, BE23 and BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

12 RES15 Sustainable Water Management (changed from SUDS)

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

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 5.12.

13 RES19 Ecology

Prior to commencement of development an ecological enhancement scheme based on the recommendations contained in the submitted Ecological Mitigation and Enhancement Plan October 2016, Tree Assessment for Bats and Arboricultural Survey Report dated May 2014, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings. These shall include, living screens against walls of the development, bat and bird boxes, habitat walls and a range of plants to encourage and support wildlife. The scheme shall aim to include an area of land dedicated to wildlife habitat. The development shall proceed in accordance with the approved scheme.

REASON

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with policy EC5 Hillingdon Local Plan: Part Two Saved UDP Policies

(November 2012) and London Plan (2016) Policy 7.19.

14 RES20 Traffic Arrangements - submission of details

The approved development shall not be occupied until the traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose for the lifetime of the development. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.13 (20%) of the parking spaces shall be served by active electric charging points and 13 (20%) of the parking spaces shall be served by passive electric charging points.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016)

15 RES22 Parking Allocation

No unit hereby approved shall be occupied until a parking allocation scheme has been submitted to, and approved in writing by the Local Planning Authority. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

16 RES23 Visibility Splays - Pedestrian

The access for the proposed site entrance shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

REASON

In the interests of highway and pedestrian safety in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

17 RES25 No floodlighting

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

REASON

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

18 RES26 Contaminated Land

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

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use.

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement.

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

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

(iv) 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 risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

19 RES5 General compliance with supporting documentation

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

- ENERGY ASSESSMENT REV. 3 dated 28/5/2016
- ARBORICULTURAL IMPACT ASSESSMENT
- AIR QUALITY REPORT dated June 2014
- ECOLOGICAL MITIGATION AND ENHANCEMENT PLAN OCTOBER 2016
- PEDESTRIAN ACCESS CONTROL Rbm84 | CAME UK

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 the Hillingdon Local Plan:Part 2 - Saved UDP Policies (November 2012) and the London Plan (2016).

20 NONSC Noise

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed residential development from road traffic, air traffic and other noise has been submitted to and approved in writing by the Local Planning Authority. The scheme should ensure that internal LAeq,T and LAm_{ax} noise levels meet appropriate noise criteria. All works which form part of the scheme shall be fully implemented before the residential development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON:

To ensure that the amenity of the occupiers of the proposed residential development is not adversely affected by road traffic, air traffic and other noise in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.15.

21 NONSC Plant and Machinery

Before the development is commenced details of any plant, machinery and fuel burnt, as part of the energy provision and the location of the flue at the development shall be submitted to the Local Planning Authority for approval. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NO_x emission gas-fired CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and demonstrably below the building emissions benchmark.

REASON

To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

22 NONSC Accessibility Condition 1

The dwellings hereby approved shall be constructed to meet the standards for a Category 2M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON:

To ensure an appropriate standard of housing stock in accordance with London Plan (2016)policy 3.8c, is achieved and maintained.

23 NONSC Accessibility Condition 2

The development hereby approved shall ensure that 10% of the residential units are constructed to meet the standards for Category 3M4(3) dwelling, with the remaining units designed to the standards for Category 2M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) and all such provisions shall remain in place for the life of the building.

REASON:

To ensure an appropriate standard of housing stock in accordance with London Plan (2016)Policy 3. 8d, is achieved and maintained.

24 NONSC Access Gate

Prior to the commencement of the development, details of the operation of any access gate to the car park by disabled persons, and manual operation of any gates in the event of power failure shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the secure access arrangements shall be installed in accordance with the approved details and maintained so long as the development remains on site.

REASON

In order to ensure the development achieves an appropriate level of accessibility in accordance with Policy 3.8 of the London Plan (2016).

INFORMATIVES

1

When preparing any submission of details pursuant to Condition 4 of this decision (external materials) it should be noted that the Council's Conservation Officer has advised that the indicative brick type proposed in the application would not be considered acceptable. You are advised to consider a traditional yellow stock brick. Suggested examples are Ibstock Chailey, Wienerberger Smeed Dean, Freshfield Danehill Yellow or Freshfield Lindfield Yellow Multi.

2 I1 **Building to Approved Drawing**

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

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

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

4 I12 **Notification to Building Contractors**

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

5 I13 **Asbestos Removal**

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

6 I15 **Control of Environmental Nuisance from Construction Work**

Nuisance from demolition and construction works is subject to control under The Control

of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

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

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

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

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

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

7 117 Communal Amenity Space

Where it is possible to convey communal areas of landscaping to individual householders, the applicant is requested to conclude a clause in the contract of the sale of the properties reminding owners of their responsibilities to maintain landscaped areas in their ownership and drawing to their attention the fact that a condition has been imposed to this effect in this planning permission.

8 118 Storage and Collection of Refuse

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

9 119 Sewerage Connections, Water Pollution etc.

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

10 12 Encroachment

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

11 121 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).

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

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

13 I43 **Keeping Highways and Pavements free from mud etc**

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.

14 I25A **The Party Wall etc. Act 1996**

On 1 July 1997, a new act, The Party Wall etc. Act 1996, came into force.

This Act requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:-

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

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations or planning controls. Building Control will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by Building Control should be taken as removing the necessity for the building owner to comply fully with the Act.

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

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

16 I32 **Trees in a Conservation Area**

As the application site is within a conservation area, not less than 6 weeks notice must be given to the Local Planning Authority of any intention to cut down, top, lop or uproot or

otherwise damage or destroy any trees on the application site. Please contact the Trees & Landscape Officer, Residents Services, 3N/02, Civic Centre, Uxbridge, UB8 1UW for further advice.

17 I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

18 I49 Secured by Design

The Council has identified the specific security needs of the application site to be: CCTV and boundary treatments. You are advised to submit details to overcome the specified security needs in order to comply with condition 20 of this planning permission.

19 I52 Compulsory Informative (1)

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

20 I53 Compulsory Informative (2)

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

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE1	Development within archaeological priority areas
BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
BE11	Proposals for the demolition of statutory listed buildings
BE13	New development must harmonise with the existing street scene.
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.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE8	Planning applications for alteration or extension of listed buildings
EC2	Nature conservation considerations and ecological assessments
EC5	Retention of ecological features and creation of new habitats
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R11	Proposals that involve the loss of land or buildings used for education, social, community and health services
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 7.14	(2016) Improving air quality
LPP 7.3	(2016) Designing out crime
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework

21 I59 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 Council's 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.

22 I6 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If

you require further information or advice, you should consult a solicitor.

23

In accordance with the provisions of the NPPF, the Local Planning Authority has actively engaged with the applicant both at the pre application and application stage of the planning process, in order to achieve an acceptable outcome. The Local Planning Authority has worked proactively with the applicants to secure a development that improves the economic, social and environmental conditions of the area. In assessing and determining the development proposal, the Local Planning Authority has applied the presumption in favour of sustainable development Accordingly, the planning application has been recommended for approval.

24

In the event that works to the access road reveal human remains, they must be handled in accordance with the relevant provisions of The Burial Grounds Act 1857.

25

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy, which is due on commencement of this development. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority.

In addition, the development hereby approved represents chargeable development under the Hillingdon Community Infrastructure Levy. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738"

26

All tree work should be carried out in accordance with the recommendations of BS3998:2010 'Tree Work -Recommendations' in order not to disturb roosting bats or nesting birds or other species. It is advisable to consult your tree surgeon/consultant to agree an acceptable time for carrying out any work.

3. CONSIDERATIONS

3.1 Site and Locality

The application relates to the former West Drayton Police Station which is currently vacant. The site is occupied by a three storey former police station, a 1960's building which is set back some way from the main road and part-concealed behind two tree belts. Single and two storey buildings are sited to the rear of the main Police Station. The front of the site comprises an area of grass land with various trees and shrubs and an access road leading up to the main building. The rear of the site which has been used as a car park since the 1960's is mainly hard surfaced and bordered by high boundary fencing and a listed wall.

Part of the southern boundary is formed by existing out buildings. The front boundary with Station Road is planted with large conifer trees. Trees on the site and nearby are not protected by TPO but are afforded protection by virtue of their location within the West Drayton Conservation Area.

There is a fall in levels from east to west from Station Road to the main building of approximately 2 and a half metres. The surrounding area is characterised by a mixture of

two and three storey buildings, which are mainly residential, with a range of commercial uses at street level opposite the site. These buildings are predominantly 1930's style with brick, pebble dash and painted rendered walls and clay tiled roofs.

To the south of the site is the Yiewsley and West Drayton Community Centre, whilst to the north is the statutory Grade 2 listed Drayton Hall, set in extensive grounds. The site falls within the West Drayton Green Conservation Area and the proposed Colne Valley Archaeological Priority Area.

3.2 Proposed Scheme

Planning permission is sought for the erection of a four storey block at the front of the site containing 31 flats, 6 pairs of semi detached 3 storey town houses and one detached house at the rear of the site, together with associated car parking, access and landscaping.

The current application is a modification to a previously approved scheme ref:12768/APP/2014/1870 dated 2/2/2016 for 43 residential units on the site. 10 additional units are now proposed (9 flats and one detached house).

This application was originally submitted for the erection of 37 houses. However the application was amended to provide a mixture of houses and flats, similar to the approved scheme.

A summary of the revised mix of housing is set out in the following accommodation schedule:

Type of Accommodation

- 1 bed 2 person: flats x 2
- 2 bed 3 person flats x 31
- 3 bed x person flats x 7
- 3 bed 5 person houses x 12
- 4 bed 6 person house x 1

Total 53

The development would retain the open area in front of the site providing amenity space for residents of the proposed apartments, together with a children's play area.

Access to the site would be via Station Road, utilising the existing access arrangement. The single access road would run through the site providing access to the flats as well as the houses located to the rear. The remaining areas would be retained or returned to soft landscaping as private amenity spaces for the occupants of the development.

The 13 houses would be served by 25 car parking spaces generally situated within a courtyard between the residential units to which they serve, with landscaping. The 40 flats would be served by 40 car parking spaces within a lower ground floor car park. There is also provision for 40 cycle spaces in this lower ground floor car park.

The proposal will involve the demolition of all the existing buildings on the site.

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

- Heritage Statement

This statement sets out the history of the site and provides a context of the development in relation to the nearby Drayton Hall (Grade 2 listed) and the West Drayton Green Conservation Area, together with commentary on the listed garden walls at the rear of the site (part retained).

- Design and Access Statement

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

- Energy Assessment

The sustainability credentials of the scheme are assessed in the design and access statement respect of renewable energy resources and achieving savings in terms of CO2. The assessment concludes that the use of Photo Voltaic panels is the preferred option for renewable energy technology.

- Arboricultural survey

The statement has been prepared to ensure good practise in the protection of trees during the construction and post construction phases of the development.

- Biodiversity Survey and Report

The report summarises the findings of a walk over survey, desk study and protected species assessment. Recommendations for protected species surveys have been made.

- Noise Impact Assessment

The assessment concludes that the site is suitable for residential development subject to a suitable scheme of mitigation measures being incorporated into the design.

- Transport Assessment

The assessment considers the accessibility of the site, examines predicted generation trips by all modes, assesses the effect of the development on surrounding transport infrastructure and considers surfacing and refuse collection facilities. The assessment concludes that the development benefits from good levels of public transport accessibility, that net trip generation can be accommodated on the surrounding transport infrastructure and that the development through its design, will encourage the use of sustainable modes of transport.

SuDs Report and Flood Risk Assessment

The assessment concludes that the proposed development will greatly reduce the surface water run off leaving the site, and therefore reduce flood risk at the site and elsewhere.

Archaeological Evaluation Report

The report recommended that no further archaeological works be undertaken at the site.

Geo Desk Sudy Ref: 1445/Rpt 1v2

A geo-environmental desk study and site investigation report has been submitted, which shows that there are unacceptable concentrations of lead and poly aromatic hydrocarbons within the made ground. A number of recommendations are made, including further geo-technical and geo-environmental site investigation and a pre-demolition asbestos survey.

3.3 Relevant Planning History

12768/APP/2014/1870 Former West Drayton Police Station Station Road West Drayton

Demolition of the existing Police Station, outbuildings and concrete hardstandings, part retention of the listed walls and the construction of 12 semi-detached houses, together with a 4 storey block of 31 flats, with associated car and cycle parking and access road.

Decision: 02-02-2016 Approved

12768/APP/2014/4071 Former West Drayton Police Station Station Road West Drayton

Alterations to the garden wall situated in the rear area of the former police station site including: existing bricked up opening to be re-opened; formation of two new openings to match existing opening; formation of new inner wall; and formation of a rooflight (Application for Listed Building Consent).

Decision: 08-02-2016 Approved

Comment on Relevant Planning History

Planning permission (ref:12768/APP/2014/1870) was granted on 2nd February 2016 for residential development involving the demolition of all the existing buildings on the former West Drayton Police Station Site site and the erection of a 4 storey block at the front of the site containing 31 flats, with 6 pairs 3 storey semi detached houses at the rear of the site, together with associated car parking, access and landscaping.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- 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:

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE1	Development within archaeological priority areas
BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
BE11	Proposals for the demolition of statutory listed buildings
BE13	New development must harmonise with the existing street scene.
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.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE8	Planning applications for alteration or extension of listed buildings
EC2	Nature conservation considerations and ecological assessments
EC5	Retention of ecological features and creation of new habitats
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R11	Proposals that involve the loss of land or buildings used for education, social, community and health services
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
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LPP 5.3	(2016) Sustainable design and construction

- LPP 5.7 (2016) Renewable energy
- LPP 6.13 (2016) Parking
- LPP 7.14 (2016) Improving air quality
- LPP 7.3 (2016) Designing out crime
- LPP 7.8 (2016) Heritage assets and archaeology
- LPP 8.3 (2016) Community infrastructure levy
- NPPF National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **15th August 2016**

5.2 Site Notice Expiry Date:- Not applicable

17th August 2016

6. Consultations

External Consultees

The application has been advertised under Article 13 of the Town and Country Planning General Development Management Order 2010 as a Major Development. The application has been advertised as a development that affects the character and appearance of the West Drayton Green Conservation Area and the setting of the Grade 2 listed building, Drayton Hall.

106 surrounding property owners/occupiers have been consulted. At the time of writing the report, 6 letters have been received objecting to the proposal. The contents are summarised below:

- Will the block of flats be laid back from the main road and are the trees adjacent to the road way going to remain and where will the entrance be located?
- I am concerned about safety and security to my property. Will you provide anti-climb facilities or security so my garden cannot be entered by residents?
- Will flats or top windows be over looking into my property?
- Will this be a private housing estate or council?
- Will building work be carried out during and throughout the evening?
- I have grave concerns at yet more homes being built in this area without the supporting infrastructure. Almost every primary school in the borough is already being enlarged and there is currently no local secondary school in West Drayton.
- My biggest concern is the deterioration of the service provided by the existing local doctors.
- I am all for sites such as these being developed but such a densely populated area needs a police station
- Planners cannot keep adding dwellings without providing services and taking into account the impact on local roads.
- I am pleased to see that houses are being provided but there are far too many children living in flats with no gardens
- This is a conservation area and the surrounding areas are already saturated with new housing developments making the area too congested.
- This will cause a lot of noise and disruption.
- The houses being built may overlook my house and garden.
- The plan are for too many houses. I would support fewer houses built in a way that didn't mean they could overlook my house.

HISTORIC ENGLAND

Our specialist staff have considered the information received and we do not wish to offer any comments on this occasion.

Recommendation

This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice. It is not necessary for us to be consulted again on this application. However, if you would like further advice, please contact us to explain your request. We can then let you know if we are able to help further and agree a timetable with you. In returning the application to you without comment, Historic England stresses that it is not expressing any views on the merits of the proposals which are the subject of the application.

Please note that this response relates to historic building and historic area matters only. If there are any archaeological implications to the proposals it is recommended that you contact the Greater London Archaeological Advisory Service for further advice (Tel: 020 7973 3712).

HISTORIC ENGLAND (GLAAS)

Recommend No Archaeological Requirement

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.

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

This site was subject to an archaeological evaluation in 2014 which showed that most of it has been quarried removing any archaeological interest whilst no burials were found next to the historic cemetery which it was thought might have extended into the site. No further assessment or conditions are therefore necessary.

WEST DRAYTON CONSERVATION AREA ADVISORY PANEL

We are concerned at the spiralling number of housing units being proposed for this site with each successive application or amendment that is made. Approval was granted in February for 43 units (12 large houses and 31 smaller flats), we were told in May that a house-only scheme was required, and now we have a revised proposal for 53 units (13 houses and 40 flats).

Although flats are not the typical housing form in the Conservation Area, or the area to the north-west of this site, the scheme that was approved had been well-designed so the block containing the flats had a stepped facade and did not fill the full width of the site. By fitting the top floor into the roof it also gave a less massive and monolithic appearance than the present proposals. The block of flats shown in the current, revised plans is higher, longer and possibly deeper than that approved - presumably so it can accommodate the extra 9 flats. Its proposed design is not appropriate for this site, as it fails to enhance the appearance of the Conservation Area, overpowers Drayton Hall and is, we consider, over-development of this part of the site.

The houses that are now proposed do at least have adequately-sized gardens and have avoided the dreadful pastiche facades of the previous submission. It is not clear from the plans submitted how the listed walls are retained and incorporated into the scheme as this is an essential requirement. Although some features of the amended plans are improvements on the earlier application (that still has to be determined) others are completely unacceptable so we hope permission will not be granted for this new scheme.

(Officer Note: Amended plans have been received revising the design of the block of flats).

METROPOLITAN POLICE CRIME PREVENTION OFFICER

I am content with the build design. I would ask that due to its location, it has a SBD planning condition. In addition to the above, with regard to the existing front dwarf boundary wall, I would ask that a close boarded fence is placed on top in order to achieve a 1.8 metre height. This is primarily to stop rubbish and drinkers sitting on it which will spill over from the 7/11 Tesco's store opposite.

(Officer Note: Brick piers and railings above the dwarf boundary wall are considered more in keeping with the Conservation Area).

Internal Consultees

HIGHWAY ENGINEER

This application is for the development of the former West Drayton Police Station site. The site has a previous planning permission (12768/APP/2014/1870) for 12 houses and 31 flats and this latest application is for 13 houses and 40 flats which is effectively 10 more dwellings.

The site is located on Station Road West Drayton immediately adjacent to the signalised junction with Harmondsworth Road. Station Road is a classified road on Council's Road Network and the site has an existing vehicular access on Station Road. The site is adjacent to a traffic signalled junction that provides pedestrian crossing facilities. There is also a cycle-way along the Station Road frontage and a bus stop opposite. The site has a PTAL value of 2 (poor) which suggests there will be a strong reliance on private cars for trips to and from the site. This proposal has 36x2 bed +4x3 bed flats +12x3 bed houses and 1x4 bed house on the site. There are 66 car parking spaces, 66 cycle parking spaces and 6 motorcycle parking spaces proposed in the latest scheme. The previous permitted scheme had 12 houses and 31 flats with the 55 car parking spaces allocated on the basis of 1 space per flat and 2 spaces per house. If the same ratio is applied to the latest scheme 26 spaces for the houses and 40 spaces for the flats will be provided.

A Transport Statement (TS) by GTA dated April 2014 was provided as part of the supporting material but this document seems to relate to the previous application and not the current one. This document has provided some historical context. The TS estimated the trips for the consented development at approximately 0.5 trips per house during the peak hour so it would be likely that with 10 more dwellings it is unlikely that trip generation will not be significantly different than the consented scheme with another 5 trips in the peak hours. The access arrangements are the same as the situation that was operating when the site was a Police Station and for the consented scheme. In terms of on-site car parking the proposed 66 car parking spaces have been provided on the basis as the same ratios that were applied in the previous consented scheme. The provision of 66 cycle parking spaces and 6 motorcycle spaces is supported. The service road providing access to the basement parking area has been designed to accommodate a refuse vehicle and there is sufficient geometry to turn around.

On the basis of the above comments I have no significant concerns relating to this application given the previous permission on the site. In terms of any likely permission I would like conditions applied in terms of 20% active and 20% passive EV charging points for the car parking spaces provided as well as a car parking management plan for the site. I would also like a condition relating to the operation of a Residential Travel Plan for the site.

SUSTAINABILITY OFFICER

Ecology

The information submitted is an improvement and the wildflower meadow will provide a suitable ecological corridor.

Energy

The elevations do not show the PVs outlined in the energy strategy. This is a conservation area and it is important that the development can accommodate the PVs as this is the only method for achieve the energy reduction.

(Officer Note: . Details of PV panels have been provided).

ENVIRONMENTAL PROTECTION UNIT

1. Noise survey was taken at the front of the existing building which slopes down from Station Road, there is also an existing boundary wall separating the road from the site. Therefore it appears measurement was made in the shadow zone which would underestimate the traffic noise levels received at the site.

2. The site noise exposure levels (table 4.1) are given as single figures but the building fabric and glazing specifications (tables 6.1 and 6.2 respectively) are given in octaves. A direct comparison/calculations cannot therefore be made. Could they provide the single figure Rw for the building fabric and glazing.

3. No mention is made of how ventilation is to be provided.

4. I note there will be external balconies as part of this proposal but the report is silent as to noise levels in the external amenity areas.

(Officer Note: It is considered that the issue of sound insulation can be addressed by the imposition of suitable conditions).

TREE AND LANDSCAPE OFFICER

The current proposal is for a residential development of 53 units, comprising 13 houses and 40 flats, together with associated parking, access road and landscaping, involving the part retention of the listed walls and demolition of the existing police station, outbuilding and concrete hard standings.

COMMENT

The current layout is similar to the 2014/1870 approved scheme, with an intensification of dwellings. In this scheme the footprint of the flats extends further towards the southern boundary. The essential master plan arrangement, including tree retention, open space provision, built development and road layout remains similar or the same. If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the site.

This application includes Planting Plan 4 of 4, dwg. ref. 603-LA-P-04 Rev A, which shows the wildflower area parallel to the road. A gated fence line is indicated on plan. Although not specified on plan, the drawing refers to Phlorum's Ecological Mitigation and Enhancement Plan (document) - which specifies a low chain link fence. This will be visually intrusive and serve no useful purpose. However, the interface between the short-mown grass and the wildflower meadow will need some sort of delineation to guide the mowing operatives. - Occasional low wooden posts, or a low trip rail would be more appropriate.

RECOMMENDATION

No objection, subject to the above observations and RES6, RES8 (as submitted), COM9 (parts 1,2,4,5, and 6) and RES10.

S106 OFFICER

Heads of Terms

1. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status and Highway Engineers Comments
2. 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.
3. Air Quality Monitoring: A financial contribution to the sum of £12,500 is likely to be required. However, the monetary contribution is subject to comments from LBH air quality specialists. Please also note that this contribution was not required for the previously approved scheme for this site.
4. Travel Plan to include £20,000 Bond.
5. Affordable Housing subject to verification of the FVA (if applicable)
6. Affordable Housing Review Mechanism subject to verification of the FVA (if applicable)
7. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions

Additional Comments:

The report and confirmation of Affordable Housing offer by the Council's appointed independent viability consultant has been received. The Affordable Housing provision has been considered viable at;

Affordable Rent Tenure: 3 x 3-Bedroom Houses

Shared Ownership Tenure: 3 x 3-Bedroom Houses & 3 x 3-Bedroom Flats.

HOUSING OFFICER

This is a much improved offer for affordable housing which is considered satisfactory.

ACCESS OFFICER

The Supporting Design & Access Statement states that the development would satisfy the Equality Act 2010, Category M4(1) as set out in Approved Document M, as well as Part B to the Building Regulations.

There is an immediate and obvious disparity between the standards required by the policy referred to above, and the standards upon the development appears to have been designed.

With the exception of the four-bedroom houses proposed at the front of the site, all other houses should meet a minimum of Category 2, M4 (2), with 10% of those upgraded to satisfy Category 3, M4(3), as prescribed in Approved Document M.

In order to satisfy the Council that all possible options have been explored, the Design & Access Statement should should fully discuss the other options explored prior to settling on the design which features four inaccessible townhouses at the front of the site. The amended statement should fully justify why the site could not be reconfigured to achieve an acceptable 'level access' solution into all the proposed houses.

Conclusion: Revised plans should be requested as a prerequisite to any planning approval.

(Officer Note: Amended plans have been submitted deleting the town houses in front of the site and replacing these with a block of flats. Conditions have been included as per the Access Officer's recommendations)

FLOOD AND DRAINAGE OFFICER

The site is located in Flood Zone 1 and is at risk of surface water flooding according to the Environment Agency Flood Maps. A SuDS report and Flood Risk Assessment has been provided with this application. However this doesn't satisfy all the requirements for approval of the SuDS proposed.

Comments on the Planning Application:

A SuDS report and Flood Risk Assessment by Nimbus Engineering Consultants dated 18/07/2016 has been submitted with this application.

Sustainable Drainage

. A new surface water drainage connection to the main sewer is proposed. In addition the proposals although sustainable appear to suggest that a new connection to the Thames Water sewer is required which will then mean pumping from the site. At this stage this is not considered a sustainable solution and it is unclear if the existing drainage is pumped and why a new connection is needed.

- . A basement car park is included as part of this proposal. The investigation which provides the information on the groundwater should be submitted. Groundwater was found at 3.2m below ground level and standing water was found at 2.7m below ground level. A sump pump will be installed in the basement which will remove any excess groundwater entering the basement.
- . However it is not just the risk to the proposal from groundwater but the risk from the site which must also be managed, and mitigated as the groundwater levels appear so high.
- . Surface water runoff peak flow rate calculations have been provided. The flow rate for the 1 in 1 year event is 89.4 l/s and 1 in 100 year 283 l/s. The development will restrict runoff to 5l/s.
- . Permeable paving or porous tarmac will be used across the site which will further increase the permeability of the site. The permeable paving will sit over a substrate of free draining material such as 300mm Type 6N DoTSfHW, or similar approved. This is acceptable.
- . Any sloped areas will be caught by aco drains or gullies, and the surface water run off from these will be conveyed into two attenuation tanks, as shown on drawing number C1667-01, where the flow is attenuated for 1 in100 year storm event plus climate change, with restricted discharge of 5 l/s leaving the site. This is acceptable.
- . The majority of roof run off will be treated in rain garden planters before being discharged, also with overflows into underground attenuation system, where the flow is attenuated for 1 in 100 year storm event plus climate change, with restricted discharge of 5 l/s leaving the site. A list of the plants that flourish in wet and drought conditions has been included. This is acceptable.
- . 800 litre outdoor wall mounted rainwater harvesters have been proposed at each home, and where possible at the apartment building. This is acceptable and these should be included on the drawings.
- . Storage calculations for a 1 in 100 year storm event plus climate change show that 163.5m³ of storage is required, and this storage will be provided in an aqua-cell or similar approved tank system, conveying the restricted flow to 5 l/s into an existing surface water manhole at the proposed development site. Two storage tanks have been included in the drawings and these are acceptable.
- . A maintenance and management plan has been provided and these drainage systems should be maintained in accordance with this.

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 2016) and
- . To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and
- . Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016).
- . National Planning Policy Framework (March 2012), and the Planning Practice Guidance (March 2014).

(Officer Note: A drainage strategy has been submitted. Drainage details can be secured by condition).

URBAN DESIGN AND CONSERVATION OFFICER

The revised plans are an improvement on the previous proposals. I remain concerned about the increase in the width of the building across the site over that agreed as part of the approved scheme. With regards to the current scheme, I would suggest that the ground floor windows go down to the floor and that the expanse of brickwork adjacent to the vehicle entrance at basement level is screened with planting and/or possibly a green wall. There would be an opportunity to include balconies for the flats over this area.

The dark brickwork needs to be reconsidered for this scheme, I would advise a traditional yellow stock- this would need to be the same for the houses. Suggested examples are Ibstock Chailey,

Wienerberger Smeed Dean, Freshfield Danehill Yellow or Freshfield Lindfield Yellow Multi- the latter is a mix of colours that might work. We would need to see samples for agreement.

Officer Comment: A number of issues raised by the conservation officer would be detailed condition matters. The concern regarding the increase in width is addressed in the body of the report.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of residential development and the loss of the former Police Station on this site has already been established by virtue of planning permission ref:12768/APP/2014/1870 dated 2/2/2016.

The loss of the West Drayton Police Station is part of a more radical strategy by the Mayor's Office for Policing and Crime. Furthermore, it is noted that the police station was purpose built for this use and therefore does not lend itself well to conversion to an alternative community use.

In addition, the site has been marketed since 2013, but no community based operators have expressed an interest in acquiring the site for these purposes. It is worth noting here that this is a relatively large site, which would make it unviable for typical local community uses such as meeting halls.

Saved Policy H8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states amongst other things, that the conversion or change of use of premises to residential use will only be acceptable if a satisfactory residential environment can be achieved. As detailed in other sections of this report, the proposed use could provide an adequate residential environment, notwithstanding the specific site constraints.

In light of the above considerations, it is concluded that the proposed change of use of the land meets the policy requirements of the adopted Development Plan. No objections are therefore raised to the principle of residential use on the site.

7.02 Density of the proposed development

Policy 3.4 of the London Plan has regard to density. It seeks to optimise housing potential on sites taking into account local constraints. The site is in a suburban setting with a Public Transport Accessibility Level (PTAL) of 2 (on a scale of 1 to 6). These guidelines take into account public transport accessibility, the character of the area and type of housing proposed.

Table 3.2 of the London Plan recommends that for a PTAL of 2, a density of 150-250 hr/ha or between 55-145 u/ha, (assuming 3.1-3.7 hr/unit) can be achieved for the application site.

The proposal seeks to provide 53 residential units totalling 176 habitable rooms. This equates to a density of 272 hr/ha or 88 u/ha. This level of development is well within the guidelines set out within Table 3.2 density matrix of the London Plan, assuming a PTAL of 2, in terms of units per hectare, but slightly over in terms of habitable rooms per hectare for a suburban site.

Nevertheless it will be important to demonstrate that the units will have good internal and external living space, and that the scale and layout of the proposed development is compatible with sustainable residential quality, having regard to the specific constraints of this site, including its conservation area designation and proximity to a grade 2 listed building. As set out in relevant sections of this report, it is considered that this residential scheme has been designed at to meet the relevant policy standards and targets, by

making effective and efficient use of redundant brownfield land whilst respecting the surrounding context.

In light of this, the 53 dwellings proposed on a site area of 0.646 ha is considered appropriate

UNIT MIX

Saved Policies H4 and H5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure a practicable mix of housing units are provided within residential schemes. One and two bedroom developments are encouraged within town centres, while larger family units are promoted elsewhere. A mixture of 2 x 1 bedroom, 31 x 2 bedroom and 7 x 3 bedroom flats, together with 12 x 3 bedroom and 1 x 4 bedroom houses are proposed and this mix of units is considered appropriate for this location.

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

The site is within the West Drayton Green Conservation Area towards its eastern periphery. Part of the walls in the rear car park which relate to the adjoining Drayton Hall are listed. Drayton Hall, a grade II listed building, which was first listed in 1950 lies to the north. Drayton Hall is the principal building of architectural merit within the Conservation Area and the grounds of the Hall form a significant component in the Conservation Area. Also to the north is West Drayton Cemetery.

ARCHAEOLOGY

The NPPF accords great weight to the conservation of designated heritage assets and also non-designated heritage assets of equivalent interest. Heritage assets of local or regional significance may also be considered worthy of conservation.

Policy BE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will only allow development, which would disturb remains of importance in archaeological priority areas where exceptional circumstances can be demonstrated. Part 2 Saved Policy BE3 states that the applicant will be expected to have properly assessed and planned for the archaeological implications of their proposal. Proposals which destroy important remains will not be permitted.

The site lies within the Colne Valley Archaeological Priority Area on the edge of West Drayton Green Conservation Area and its burial ground in the former grounds of Drayton Hall.

An archaeological evaluation report was submitted as part of the planning application. An archaeological evaluation excavation was also carried out at the site. The fieldwork revealed poor below ground survival of the 19th and 20th century outbuildings in the former walled garden of Drayton Hall, as the walls were demolished down to their foundations for the construction of the police station car park in the 1960s. Construction of the police station also appears to have truncated the natural deposit at the rear, west end of the site. Quarry activity was recorded within the front lawn of the site and at the east end of the walled car park. Clay was extracted for an adjacent brickfield, which map evidence suggests was out of use by 1828. The brick field extended into the north end of the site, within the footprint of the present driveway. Infilling of the clay pits took place between the late 19th and early 20th centuries, with that to the west being infilled earlier for the construction of the walled garden. There was no evidence that the Post Medieval cemetery beside Drayton Hall extended south into the northern extent of the site.

The report recommended that no further archaeological works be undertaken at the site as the building remains are poorly preserved and recorded on historic mapping; a large part of site has been quarried away or truncated, and there is no evidence of the Post Medieval cemetery.

The Greater London Archaeological Advisory Service (GLAAS) advise that no further assessment or archaeological conditions are necessary.

LISTED BUILDINGS

Policy BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that development proposals should not be detrimental to the setting of a listed building. This includes views to listed buildings (i.e. Drayton Hall). Any development would therefore be expected to address these matters.

The site directly abuts the grounds of Drayton Hall, a Statutory Grade 2 listed building,

Listed Walls:

The existing car park area in the north-west zone of the site formed part of the kitchen garden to the original Drayton Hall grounds. The walls defining this area are original, with the exception of the eastern boundary which is modern and presumably related to the construction of the police station. The condition of the original walls is mixed with some parts retaining their original character, some parts rendered to disguise their poor condition and some parts completely replaced.

The walls on the boundary will remain as garden walls to the new houses. However, the western wall now falls in the middle of the proposed housing development and requires sensitive treatment. It is proposed to retain the wall and integrate it with house units 38-41 inclusive.

One of the existing bricked up openings will be re-opened to form the entrance to number 38. However, new openings are proposed in the wall to allow access to the front doors to numbers 39 & 40. The listed wall currently has two different sections of kerb at its base to provide protection from cars. The western section of this protection will be replaced by a public planted area. However the eastern section of kerbing will be retained to protect the wall from the new parking layout.

The Urban Design and Conservation Officer considers that this is an acceptable solution, allowing the wall to form a significant and unique element in the new mews area of the development.

Setting of Drayton Hall:

With regard to the impact of the development on the setting of Drayton Hall itself, which is located approximately 70/85 metres from the site boundaries, it is screened from the site by an original high brick wall and a significant number intervening trees.

The development has been limited to four storeys so as not to appear overly dominant within the setting of the heritage assets. The flatted accommodation which at 4 storeys is the highest element of the development has also been carefully positioned towards the front of the site, to allow a greater separation distance between the proposed development and Drayton Hall. This also means that the most dense element of the development is read in the context of the more urban aspects of the surrounding area on Harmonswoth Road,

Station Road and Sipson Road.

It is therefore considered that the proposal would not have a detrimental impact on the setting of the listed building, in accordance with Saved Policy BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

CONSERVATION AREA

Policy BE4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that new development within or on the fringes of conservation areas will be expected to preserve or enhance the features, which contribute to the Conservation Area's special architectural or visual qualities.

The site is located within the West Drayton Green Conservation Area. The West Drayton Green Conservation Area's most notable features are the pockets of open space, the collection of listed buildings around Church Road and most notably, Drayton Hall to the north of the application site. Other buildings within the conservation area are mainly comprised of typical 1930's residential development.

Demolition of Existing Structures:

The former police station was built in 1965 and is constructed mostly in a light brown brick with pre-cast concrete panels on the east elevation and white metal windows. The entrance is located on the north elevation which in addition to the brick is defined by wooden doors and an adjoining slate panel. The most attractive feature of the building is the copper roof and its landscaped setting. The rear of the site contains functional outbuildings, some original in the matching brick, with some pre-fabricated buildings of poor quality. The rear is also dominated by the extent of car parking and its associated concrete hard-standing.

The main building is typical of its period and the architectural quality is not considered to justify its retention. As such, it is not considered to contribute positively to the character of the Conservation Area and its loss would be acceptable. Similarly, the functional outbuildings, which are almost derelict, do not contribute to character of the conservation area. No objections are therefore raised to the demolition of the existing buildings on the site.

The only redeeming feature of the rear is the listed wall that originally related to Drayton Hall. This is to be largely retained and integrated within the proposed development.

Impact on the Conservation Area:

By maintaining a tree lined frontage and grassed area in front of the flatted accommodation, views within the Conservation Area will be largely maintained. The front of the site would retain a fairly pleasant quality, mostly due to its setting.

The proposed homes will incorporate solar photo-voltaic roof tiles. It is noted that the pitch of the roof is very low, the site is well shielded with trees, a significant number being conifers, along and adjoining its perimeter and the view from Drayton Hall is a relatively long at approximately 90 metres. It is not considered that the impact of the PV roof panels on external views of the site, particularly from views from Station Road, the parkland to the west of the site and Drayton Hall would be detrimental to the character of the conservation

area.

Overall, it is considered that the scheme will introduce a built form that is appropriate to its Conservation Area context and will improve the townscape character of the area, by removing redundant and degraded commercial buildings. The proposals will conserve and enhance the setting for the listed wall and also enhance the quality of the conservation area, in compliance with Policy BE4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.04 Airport safeguarding

There are no airport safeguarding issues related to this development.

7.05 Impact on the green belt

There are no Green Belt issues associated with this site.

7.06 Environmental Impact

A geo-environmental desk study and site investigation report has been submitted in support of the application. The Tier I Human Health Risk Assessment has determined that there are unacceptable concentrations of lead and poly aromatic hydrocarbons (PAH) within the made ground that would potentially pose a significant risk to human health of future site occupants where these concentrations are present within private gardens. The Tier I Controlled Water Risk Assessment has determined that there are no unacceptable concentrations of potential contaminants within the underlying soils that would pose a potential risk to controlled waters. The ground gas monitoring and gas risk assessment has identified that ground gas will not pose a significant risk to the proposed development or future residents. The risk assessment in respect to future planting identified that the determinants in the soils will not pose a potential risk.

From the results of the site investigation a number of recommendations are made, including further geotechnical and geo-environmental site investigation and a pre-demolition asbestos survey conducted by a competent person to assess the quantity of asbestos containing materials in existing buildings.

In light of the findings of the site investigations, a condition is recommended, requiring a written method statement providing details of a remediation scheme and how the completion of the remedial works will be verified, along with details of a watching brief to address undiscovered contamination. In addition, the site may require imported top soil for landscaping purposes and a condition is recommended to ensure the imported soils are independently tested, to ensure they are suitable for use.

On the basis of the above, it is considered that the proposed development accords with the ground condition and contamination policies set out in the NPPF, London Plan and the Hillingdon Local Plan Parts 1 and 2.

7.07 Impact on the character & appearance of the area

Part 1 Policy BE1 of the Local Plan requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods. Saved Part 2 Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development complements or improves the character and amenity of the area, whilst Policy BE38 seeks the retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

London Plan Policy 7.1 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. In addition to Chapter 7, London Plan policies relating to density(3.4) and sustainable design and construction (5.3) are also relevant.

The scale, bulk and siting of buildings are key determinants in ensuring that the amenity and character of established residential areas are not compromised by new development. The main constraints and opportunities of the site have been identified, in particular its relationship to Drayton Hall and its location within West Drayton Green Conservation Area.

Layout

The flats have been located at the front of the site with the houses at the rear. The rear of the site is more appropriate for the scale and privacy requirements of houses, whilst the flats will utilise the open setting at the front of the site. The building line of the new flats building would line through with the adjoining Community Centre. The existing access road is maintained and leads into the site to form a natural divide between the flats and the houses.

Scale

The proposed development site is somewhat visually disconnected from the surrounding street space by virtue of its location in the open area, its set back from Station Road, and the existing boundary tree screen on the site's street frontage. The proposed scale of the flats building is 4 storeys, with the top floor designed as a subordinate structure with set backs. The height of the flats building matches the height of the Drayton Hall extension. The houses are 3 storeys high with the top floors again designed as subordinate structures within the proposed roof form.

The Council's conservation officer has highlighted that the increased width of the block of flats is a concern when compared with the approved scheme. It is not considered that the proposed building is of an unacceptable scale. It is sufficient distance away from Drayton Hall that there would be no adverse impact on the setting of that building, furthermore the existence of Drayton Hall means that a relatively large building is not out of keeping on this site if sensitively designed with high quality materials.

Appearance

The principle characteristics of the design of the houses are:

- A layered approach with a brick base ground floor level, a white rendered first floor and lead coloured profiled cladding to the second floor mansard;
- The first floor street elevations have an inset panel that would contain contrasting materials and or colour.
- The listed wall has been integrated into the design of house units 48-51 inclusive.

The principal characteristics of the flats design are:

- A layered approach with a brick ground floor level, a combination of white rendered and brick clad first and second levels and lead coloured profiled sheeting to the mansard.
- The street elevations at first and second floor levels are highly glazed, which is considered appropriate given the open setting and provision of balconies.

Nevertheless it will be important to ensure that appropriate materials landscaping are secured by condition. Subject to compliance with the above mentioned condition, it is considered that the scheme is compliant with Policies BE13, BE19 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), relevant London Plan policies and design guidance.

7.08 Impact on neighbours

Outlook and Light

Policy BE20 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will seek to ensure that buildings are laid out so that adequate daylight, sunlight and amenities of existing houses are safeguarded. Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that planning permission will not be granted for new development, which by reason of its siting, bulk and proximity, would result in a significant loss of residential amenity of established residential areas.

The closest residential properties to the site is the caretaker's flat at the adjoining Community Centre to the south of the site. There are no other residential properties in close proximity to the site. The proposal complies with relevant guidance and is not considered to result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Similarly, is not considered that there would be a material loss of daylight or sunlight to the neighbouring property, as the proposed buildings would be sited a sufficient distance away from the caretaker's flat. Given its orientation and relationship with neighbouring residential windows, the proposals would not create a material loss of daylight or sunlight to neighbouring properties, in accordance with Policy BE20 of the Local Plan Part 2 and relevant design guidance.

Privacy

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the design of new buildings should protect the privacy of occupiers and their neighbours. (HDAS) Supplementary Planning Document: Residential Layouts, also sets out a minimum distance of 21m between facing habitable room windows, as measured at a 45 degree line from the centre of the nearest first floor window.

Detailed measures have been incorporated into the design of the houses backing onto the Community Centre boundary. These include oriel windows to the first floor bedroom windows on the rear elevations and obscure glazing to the second floor rear bath room windows. Similarly oriel windows are proposed to the upper rear windows of the flats which fall within the 45 degree angle of vision. It is therefore considered that there would be no loss of privacy to adjoining occupiers of the care takers flat. The development is therefore in accordance with Policy BE24 of the Local Plan Part 2 and relevant design guidance.

7.09 Living conditions for future occupiers

External Amenity Areas

Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requirements the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats. Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document - Residential layouts, suggests that the following shared amenity space for flats and maisonettes is provided:

- 1 bedroom flat - 20m² per flat
- 2 bedroom flat - 25m² per flat

3 bed houses -60m2 per house
4 bed houses- 100m2 per house

Each of the houses achieve and in most cases exceed the private amenity space standards. Based on the current accommodation schedule for the flats, the communal amenity space requirements would equate to a total of 925 m2. The current development proposal provides just over 816 m2 of usable communal amenity space, including 60 m2 of play space provision, which would have good natural surveillance from the proposed apartments. In addition 20 of the flats also benefit from private space in the form of balconies. The amenity space provided is considered acceptable, in compliance with the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Saved Policy BE23 of the Local Plan.

Unit size

Planning policy requires that all new housing to be wheelchair accessible or easily adaptable for residents who are wheelchair users. Policy 3.5 of the London Plan endorses a range of minimum unit sizes for new residential development in London.

All the individual flats and houses meet London Plan minimum floorspace standards, providing a good standard of accommodation to future residents. In addition, the submitted plans and documentation, including the Design and Access Statement illustrate that wheel chair standards could be achieved, in accordance with London Plan Policy 3.8.

Outlook and Light

The houses have been designed to be dual aspect. A number of the 2 bedroom flats have balconies and all have access to the communal amenity area within the scheme. Each of the houses also have private gardens, which would receive adequate amounts of sunlight. It is therefore considered that all of the proposed units would benefit from reasonable levels of outlook and light, in compliance with Policies BE20 and BE21 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012), HDAS: Residential Layouts and the provisions of the London Plan.

Privacy

Saved Policy BE24 states that the design of new buildings should protect the privacy of occupiers and their neighbours. A minimum separation distance of 21 metres is required to avoid overlooking and loss of privacy. It is considered that the design of the development would protect the privacy of future occupiers, in accordance with Policy BE24 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012) and relevant design guidance.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Paragraph 35 of NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states: The LPA will not grant permission for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety

Access

Access to the site would be via Station Road utilising the existing access arrangement. A single access road would run through the site providing access to the flats as well as the houses located to the rear. The proposed site access road is 4.8 metres wide, with a 1.8 metre wide pavement on one side together and a 1 metre service strip on the other side. The road is tarmacked up the entrance of the mews area of the houses to the rear. The mews area is a shared surface, with definition in the paving design of the vehicular movement areas.

"Keep Clear" road marking will be provided at the access to the site, across the width of the adjacent carriageway, in order to prevent vehicles queuing across the access to the site.

The existing access will be widened to provide a 10m radius on the left side and a 12m radius on the right side to allow a refuse vehicle and car to turn into and out of the access. The access road has been widened to 5.5m to allow for a car and refuse vehicle to pass one another.

Subject to the off site highway works, which would be subject to S106/278 agreements, no objections are raised to the proposed access arrangements.

Traffic Generation

The applicant has submitted a Transport Assessment to consider the traffic impacts on the existing road capacity. The Highway Engineer notes that the estimated the trips for the consented development was assessed at approximately 0.5 trips per house during the peak hour. It would therefore be unlikely that with 10 more dwellings, the trip generation would be significantly different than the consented scheme with another 5 trips in the peak hours.

Given the small increase in additional trips in the peak hours and in total throughout the day, it is considered that these can be easily accommodated on the local road network. These small additional trips are unlikely to materially worsen the current situation on the local highway network or the wider highway network. Considering Paragraph 32 of the National Planning Policy Framework (NPPF), these increases are minimal and could not be considered in any way 'severe'. Therefore, it is considered that there would be no unacceptable highway or transport impacts as a result of the proposed development, in accordance with relevant policies.

Parking

The London Plan Policy 6.1 states that 'the need for car use should be reduced, with Table 6.2 stating that there should be a maximum of 1 space for 1-2 bed units. The application proposes a total of 64 parking spaces, including 6 disabled spaces, together with 10 motor

cycle spaces. This equates to 1.22 spaces per unit. The Council's standards allow for a maximum provision of 1.5 spaces per communal parking per residential unit, a total of 79.5 spaces in this case.

The 13 houses would be served by 24 car parking spaces equating to 1.9 spaces per dwelling. The 40 flats would be served by 40 car parking spaces mainly within a lower ground floor car park, equating to 1 space per dwelling.

The site has a PTAL rating of 2 and it is considered that residents of the proposed development would have relatively good access to all day to day facilities and to the wider London area, via reasonable public transport connections. The proposed average 1.2 parking spaces per dwelling therefore meets the NPPF policy guidance, by being in line with expected existing and future need, taking into account the type, mix and use of the development. In addition, the provision of electric charging points can be secured by condition.

It should be noted that the proposed parking ratio is similar to that provided in the approved scheme for the site.

Overall, it is considered that the proposals strike the requisite balance between parking restraint, to promote alternative travel modes and the provision of adequate parking. The proposed level of parking meets Council standards as well as London Plan standards. As such, the Council's Highways Engineer has raised no objection to the level of car parking. The proposal is therefore considered to comply with Local Plan Part 2 Saved Policies AM14 and AM15 and relevant London Plan policies.

Cycle Storage

The submitted plans indicate that secure cycle storage can be provided for 40 cycle spaces in this lower ground floor car park for the flats. Secure cycle parking for the houses can be accommodated within individual curtilages. The scheme would therefore be in accordance with the Council's standards and Local Plan Part 2 Saved Policies AM9.

7.11 Urban design, access and security

SECURITY

The flats overlook the main amenity area providing good visual contact with the site. Details of fencing and other security arrangements, including the boundary treatment and CCTV have been secured by condition.

7.12 Disabled access

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a protected characteristic, which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers likely have a defined model that meets best practice design guidance. The submitted documentation has explained how the principles of access and inclusion have been applied to this scheme.

The topography at the eastern end of the mews area contains the basement of the existing building and the access road drops at this point as it slopes down towards the basement car park. This creates the need for the gently sloping ramp approaches. However, level access thresholds are incorporated at all entrances. The main entrance door to the new houses will be wide enough for wheelchair-access and buggy access. The pedestrian foot

path from the Station Road will be within acceptable gradients for the people with mobility difficulties. All private paths leading to the entrance of the houses will meet Building Regulations requirements. In addition, 10% of the parking provision will be designed as disabled parking with larger bays for access.

With regard to the proposed units, since 1 October 2015 and the introduction of the National Housing Standards, other standards such as the Lifetime Homes and Wheelchair Housing Design Guide have been superseded by the Mayor's Housing Standards MALP 2016. London Plan policy (and Housing SPG) Policy 3.8 Housing Choice is relevant to accessibility. London Plan policy 3.8c requires all new homes to be built to lifetime homes standards. London Plan Policy 3.8d requires ten per cent of new housing to be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. From October 2015 for major residential schemes this is interpreted as requiring ten per cent of new housing to meet Building Regulation M4 (3) 'wheelchair user dwellings' and the remainder to be built to M4(2) (equivalent to lifetime homes). Appropriately worded conditions are recommended accordingly, to ensure compliance with these standards.

The topography at the eastern end of the mews area contains the basement of the existing building and the access road drops at this point as it slopes down towards the basement car park. This creates the need for the gently sloping ramp approaches.

The Access Officer has made a number of observations in relation to the application as originally submitted. These have been addressed by the provision of revised plans.

Subject to conditions, it is considered that lifetime homes equivalent and wheel chair standards can be achieved, in accordance with the London Plan Policies 3.8, 7.1 and 7.2 and in general compliance with the Council's Supplementary Planning Document "Accessible Hillingdon".

7.13 Provision of affordable & special needs housing

The development would introduce a total of 43 dwellings, therefore triggering the affordable housing requirement threshold of 10 units as set out in London Plan policy 3.13. Policy H2 of the Hillingdon Local Plan: Part 1- Strategic Policies relates to Affordable Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. The Council note however, subject to the provision of robust evidence, it will adopt a degree of flexibility in its application of Policy H2 to take account of tenure needs in different parts of the borough as well as the viability of schemes.

On this basis, 18 of the 53 units proposed in the scheme would have to be provided as affordable housing to comply with the requirements of Policy H2, to be secured by way of the S106 Agreement.

A full Financial Viability Appraisal (FVA) has been carried out in support of this application, which has been reviewed by an appropriately qualified, third party, financial consultant. The original FVA was for a level of affordable housing set at 15%, but this was found to be too hard to justify on the face of developer profits. After several rounds of negotiations the viable level of affordable housing provision has been set at 22% in habitable room terms, comprising 3 x three bed houses (Affordable Rent Tenure) and 3 x three bed flats (Shared Ownership Tenure).

The differences in the level of affordable housing between applications for this site relate to the fact that the originally approved scheme was a speculative proposal, without proper viability testing, as well as further uncertainty in the residential market due to a changing

political environment.

The NPPF states that planning obligations should not be so onerous as to make schemes unviable, and that where appropriate the development economics of proposals should be taken into account. In this case there would be substantial benefits arising from the scheme which would outweigh the limited provision of affordable housing.

The FVA has been scrutinised and is considered to be accurate. The Housing Officer is satisfied with the level of provision and tenure provided and it is not considered that a greater level of affordable housing could be achieved in this case.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

Local Plan Part 2 Policy BE38 stresses the need to retain and enhance landscape features and provide for appropriate (hard and soft) landscaping in new developments. An arboricultural survey has been carried out making an assessment of existing trees on and within the vicinity of the site.

The tree screen to the road, the trees to the boundary side of the drive, and the tree group to the community centre boundary will all be retained. The trees to the south side of the drive and the smaller trees dotted around the grassed area will largely be removed to facilitate the new development.

It is proposed to use some of the cut from the construction of the new lower ground floor car park to significantly level the existing slope of the grassed forecourt area. This would make the area more usable for amenity reasons.

The tree screen to the western boundary will be largely retained. The tree survey identified significant trees on the adjoining sites on the northern and southern boundaries, however these trees would not be affected by the development as they will adjoin the gardens of the new houses.

At present there is no soft landscaping or any form of planting to the rear of the site. The small loss of trees to facilitate the development will be mitigated by the replacement of significant areas of hard surfacing by garden areas and public planting beds and the inclusion of a significant number of 'urban' trees around the new mews area. An additional, sense of space would be created by adoption of an open front garden policy with the boundaries defined by planting rather than fences.

It is proposed that the access road will be tarmacked with a traditional paved footpath from the site entrance to the entrance of the mews area at the rear. The mews area would be shared surface with permeable block paving. The paving design would allow for definition of the vehicular use area.

At present the site is enclosed by a variety of boundary wall constructions: low brick wall to the street front, cast iron railings to the former graveyard and listed wall to the rear northern boundary and part western boundary. These will remain as existing, subject to any necessary maintenance. New piers and railings will be constructed along the street frontage above the low brick wall to enhance the security of the site. This is considered acceptable in terms of the visual amenity of the conservation area. The security fence to the residual western boundary and part southern boundary will be retained with the barbed wire top removed and disguised with suitable climbing plants. The southern boundary is

defined by existing outbuildings and poor quality timber fencing. These will be replaced by to the front southern boundary new timber fences.

The Trees and Landscape Officer raises no objections subject to conditions to ensure that the detailed landscape proposals preserve and enhance the character and appearance of the area and off It is considered that the scheme is on the whole acceptable and in compliance with Saved Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

ECOLOGY

Local Plan Part 1 Policy EM7 and Saved Policy EC2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek the promotion of nature conservation interests. Saved Policy EC5 seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement. Although the trees in the site may be valuable for biodiversity, the application site itself is not considered to have a high ecological value, due to the lack of potential for protected species.

A Phase 1 Habitat Survey, protected species assessment and bat survey of the site have been carried out as part of the recently approved application. The Council's Sustainability Officer noted that the proposed development results in the loss of several trees and although the site is unlikely to have significant value for wildlife, the National Planning Policy Framework requires a net gain in biodiversity value.

An ecological report has been submitted in support of the current application, which includes details of a designated wild life area.

A condition similar to that imposed on the approved scheme, requiring details of an ecological enhancement, to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings is recommended. The scheme could include, living screens against walls of the development, bat and bird boxes, habitat walls and a range of plants to encourage and support wildlife, together with an area of land dedicated to wildlife habitat.

Subject to compliance with this condition, it is considered that the ecological mitigation is satisfactory. The proposal therefore complies with Policy 7.19 of the London Plan which requires that development protects and enhances biodiversity, and Local Plan Part 1 Policy EM7 and relevant Local Plan Part 2 polices.

7.15 Sustainable waste management

There is a bin store within the ground floor of the building containing ten 1100 litre wheelie-bins with easy access from the road. Waste storage for the houses is provided within their curtilage.

7.16 Renewable energy / Sustainability

Sustainability policy is now set out in the London Plan (2011), at Policy 5.2. Part A of the policy requires development proposals to make the fullest contribution to minimising carbon dioxide emissions by employing the hierarchy of: using less energy; supplying energy efficiently; and using renewable technologies. Part B of the policy currently requires non domestic buildings to achieve a 35% improvement on building regulations 2013. Parts C & D of the policy require proposals to include a detailed energy assessment.

The scheme suitably demonstrates a 40% reduction in CO2 improvement on building regulations 2010, largely through the use of PV panels. The roof plans show 400 sq.m of

PV panels and these are these incorporated into the design.

Subject to a condition securing the on site renewable energy, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1. EM1 of Hillingdon Local Plan Part 1 and the NPPF.

7.17 Flooding or Drainage Issues

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The site falls outside any flood zones as defined in the Council's own Strategic Flood Risk Assessment (SFRA) and is within flood zone 1 on the Environment Agency maps. A flood risk assessment is therefore not a requirement, although a Drainage Strategy would need to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

SuD's Report and Flood Risk Assessment has been submitted in support of this application.

A basement car park is included as part of this proposal. A new surface water drainage connection to the main sewer is proposed which will then mean pumping from the site.

The Council's Flood and Drainage Officer has assessed the submitted documentation, and whilst generally satisfied with the proposed drainage strategy, has requested further information regarding the need to rely on pumping water from the site.

The applicant has explained that the reason storm water from the police station will need to be pumped, is due to the site being much lower than the road, and by the time the surface water network reaches the road, due to the depth of the attenuation tanks, the discharge cannot be conveyed by gravity. With regard to storage in the event of pump failure, the storage provided by the manholes and the pipe network at the site do not contribute to the 1 in 100 year storm event plus climate change, as this is all provided in the proposed storage tanks. Therefore the storage provided in the surface water pipes and manholes will be more than sufficient to deal with any pump failures, which are expected to be unlikely, as there will be a duty and standby pumps system.

The drainage strategy would have to demonstrate the surface water run-off generated to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme would also need to include provision of on-site surface water storage to accommodate the critical duration 1 in 100 year storm event, with an allowance for climate change. This could be secured by condition in the event of an approval.

Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with the Hillingdon Local Plan: Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan and the aspirations of the NPPF.

7.18 Noise or Air Quality Issues

NOISE

The Government's National Planning Policy Framework (NPPF) which replaces PPG2

(Planning and Noise) gives the Government's guidance on noise issues. Policy 7.15 of the London Plan seeks to reduce noise and minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals. A noise assessment has been carried out in support of the application and concludes that the principle of residential accommodation is acceptable in this location, subject to mitigation measures outlined within the report.

The application site is on a busy high road. It is therefore reasonable to expect that traffic is likely to be high enough to affect the residential amenities of future occupiers.

A baseline noise survey was undertaken to establish prevailing noise levels across the development site. The acoustic assessment contains recommendations, which, if implemented, would reduce noise to levels that comply with reasonable standards of comfort, as defined in British Standard BS 8233:1999 'Sound insulation and noise reduction for buildings - Code of Practice'. It concludes that the site is suitable for residential development subject to a suitable scheme of mitigation measures being incorporated into the design. Further detail on noise control measures will be provided during detailed design.

The Council's Environmental Protection Unit notes that the survey may underestimate the traffic noise levels received at the site and further information would be required. It is considered that the issue of sound insulation can be addressed by the imposition of a suitable condition. Subject to compliance with this condition, it is considered that the scheme would be in compliance with Policy OE5 of the Hillingdon Local Plan part 2.

AIR QUALITY

The proposed development is within the declared AQMA. The development is introducing sensitive receptors into a poor air quality area. As part of the approved scheme, the Council's Environmental Protection Unit requested a Section 106 obligation of up to £12,500 for contributions to the air quality monitoring network in the area. It is recommended that this planning obligation be rolled forward to the current scheme, in the event of an approval.

Subject to the above mentioned planning obligation, it is considered that the impact of the development on the air quality of the area can be mitigated, to the extent that refusal of the application on these grounds would not be justified, in accordance with Policy EM8 of the Local Plan Part 1.

7.19 Comments on Public Consultations

The main issues raised have been dealt with in the main body of the report.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific supplementary planning guidance.

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 impacts of the development, which have been agreed with the applicant:

- (i) Transport: All on site and off site highways works as a result of this proposal, including improvements to the site access.
- (ii) Affordable Housing at 22% in habitable room terms, comprising 3 x three bed houses (Affordable Rent Tenure) and 3 x three bed flats (Shared Ownership Tenure).
- (iii) Construction Training: either a construction training scheme delivered during the construction phase of the development or a financial contribution
- (iv) Air Quality: The applicant provides a financial contribution in the sum of £12,500.
- (v) Travel Plan
- (vi) Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

The applicant has agreed to these proposed Heads of Terms, which are to be secured by way of the S106 Agreement. Overall, it is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development, in compliance with Policy R17 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012).

7.21 Expediency of enforcement action

There are no enforcement issues associated with this site.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

2010).

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

This application represents modifications to a previously approved scheme to provide an additional 10 residential units on the site. No objection is raised to the principle of the residential use of this site. The density of the proposed development falls within London Plan guidance.

It is considered that the discussions and negotiations between relevant parties on the design and layout of the development and the extent of amendments undertaken have yielded a scheme suitable for its context. The scheme will introduce a built form that is appropriate to its Conservation Area context and the townscape character of the area, by removing redundant and degraded commercial buildings.

The archaeological position of the site has been extensively explored and has been satisfactorily addressed. It is not considered that the scheme would be detrimental to the setting of the nearby listed Drayton Hall.

Furthermore, the development would not result in unacceptable impacts on the amenities of neighbouring properties and would provide good environmental conditions for future occupiers.

The applicant has offered an acceptable package of contributions to be secured by way of a proposed S106 Agreement. In addition, access, parking, drainage, ecology and highway safety issues have been satisfactorily addressed.

It is recommended that the application should be supported, subject to a Section 106 Legal

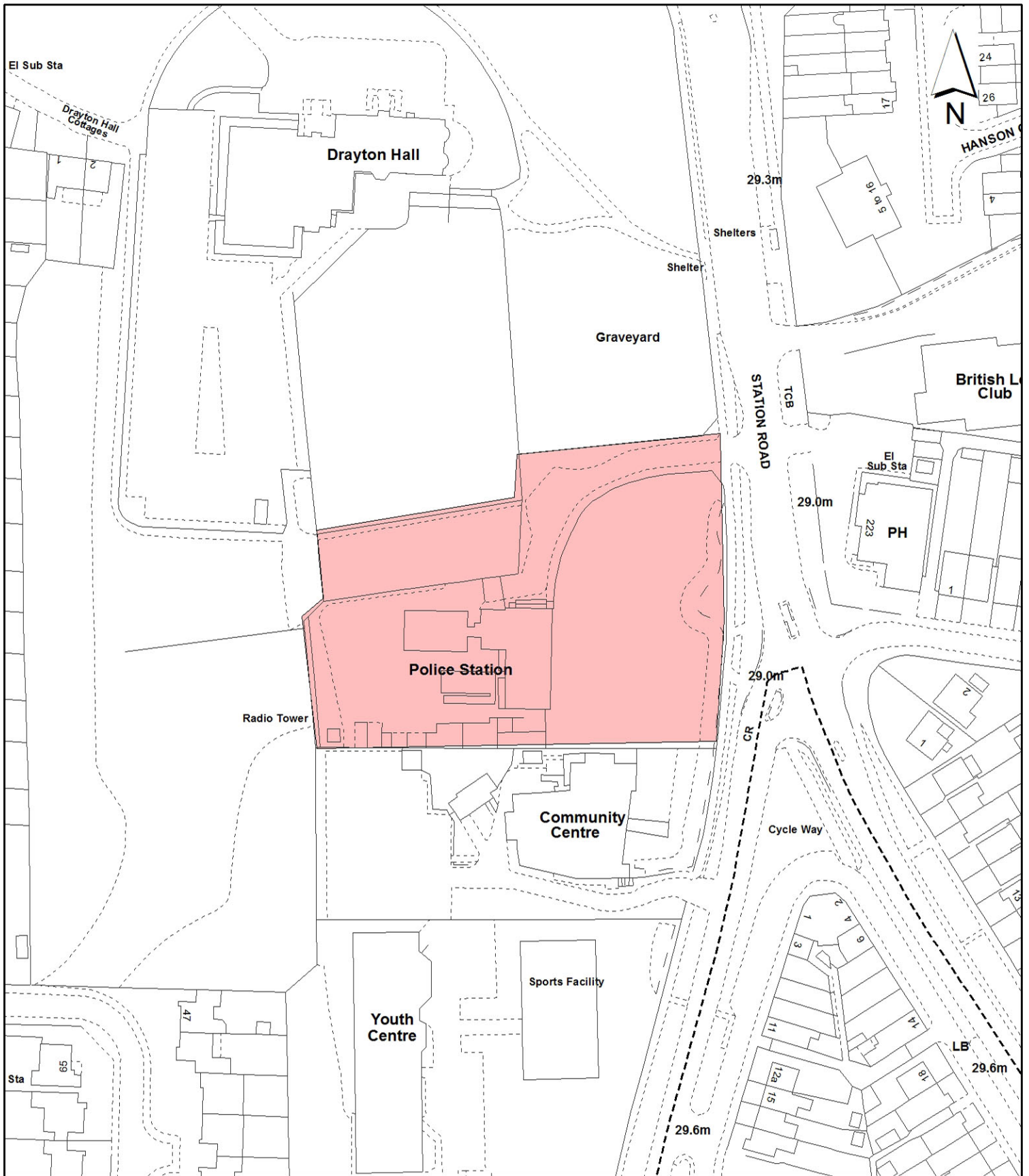
Agreement and conditions.

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 2016
National Planning Policy Framework (NPPF)
The Greater London Authority Sustainable Design and Construction (2006)
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document: Accessible Hillingdon (January 2010)

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Notes:

 Site boundary

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Site Address:

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**LONDON BOROUGH
 OF HILLINGDON**
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Planning Application Ref:
12768/APP/2016/1580

Scale:
1:1,250

Planning Committee:
Major

Date:
February 2017



HILLINGDON
 LONDON