

## Report of the Corporate Director of Planning & Community Services

**Address** FORMER MILL WORKS BURY STREET RUISLIP

**Development:** Erection of 66 dwellings comprising of 2 three storey apartment blocks providing 30 apartments (1 x studio; 5 x one-bedroom; 21 x two-bedroom; and 3 x three-bedroom units) and 36 x three-bedroom houses with associated car parking, landscaping and access (involving the demolition of existing buildings.)

**LBH Ref Nos:** 6157/APP/2009/2069

**Drawing Nos:** S01  
S02 Rev. K  
S03 Rev. B  
S04  
S05  
S06 Rev. A  
S07 (Shadow Diagrams)  
SEC01  
SEC02 Rev. D  
SEC03 Rev. A  
H\_01 Rev. B  
H\_02 Rev. C  
H\_03 Rev. E  
H\_04 Rev. A  
H\_05 Rev. A  
H\_06 Rev. D  
H\_07 Rev. A  
H\_08 Rev. B  
H\_09 Rev. A  
F\_PLN\_01 Rev. F  
F\_PLN\_02 Rev. F  
F\_ELE\_01 Rev. D  
F\_ELE\_02 Rev. D  
P\_05 (Existing aerial perspective)  
P\_01 (Proposed aerial perspective)  
P\_07 (Existing view from Youth centre)  
P\_06 (Existing view from Playing field)  
1235/001 Rev. B Landscape master plan  
Design and Access Statement  
Sustainability Statement  
Transport Assessment  
Noise Impact Assessment  
Arboricultural Method Statement  
Arboricultural Implications Assessment  
Employment Land Study  
Flood Risk & Drainage Assessment 131211-R2(3)  
Phase II Site Investigation May 2008  
Update Site Contamination Report  
Public Consultation Document  
Archaeological Evaluation Report  
Bat Survey Report and Initial Ecological Appraisal September 2009

Addendum to Design and Access Statement  
Planning Statement  
Addendum to Planning Statement  
Accommodation Schedule  
P\_02 (Perspective from Playing field)  
P-03 (Perspective from Youth centre)  
P\_08 (Existing view from the Barn)  
P\_04 (Perspective from the Barn)

**Date Plans Received:** 24/09/2009

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

**Date Application Valid:** 02/12/2009

## 1. SUMMARY

Planning permission is sought for the redevelopment of the site to provide a total of 66 apartments and houses in a mix of studio, 1 and 2 bedroom flats and 3 and 4 bedroom dwellings, together with associated car parking, access and landscaping. The proposals involve the erection of 2 three storey blocks of flats and 36 semi detached houses and the demolition of all existing buildings on site.

The entire site is located within the Ruislip Village Conservation Area and within an Archaeological Priority Area. Mill House, which immediately abuts the site to the east, is a Grade II Listed building. The site is close to the Grade 2 listed Ruislip Manor House and Old Barn site and also adjoins the Metropolitan Green Belt to the west.

The applicants have submitted a Financial Viability Appraisal which demonstrates that affordable housing cannot be provided as part of this proposal.

The principle of housing on the site is acceptable given that there is very limited interest for this type of industrial floor space in this location and thus there is no realistic prospect for industrial/warehouse uses to operate on this site.

The scheme was originally submitted for a total of 83 dwelling units, but has been amended in the following ways, in order to address concerns raised by local residents, local amenity groups and officers:

- i) The number of units have been reduced from 83 to 66.
- ii) Deletion of all terraced houses.
- iii) One of the residential blocks has been deleted.
- iv) The fourth floor of the remaining 2 blocks has been removed with more traditional roof designs
- v) Additional amenity space has been provided for the flats.
- vi) The Internal road layout has been amended.
- vii) Additional landscape buffer to the Green Belt boundary.

166 surrounding property owners/occupiers were consulted on the original scheme. 50 letters have been received objecting, mainly on the grounds of overdevelopment, impact on the character of the Conservation Area, highway issues and impact on the adjoining or nearby listed buildings. 6 letters have been received objecting to the revised scheme.

It is considered that the revised scheme addresses the previous concerns over the initial proposal, including design, density, impact on the Conservation Area, highway issues and the impact on the adjoining Green Belt. The revised scheme would result in a less dense development, with a high quality design and layout, which will relate satisfactorily to the surrounding residential neighbourhoods.

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 overdominance, 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.

Subject to appropriate landscaping along the western boundary, the scheme would not adversely affect the openness of the adjoining Green Belt land.

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 and highway and pedestrian impacts are considered to be acceptable. The application is therefore recommended for approval, subject to conditions and a S106/278 Agreement.

## **2. RECOMMENDATION**

**That delegated powers be given to the Director of Planning And Community Services and/or the Head of Planning and Enforcement to grant planning permission, subject to the following:**

**1. That the Council enter into a legal agreement with the applicants under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) or other appropriate legislation to secure:**

**(i) Education: a financial contribution of £486,065 (Nursery £51,620; Primary £220,141; Secondary £214,304)**

**(ii) Health: a financial contribution of £29,807.29**

**(iii) Open Space: a financial contribution of £57,000**

**(iv) Community facilities: a financial contribution of £30,000**

**(v) Libraries: a financial contribution of £3,161.11**

**(vi) Construction Training: a financial contribution in the sum of £20,000.**

**(vii) Project Management and Monitoring: a contribution equal to 5% of the total cash contributions secured from the scheme.**

**(viii) Transport: a s278 is required to be entered into to address the new site access and potentially waiting restrictions.**

**(ix) A bond of £25,000 to cover the cost of any parking and safety remedial measures in case of these arising as a result of the development, or an undertaking that if deemed necessary by the Council, the developer will submit a parking and safety improvement study and implement the works agreed by the Council.**

**(x) The internal estate roads to be constructed in accordance with the Council's standards (including street lighting), with the developer to cover the costs of detailed design review and site inspection.**

2. That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in the preparation of the S106 Agreement and any abortive work as a result of the agreement not being completed.

3. That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.

4. If the S106 Agreement has not been finalised by the 1 March 2010, the application be refused for the following reason:

The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of education, health, open space, community facilities and libraries, construction and employment training facilities). The proposal therefore conflicts with Policy R17 of the adopted Hillingdon Unitary Development Plan Saved Policies September 2007.

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

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

REASON

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

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

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

- (i) fenestration and doors
- (ii) timber cladding
- (iii) balconies
- (iv) boundary walls and railings
- (v) porches/canopies
- (vi) timber pergolas/car barns
- (vii) external lighting
- (viii) comprehensive colour scheme for all built details

REASON

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

**3 M3 Boundary treatment - details**

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

REASON

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

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

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

**REASON**

To ensure that the external appearance of the development is satisfactory and complies with Policies BE4, BE13 and BE19 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**5 OM13 Demolition Protocols**

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

**REASON**

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

**6 OM2 Levels**

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

**REASON**

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**7 TL1 Existing Trees - Survey**

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

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

**REASON**

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

**8 TL2 Trees to be retained**

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

If any retained tree, hedge or shrub is removed or severely damaged during construction,

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

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

#### REASON

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

### **9 TL3 Protection of trees during site clearance and development**

No site clearance work or construction work shall be commenced until the tree protection measures shown on plan No. ASH17062 - 03A have been erected in accordance with the approved details. Unless otherwise agreed in writing by the Local Planning Authority, such fencing should be a minimum height of 1.5 metres. The fencing shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

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

#### REASON

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

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

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

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

The scheme shall also include details of the following: -

- Proposed finishing levels or contours,
- Means of enclosure,

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

#### REASON

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

#### **11 TL6 Landscaping Scheme - implementation**

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

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

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

#### REASON

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

#### **12 TL7 Maintenance of Landscaped Areas**

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

#### REASON

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

#### **13 OM5 Provision of Bin Stores**

The secure and screened storage facilities for refuse and recyclables as shown on the

approved plans shall be provided prior to the occupation of any units within the site and thereafter the facilities shall be permanently retained.

#### REASON

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

#### **14 OM11 Floodlighting**

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

#### REASON

To safeguard the amenity of surrounding properties and in the interests of highway safety, in accordance with Policies BE13 and AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) London Plan (February 2008) Policy 4B.1.

#### **15 OM14 Secured by Design**

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

#### REASON

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

#### **16 OM19 Construction Management Plan**

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

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and



parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).

(vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.

(vii) The storage of demolition/construction materials on site.

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

#### REASON

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

#### **17 RPD5 Restrictions on Erection of Extensions and Outbuildings**

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 extension to any dwellinghouse(s), including roof alterations, nor any garage(s), shed(s) or other outbuilding(s) shall be erected without the grant of further specific permission from the Local Planning Authority.

#### REASON

So that the Local Planning Authority can ensure that any such development would not detract from the character of the Ruislip Village Conservation Area or result in a significant loss of residential amenity in accordance with Policies BE4 and BE21 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

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

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

#### REASON

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

#### **19 H7 Parking Arrangements (Residential)**

The parking areas (including where appropriate, the marking out of parking spaces) including any garages and car ports shown on the approved plans, shall be constructed, designated and allocated for the sole use of the occupants prior to the occupation of the development and thereafter be permanently retained and used for no other purpose.

#### REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved

Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

**20 A21 Parking for Wheelchair Disabled People**

A minimum of 9 parking spaces (with dimensions of 4.8m x 3.6m to allow for wheelchair transfer to and from the side of car) shall be reserved exclusively for people using wheelchairs and clearly marked with the Universal Wheelchair Symbol both vertically and horizontally. Such parking spaces shall be sited in close proximity to the nearest accessible building entrance which shall be clearly signposted and dropped kerbs provided from the car park to the pedestrian area. These parking spaces shall be provided prior to the occupation of the development in accordance with the Council's adopted car parking standards and details to be submitted to and approved by the Local Planning Authority. Thereafter, these facilities shall be permanently retained.

**REASON**

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

**21 H16 Cycle Storage - details to be submitted (Residential)**

No part of the development hereby permitted shall be commenced until details of covered and secure cycle storage for 66 cycles have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details prior to the occupation of the development and thereafter permanently retained.

**REASON**

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

**22 DIS1 Facilities for People with Disabilities**

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

**REASON**

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

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

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further 10% of the units hereby approved shall be designed to be fully wheelchair accessible, or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document 'Hillingdon Design and Accessibility Statement: Accessible Hillingdon'.

**REASON**

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

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

The development must achieve a reduction in carbon dioxide emissions of 20% from on site renewable energy generation, in accordance with the submitted Sustainability Statement dated 26/11/2009. The measures shall be integrated into the development and thereafter permanently retained and maintained.

**REASON**

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

**25 SUS5 Sustainable Urban Drainage**

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

**REASON**

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

**26 AR3 Sites of Archaeological Interest - scheme of investigation**

No development shall take place until the applicant, their agent or successor in title has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. Thereafter development shall only take place in accordance with the approved scheme. The archaeological works shall be carried out by a qualified body to be agreed with the Local Planning Authority.

**REASON**

The site is of archaeological interest and it is considered that all evidence of the remains should be recorded in accordance with Policy BE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**27 NONSC Non Standard Condition**

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA), 131211-R2(3), November 2009 and the following mitigation measures detailed within the FRA:

- 1.Limiting the surface water run-off generated by the 1 in 100 year critical storm, taking into account the effects of climate change, to 14l/s so that it will not increase the risk of flooding off-site.
- 2.Provision of approximately 370m<sup>3</sup> of storage on site to attenuate the 1 in 100 year storm event, taking into account the effects of climate change.
- 3.Identification and provision of safe route(s) into and out of the site to an appropriate safe haven.
- 4.Provision of SUDS techniques, to achieve the above, including swales, filter strips, detention basins, permeable paving and subsurface storage.

**REASON**

To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site, to reduce the risk of flooding to the proposed development and future

occupants and to ensure that the statutory functions of the Environment Agency are not prejudiced, in compliance with Policies OE7 and OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.17 of the London Plan (February 2008).

**28 NONSC Non Standard Condition**

Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied.

**REASON**

To prevent the increased risk of flooding and to improve and protect water quality in compliance with Policy 4A.17 of the London Plan (February 2008).

**29 NONSC Non Standard Condition**

In accordance with the Sustainability Statement dated 26 November 2009 by Bluesky Unlimited and unless otherwise agreed in writing by the Local Planning Authority:

a) The development hereby permitted shall be built to a minimum of Level 3 of the Code for Sustainable Homes (or its successor);

b) No development shall take place until a Design Stage assessment (under the Code for Sustainable Homes or its successor) has been carried out and a copy of the summary score sheet and Interim Code Certificate have been submitted to and approved in writing by the Local Planning Authority;

c) Prior to the first occupation of the development, a copy of the summary score sheet and Post Construction Review Certificate (under the Code for Sustainable Homes or its successor) shall be submitted to the Local Planning Authority verifying that the agreed standards have been met.

d) The development should be designed to achieve a whole home water efficiency standard of 105 litres/head/day (equivalent to level 3/4 within the Code for Sustainable Homes).

**REASON**

To ensure the development proceeds in accordance with the Sustainability Statement and to meet the policy aims of Policy A4.3 and Policy A4.16 of the London Plan.

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

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

**REASON**

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by (road traffic) (rail traffic) (air traffic) (other) noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007)

and Policy 4A.20 of the London Plan (February 2008).

**31 NONSC Non Standard Condition**

Before development commences, a scheme of proposed noise mitigation measures shall be submitted to and approved by the Local Planning Authority. This scheme shall include acoustic ventilators in windows to ventilate the rooms without being opened and secondary or triple glazing in the windows of the elevations facing onto Bury Street and Ruislip Youth Centre, with standard openable thermal glazing provided elsewhere. The approved scheme shall be provided prior to the occupation of any of the residential units, and thereafter be permanently maintained and retained as such. All works shall be carried out in manner consistent with the recommendations of the report titled Noise Impact Assessment of Surrounding Area on proposed Residential Development at Bury Street Reference PC-09-0111-RP1-Rev A. The term 'habitable rooms' means any rooms within a residential unit other than dedicated kitchens, bathrooms, utility rooms, storerooms and cupboards.

**REASON**

To ensure that the amenities of occupiers are not prejudiced by road traffic and mixed use noise in the immediate surroundings in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

**32 NONSC Non Standard Condition**

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

Any imported material i.e. soil shall be tested for contamination levels therein to the satisfaction of the Council.

**REASON**

To ensure that risks from land contamination to the future users of the 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 inline with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**33 NONSC Non Standard Condition**

Prior to commencement of the development hereby approved, details of the installation (including location and type) of at least one secure electric vehicle charger point within the car parking areas must be submitted to and approved in writing by the Local Planning Authority. The electric vehicle charger point shall be installed prior to occupation of the development and retained for the lifetime of the buildings.

**REASON**

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

NONSC

**34** Development shall not be carried out until a method of control for the designation and allocation of parking spaces to individual properties including the flats and for their sole use has been submitted to and approved in writing by the Local Planning Authority.

**REASON**

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

**35 NONSC Non Standard Condition**

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

**REASON**

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

**36 NONSC Non Standard Condition**

No development shall take place until the applicant has submitted to and agreed in writing with the Local Planning Authority an Ecological Management Plan (EMP) for the site, based on the mitigation strategy set out in the Bat Survey Report and Initial Ecological Appraisal dated September 2009. This should include the following elements:

- (i) Agreement and implementation of best practice techniques identified to avoid impacts during construction
- (ii) Detailed design of mitigation enhancement, including species, numbers and grades
- (iii) Completion of a detailed Landscape Management Plan incorporating the ecological mitigation strategies identified above.
- (iv) Provision for future management of the site to maintain its biodiversity interest.
- (v) Incorporation at the design stage of the dwellings, opportunities for bats should be incorporated including:
  - Schwegler 2FR bat tubes to be inserted into the walls of buildings that face either south or west;
  - access to soffit boxes should be made so that bats can also enter these; and
  - where the proposed dwellings have timber cladding, the insertion of timber bat boxes into the walls of these structures.

The scheme shall be carried out in accordance with the approved Ecological Management Plan.

**REASON**

To ensure that the proposed development will not have unacceptable ecological effects on the locality in accordance with Policies EC1 and E5 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

**37 NONSC Non Standard Condition**

Details of supervision of tree protection in relation to the approved development referred to in the approved Arboricultural Impact Appraisal and Method Statement, together with a programme of arboricultural input/works shall be submitted to and approved in writing by the Local Planning Authority prior to the development commencing.

REASON

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

**38 NONSC Non Standard Condition**

Development shall not commence until details of the children's play area have been submitted to and approved in writing by the Local Planning Authority. The details shall include surface treatments, means of enclosure, lighting and associated infrastructure, including play equipment. The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

REASON

To ensure that adequate facilities have been provided and that the development presents a satisfactory appearance, in accordance with Policies BE13, BE23 and R1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**39 SUS6 Green Travel Plan**

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

- (1) targets for sustainable travel arrangements;
- (2) effective measures for the ongoing monitoring of the Travel Plan;
- (3) a commitment to delivering the Travel Plan objectives; and
- (4) effective mechanisms to achieve the objectives of the Travel Plan by both present and future occupiers of the development.

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

REASON

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

**40 NONSC Non Standard Condition**

Prior to development commencing, the applicant shall submit a refuse collection management plan to the Local Planning Authority for its approval. The plan shall detail how the refuse and recycling bins for units 35 and 36 shall be moved to a predefined collection point. The approved measures shall be implemented and maintained for so long as the development remains in existence.

REASON

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

**41 NONSC Non Standard Condition**

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

## REASON

In the interests of highway safety and in compliance with Policy AM7 of the Hillingdon Unitary Development Plan.

## INFORMATIVES

### 1

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

### 2

Specific security needs identified for the application site include the following:

1. CCTV coverage of certain key areas within the development, namely the Children's Play Area and the Promenade by the Pond, the main vehicular entrance to the development. This could be a simple fixed camera system for deterrence and retrospective investigation only and not monitored system.
2. Railing off green spaces to prevent vehicles mounting /damaging the grass and conversely children running into or damaging cars. The central open space areae should be railed and bollarded off to prevent cars parking all over it.
4. In the dwelling houses, provisions should be made for house-holders to accommodate their bicycles within their gardens. This will reduce the number of large unused bike stores.
5. The scheme need to incorporate defensible space around the ground floor flats.
6. Details of bin stores, cycle stores and car barns should be povided.
7. Gates and fencing to rear gardens to be flush with the building line.
8. Gates to be of robust construction with mortice locks.
9. Natural survelance should be provided where possible.

You are advised to submit details to expedite the specified security needs in order to comply with Condition 15 of this planning permission.

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

### 3

#### Opportunities for Work Experience

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

### 4

Your attention is drawn to conditions 2, 3, 4, 6, 7, 9, 10, 12, 13, 14, 15, 16, 19, 21, 23, 24, 25, 26, 27, 28, 31, 32, 33, 34, 35, 36, 37, 38, 39 and 40, which must be discharged



prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of these conditions. For further information and advice contact: Planning and Community Services Group, Civic Centre, Uxbridge (Tel: 01895 250230).

## **5**

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

## **6**            **11**                    **Building to Approved Drawing**

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

## **7**            **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.

## **8**            **13**                    **Building Regulations - Demolition and Building Works**

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

## **9**            **15**                    **Party Walls**

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

carry out work to an existing party wall;

build on the boundary with a neighbouring property;

in some circumstances, carry out groundworks within 6 metres of an adjoining building.

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

## **10**            **16**                    **Property Rights/Rights of Light**

Your attention is drawn to the fact that the planning permission does not override

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

**11** 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).

**12** 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.

**13** 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).

**14** I14 **Installation of Plant and Machinery**

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

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

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

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

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

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

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

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

B) All noise generated during such works should be controlled in compliance with British

Standard Code of Practice BS 5228: 1984.

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

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

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

**16**      I16                      **Directional Signage**

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

**17**      I17                      **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.

**18**      I18                      **Storage and Collection of Refuse**

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

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

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

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.

Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

**20**      I21                      **Street Naming and Numbering**

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

**21**      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).

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

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

BE1	Development within archaeological priority areas
BE2	Scheduled ancient monuments
BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
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.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OL5	Development proposals adjacent to the Green Belt
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
H4	Mix of housing units
H5	Dwellings suitable for large families
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
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
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
EC2	Nature conservation considerations and ecological assessments
HDAS	Supplementary Planning Guidance Community Safety by Design Supplementary Planning Guidance Air Quality Supplementary Planning Guidance Noise Supplementary Planning Document Planning Obligations Supplementary Planning Documents Accessible Hillingdon

	Supplementary Planning Document Residential Layouts
LPP 3A.10	London Plan Policy 3A.10 - Special Needs and Specialist Housing.
LPP 3A.15	London Plan Policy 3A.15 - Protection and enhancement of the social infrastructure and community facilities
LPP 3A.17	London Plan Policy 3A.17 - Addressing the needs of London's diverse population
LPP 3A.21	London Plan Policy 3A.21 - Adequate provision of pre-school places
LPP 3A.3	London Plan Policy 3A.3 - Maximising the potential of sites
LPP 3A.5	London Plan Policy 3A.5 - Housing Choice
LPP 4A.3	London Plan Policy 4A.3 - Sustainable Design and Construction.
LPP 4A.7	London Plan Policy 4A.7 - Renewable Energy
LPP 4B.1	London Plan Policy 4B.1 - Design principles for a compact city.
LPP 4B.5	London Plan Policy 4B.5 - Creating an inclusive environment.
PPG15	Historic Environment
PPG2	Green Belts
PPG23	Pollution Control
PPG24	Noise
PPS1	Delivering Sustainable Development
PPS13	Transport
PPS25	Development & Flood Risk
PPS3	Housing

## 23

In order to check that the proposed stormwater system meets the Environment Agency's requirements, the following information should be provided:

- a) A clearly labelled drainage layout plan showing pipe networks and any attenuation ponds and soakaways. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
- b) Confirmation of the critical storm duration.
- c) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.
- d) Where on site attenuation is achieved through attenuation ponds or similar, calculations showing the volume of these are also required.
- e) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.
- f) Calculations should demonstrate how the system operates during a 1 in 100 year critical duration storm event. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow path.

## 24

You are advised to have regard to the following points when, submitting details pursuant to the discharge of condition 40 (Travel Plan):

1. The Travel Plan needs to be self-contained as opposed to a chapter/appendix of the Transport Assessment (TA).
2. The document should be a full Travel Plan as opposed to an interim Travel Plan.
3. Access description of the site taking into account walking, cycling and public transport is required, together with a map showing public transport services.
4. Base line data (as used in the TA) should be used to set initial targets these should be

SMART. These can be reset after the one year survey results are known. Further surveys should be carried out in years 3, 5 and 10 at least.

5. Full details of the Travel Plan Co-ordinator need to be provided in this Travel Plan.

6. Surveys need to be iTrace compatible as well as with TRAVL.

7. The basic Structure of a Travel Plan should be:

Situation, Aims and Objectives, Targets Strategy Management Measures, Monitoring and Review.

## **25**

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

### **3. CONSIDERATIONS**

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

The site lies on the eastern side of Bury Street and within 200 metres and to the north-west of Ruislip High Street and is 1.24 hectares in extent.

The site comprises a roughly rectangular shaped 1.24 ha plot with primary frontage to Bury Street. The site also benefits from an unused access strip, which runs from the site to Sharps Lane. There is a level difference across the site extending to approximately 3 metres with a gradient sloping down to the north-west.

A range of industrial and manufacturing buildings with associated offices and parking presently occupy the site. The buildings are typically pre-war and two storeys in height with some three storey elements present. The majority of the buildings have been vacant for some time, due to a reduction in activities, leading to an air of neglect on the site. The site is now totally vacant. Small areas of green space with mature trees are located along the Bury Street frontage.

The surrounding area is characterised by a range of developments, predominantly residential. The site is bounded to the north by Ruislip Youth Centre and associated car parking, beyond which runs the River Pinn. Bury Street lies to the east from which the main site access leads. The southern boundary is adjoined by the rear gardens of residential properties on Sharps Lane and Mill House (25 Bury Street), a grade II listed building. The residential development in Bury Street and Sharps Lane comprises typically two storey detached and semi-detached houses. To the west, the site abuts Green Belt land comprising the playing fields for Bishop Winnington-Ingram Church of England Primary School. Ruislip Town Centre extends southwards from the junction of Sharps Lane and Bury Street and from the Great Barn, also a Grade II listed building, located on the opposite side of Bury Street.

The entire site is located within the Ruislip Village Conservation Area and within an Archaeological Priority Area. The site is also within the vicinity of a cluster of Grade II listed and scheduled monuments (including the Ruislip Motte and Bailey and associated barn buildings) located to the east of Bury Street. In spite of the recent changes within the surrounding residential areas and also to the commercial centre of the village, the character of the Conservation Area remains that of an affluent residential suburb.

The site has a Public Transport Accessibility Level of 1b, on a scale of 1 to 6 where 1

represents the lowest level of accessibility.

### 3.2 Proposed Scheme

The proposals involve the demolition of all existing buildings on site and redevelopment to provide a total of 66 apartments and houses in a mix of studio, 1 and 2 bedroom flats and 3 and 4 bedroom houses together with associated car parking, access and landscaping. A summary of the mix of housing is set out in the following accommodation schedule:

Studio apartment-	1 (1.5%)
1 bed apartment-	5 (7.5%)
2 bed apartment-	24 (36%)
3 bed house-	32 (48.5%)
4 bed house-	4 (6%)
Total	66 (100%)

Vehicular access to the site would be from Bury Street, approximately 5m to the east of the current entrance. The entrance has been moved in order to improve the site lines and the setting around the retained trees along the Bury Street frontage. The access road provides a route into the site and has been designed to allow emergency and refuse vehicles to reach all relevant parts of the site.

The development would have a central area of open space which has been designed to act as a focal point, providing amenity space for residents of the proposed apartments together with a children's play area. The open space is bordered by two blocks of apartments, 3 storeys in height, to the south and east.

The proposed houses fronting onto Bury Street are set back along this frontage in order to protect the setting of no.25 Bury Street, a Grade II listed building and to ensure retention of the trees on the street frontage. The spacing between these houses reflects that between the houses on the opposite side of Bury Street in order to create continuity in the street scene.

Car parking for the proposed development has been designed as small parking areas generally situated to the front of the residential units to which they serve, with landscaping and the provision of car barns. Overall, the scheme provides a total of 116 car parking spaces, a ratio of 1.4 spaces per dwelling. Secure cycle storage will be provided for residents of the apartments, with rear gardens providing cycle storage areas for the proposed houses.

The original proposals provided 12 affordable 1 bedroom apartments which would have been specialist housing accommodation for people with learning difficulties. This no longer forms part of the proposal.

The proposals involve the stopping up of the disused pedestrian link between the site and Sharps Lane to provide a more secure environment for future and neighbouring residents.

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:

#### Design and Access Statement

The statement shows how the applicant has analysed the site and its setting, and formulated and applied design principles to achieve good, inclusive design for buildings and public spaces and how the developer or designer has consulted or will consult on the

issues.

#### Sustainability Statement

The Sustainability Statement considers the sustainability issues relating to the site. The Statement includes appendices setting out the Energy Strategy and a Code for Sustainable Homes Pre Assessment Estimator. All homes will achieve Code for Sustainable Homes level 3.

To meet the total required on-site renewable energy output needs to reduce CO2 emissions it is proposed to install photovoltaic panels onto the pitched roofs to all houses and Blocks A and B and to install air source heat pumps into the 30 apartments comprising Blocks A and B.

#### Transport Assessment

The report seeks to demonstrate that the development can provide a satisfactory site access junction and would not result in a material impact in terms of traffic generation in comparison to permitted uses on the site and is in full compliance with the relevant policies. In addition, it seeks to demonstrate that sufficient parking can be provided to serve the proposed development.

#### Noise Impact Assessment

The report concludes that the Noise Exposure Category of the site falls within NEC B although, towards the rear of the site, where screened from the road, the site falls within NEC A during the day and night. Internal noise levels have been predicted to typical plots across the site based on road traffic noise and noise contours associated with Northolt Aerodrome. The main noise source affecting the development is road traffic along Bury Street. To enable an internal noise criterion of 35dBLAeq during the day and 30dBLAeq at night

to be met, standard glazing and enhanced glazing will be required to various plots. All plots will require an acoustic air brick to meet the relevant criteria during the day from the aerodrome.

External noise levels have been predicted to typical amenity/garden areas across the proposed development. All garden/external amenity areas are predicted to fall within the Local Authority criteria.

If the recommendations given in this report are implemented, then internal and external noise levels to the proposed development will be within the criteria recommended by the Local Authority.

#### Tree Report

The report provides information about the trees on the site, identifying their quality and value, in order to inform decisions relating to their retention or removal.

#### Arboricultural Method Statement

The report deals with measures to ensure protection for all retained trees on the development site. Implementation of the protection methods and other details within this report are considered integral to achieving this goal.

#### Arboricultural Implications Assessment

This report is intended to demonstrate that the impact, both direct and indirect, of the proposed development within the site, has been assessed and where appropriate mitigation proposed. Implementation of the protection methods and special construction



details recommended within this report are designed to enable construction of the proposed without detriment to the existing trees highlighted for retention.

#### Employment Land Study

This report places the existing industrial site into market context with an overview of the West London market as well as analysis of demand and supply within the locality. It seeks to demonstrate the prevailing lack of demand and over supply of industrial and other commercial uses in the vicinity. This analysis will include an assessment of Hillingdon's own employment land study, showing that if the land was to be occupied by a different use, it would not affect the level of employment for the industrial sector.

In addition, this report summarises the results of the marketing campaign undertaken by the appointed agents between October 2007 and July 2009, in which no viable employment use occupier was identified.

#### Flood Risk & Drainage Assessment

The assessment concludes that the Environment Agency view the site to be at low risk of flooding. Redevelopment should be possible with careful consideration of sustainable drainage solutions, such that the overall drainage regime is improved. The report concludes that the proposals do not increase flood storage volumes or impede flood flows.

#### Phase II Ground Investigation May 2008

The aims of the site investigation were to assess the likely contamination issues associated with the potentially contaminative activities undertaken historically at the site, to provide a baseline assessment of the ground conditions at the site prior to redevelopment and to assess the need for remediation.

Overall, the analytical results in soils and groundwater were generally low. No readings of radiation above natural background levels were detected. No widespread or significant contamination or significant risks, which would inhibit the proposed future end use of the site as residential properties were identified.

#### Update Site Contamination Report

No significant changes have taken place on site that may have affected ground conditions since the date of the report and therefore the report represents the current ground conditions.

#### Public Consultation Document

The report details the pre-application public consultation undertaken by the developers. The consultation events enabled members of the local community to view the initial proposals, comment on these, ask questions and take the opportunity to meet with members of the development team before a planning application was submitted.

The document states that seventy six percent of respondents to a questionnaire indicated complete or qualified support for the development proposals. The developers have stated that they have fully considered and evaluated all of the feedback received as a result of the public consultation and have made significant amendments to the proposed scheme as a result.

#### Archaeological Evaluation Report

This document presents the results of an archaeological evaluation at the site. The archaeological sequence is described and the requirements for further work indicated, following consultation with English Heritage.

English Heritage has recommended that a scheme of further archaeological evaluation trenching be undertaken to the rear of the site to fully establish the extent of archaeological remains throughout the site.

#### Bat Survey Report and Initial Ecological Appraisal September 2009

This report presents the results of an initial bat survey and two emergence surveys carried out on the existing buildings. No evidence of roosting bats was recorded in the buildings or trees during the initial bat survey. However, there are some locations on Buildings 1, 1a, and 2 which could not be inspected and where evidence of bats could be hidden. Therefore bat emergence surveys have been conducted on these buildings. These surveys identified small numbers of Common Pipistrelle bats roosting beneath the barge boards of Building 2

The proposal will involve the demolition of all the existing buildings on the site, for which Conservation Area Consent will be required. This is the subject of a separate application on this agenda.

The Council adopted a formal Screening Opinion in accordance with Part 2 Paragraph 5(5) of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 on 4 January 2010.

The development falls within the thresholds of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. However, using the selection criteria outlined in Schedule 3 of the regulations, the London Borough of Hillingdon does not consider that the proposals are likely to have a significant effect in the context of the EIA regulations. There is therefore no requirement for an Environmental Impact Assessment (EIA).

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

The site has been used for manufacturing purposes since the Second World War when the single/two storey warehouse building was used by EMI Electronics Ltd to help with the war effort. An application, approved in 1951 (209/MISC/51), regularised this use but restricted it to a 50 year permission, after which the buildings were to be removed and the land reinstated.

Planning permission for the part two, part three storey office building was granted in 1973 (6157/C/73/1501) but was subject to the same temporary permission. Various minor alterations and extensions were approved in 1981 (6157/N/80/0536).

Removal of the time restrictive conditions on the 1951 and 1973 permissions was granted in 1991 (6157/T/91/1093 and 6157/S/91/1091). There have been no applications on the site since this date.

## **4. Planning Policies and Standards**

### **UDP / LDF Designation and London Plan**

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

Part 1 Policies:

- PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.
- PT1.16 To seek to ensure enough of new residential units are designed to wheelchair and mobility standards.
- PT1.7 To promote the conservation, protection and enhancement of the archaeological heritage of the Borough.
- PT1.8 To preserve or enhance those features of Conservation Areas which contribute to their special architectural and visual qualities.
- PT1.21 To seek publicly accessible recreational open space in association with proposals for development where appropriate to help reduce deficiencies in recreational open space or to ensure that provision does not fall below accepted standards.
- PT1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
- PT1.39 To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.

Part 2 Policies:

- BE1 Development within archaeological priority areas
- BE2 Scheduled ancient monuments
- BE4 New development within or on the fringes of conservation areas
- BE10 Proposals detrimental to the setting of a listed building
- 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.
- BE22 Residential extensions/buildings of two or more storeys.
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE5 Siting of noise-sensitive developments
- OL5 Development proposals adjacent to the Green Belt
- LE4 Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
- H4 Mix of housing units

H5	Dwellings suitable for large families
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
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
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
EC2	Nature conservation considerations and ecological assessments
HDAS	Supplementary Planning Guidance Community Safety by Design Supplementary Planning Guidance Air Quality Supplementary Planning Guidance Noise Supplementary Planning Document Planning Obligations Supplementary Planning Documents Accessible Hillingdon Supplementary Planning Document Residential Layouts
LPP 3A.10	London Plan Policy 3A.10 - Special Needs and Specialist Housing.
LPP 3A.15	London Plan Policy 3A.15 - Protection and enhancement of the social infrastructure and community facilities
LPP 3A.17	London Plan Policy 3A.17 - Addressing the needs of London's diverse population
LPP 3A.21	London Plan Policy 3A.21 - Adequate provision of pre-school places
LPP 3A.3	London Plan Policy 3A.3 - Maximising the potential of sites
LPP 3A.5	London Plan Policy 3A.5 - Housing Choice
LPP 4A.3	London Plan Policy 4A.3 - Sustainable Design and Construction.
LPP 4A.7	London Plan Policy 4A.7 - Renewable Energy
LPP 4B.1	London Plan Policy 4B.1 - Design principles for a compact city.
LPP 4B.5	London Plan Policy 4B.5 - Creating an inclusive environment.
PPG15	Historic Environment
PPG2	Green Belts
PPG23	Pollution Control
PPG24	Noise
PPS1	Delivering Sustainable Development
PPS13	Transport
PPS25	Development & Flood Risk
PPS3	Housing

## 5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- **28th October 2009**
- 5.2 Site Notice Expiry Date:- **28th October 2009**

19th October 2009

## 6. Consultations

### External Consultees

The application has been advertised as a development likely to affect the character of the Ruislip Village Conservation Area. 166 surrounding property owners/occupiers were consulted on the original scheme consulted. 50 letters were received objecting on the following grounds:

1. Would prefer this site to be converted to residential occupation, rather than continued future industrial/commercial use.
2. Concerns over the proposed access and egress to the site.
3. Will the bus stop be moved?
4. Concerns over parking on Bury Street and surrounding roads.
5. On site parking provision is inadequate.
6. The traffic generated would create congestion in an already busy area.
7. Concern over highway safety.
8. The proposed development detracts from Manor Farm, which has recently been restored.
9. The proposed development detracts from Ruislip Village Conservation Area.
10. Only development in keeping with Ruislip Conservation Area should be allowed.
11. The four storey blocks of flats are out of keeping with other properties in Sharps Lane and Bury Street.
12. The buildings are too high.
13. The density of the development is excessive.
14. The number of dwellings should be decreased.
15. A development in a more spacious, lower density style and higher quality design would be more appropriate.
16. Some of the dwellings proposed are too small for family use.
17. Gardens are too small.
18. Concern over the design of the development, including the modernistic design of the blocks.
19. Too many bathrooms and is likely to attract buy to let landlords.
20. A better mix of housing, including some 5 bedroom houses would be appropriate.
21. Too much development already going on in Ruislip.
22. Concern over relationship of development to adjoining listed house (25 Bury Street).
23. Concern over loss of trees.
24. Overlooking to surrounding properties.
25. Local facilities will find it hard to cope.
26. The development will cause environmental damage and pollution.
27. Bats on site should be protected.
28. Welcome the use of carbon reducing technologies.
29. Concern over noise and disturbance during construction.
30. Strain on drainage system.
31. A light industrial use would provide much needed local employment.
32. A community use would be more appropriate.

171 surrounding property owners/occupiers were consulted on the revised scheme. 6 responses have been received making the following comments:

1. Object to three storey block as there are no 3 storey buildings in this part of the Conservation Area.
2. We should be preserving our heritage, not destroying it.
3. The improvements to the Manor Farm are excellent so why detract from that?

4. Overdevelopment of the site.
5. Not in line with other buildings in the street.
6. Insufficient parking.
7. Increased traffic levels.
8. Additional strain on local services.
9. Development should be designed sympathetically to enhance this historically important area.
10. The site should be conserved to provide Community services.
11. The site is in an archaeological priority zone.
12. A change from the present dilapidated factory to new housing development could improve this part of Ruislip, but the buildings should complement the character of the area and be of high quality.
13. Plots 11 and 12 have an unacceptable relationship to the adjoining listed building (25 Bury Street) in terms of overdominance and loss of privacy.
14. Concerns over the design of plots 23-36.
15. Appropriate species of trees should be planted on site boundaries.
16. Need to assess impact of moving the entrance on existing bus stops in Bury Street.

## ENVIRONMENT AGENCY

The proposed development will only be acceptable if the following measures are implemented and secured by way of planning conditions on any planning permission.

### Condition 1

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA), 131211-R2(3), November 2009 and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off generated by the 1 in 100 year critical storm, taking into account the effects of climate change, to 14l/s so that it will not increase the risk of flooding off-site.
2. Provision of approximately 370m<sup>3</sup> of storage on site to attenuate the 1 in 100 year storm event, taking into account the effects of climate change.
3. Identification and provision of safe route(s) into and out of the site to an appropriate safe haven.
4. Provision of SUDS techniques, to achieve the above, including swales, filter strips, detention basins, permeable paving and subsurface storage.

### Reason

1. To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site.
2. To reduce the risk of flooding to the proposed development and future occupants.

### Condition 2

Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: To prevent the increased risk of flooding and to improve and protect water quality.

### Condition 3

This new residential development should be designed to achieve a whole home water efficiency standard of 105 litres/head/day (equivalent to level 3/4 within the Code for Sustainable Homes).

Reason: Policy 4A.16 (Water Supplies and Resources) within the Further Alterations to the London plan stipulates The Mayor will and boroughs should apply a maximum water use target of 105 litres per person per day for residential development.

We ask to be consulted on any information submitted in compliance with the above conditions.

## NATURAL ENGLAND

Bat surveys have been undertaken on the site and have concluded that bats are roosting in Building 2. Therefore, as outlined in the documentation, the applicant will need to apply for a Natural England license.

It is not clear whether trees will be removed as a result of the development. As noted in the bat survey report, bats are using this site for foraging and commuting. Therefore we would expect the applicant to be retaining tree lines on the site. We would also expect the applicant to be including enhancement measures to increase foraging habitat. You should also be aware that bats can be affected by increased lighting. We recommend that you include a planning condition for the applicant to produce a lighting strategy to ensure that lighting is low level and directed away from sensitive areas, such as tree lines.

At present the proposals appear to offer very little in the way of environmental enhancements. We recommend that should your Council be minded to grant permission for this application you secure, as appropriate, measures to enhance the natural environment in accordance with national, London-wide and local planning policy.

## ENGLISH HERITAGE (ARCHAEOLOGY)

The application site has been subject to an archaeological evaluation in March 2008, carried out by AOC Archaeology Ltd following recommendation for a pre-determination evaluation. This was in order to establish if there were elements of the medieval earthwork encircling Ruislip Manor on the site, which would have warranted preservation in-situ.

The evaluation did not find remains of this earthwork, but did recover the remains of occupation and buildings dating from the 11th century onwards. Only the front of the site was subject to investigation due to access reason and further remains may well be located elsewhere on the site subject to truncation.

The proposed development will, therefore, affect remains of archaeological importance.

I do not consider that any further work need be undertaken prior to determination of this planning application but that the archaeological position should be reserved by attaching a condition to any consent granted under this application.

Condition: No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.

Informative: The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. This design should be in accordance with the appropriate English Heritage guidelines.

In this instance, further evaluation of the remainder of the site will be necessary to establish the extent of archaeological remains across the whole of the site. This will then enable a mitigation programme to be devised. However, the applicants should note that a programme of excavation or preservation by record will be required on the street frontage as a minimum and should allow for this in their construction programme.

## WARD COUNCILLOR

I am writing to lodge my objections to the above planning application.

The proposed development would be out of keeping with the Conservation area, with a density and composition which does not fit with the surrounding area. The character and appearance of the buildings are not suitable for a Conservation area. There is inadequate parking provision and the proposed development would place additional pressure on Bury Street with its already heavy levels of traffic.

#### Revised Scheme

I welcome the reduction in the number of dwellings, but still consider the density and design to be unacceptable and incongruous with the surrounding Conservation Area. The internal dimensions of some of the dwellings do not meet with the soon to be in force revised London Plan requirements. The parking arrangements, whilst improved, are still inadequate. Access and egress arrangements for the site, on what is an extremely busy Bury Street, is not acceptable and would compound existing problems.

#### RUISLIP VILLAGE CONSERVATION PANEL

I write following the recent consultations and discussions on the above project and following receipt of the final drawings which will form part of the planning application. The public consultation process was rushed through and the drawn proposals were sketchy to say the least. The plan at that stage was to build 93 units comprising a mixture of semi-detached and terraced houses and two blocks of flats, all with very small gardens and the bare minimum of on-site parking. The open space for those living in the flats was to be an unfenced grassed island in the middle of the site.

After we had expressed our concerns over the inappropriate nature and style of the buildings, the open spaces, the garden sizes and the parking together with the situation of the site in the very centre of the Conservation Area and adjacent to the historic Manor Farm, the developer went away to re-think the proposals. The result is more of the same. The property totals have been reduced to 83 units, slightly more spaced out properties are planned for the visible Bury Street frontage and to counter this we now have a third block of flats. A profit before style policy seems evident in this high density scheme.

Almost without exception the properties in this area are of the spacious, landscaped style, so prevalent in the 1920's and 30's together with some very old, well preserved and historic buildings. These sit very comfortably with the suburban village atmosphere surrounding the iconic Manor Farm on which c£3m has recently been spent, together with the beautiful mediaeval St Martin's Parish Church and its surrounding cottages and shops. This development site is just 300 metres away.

Apart from the cramped and inappropriate mix of properties planned for this site there is the major issue of parking. By squeezing several bedrooms into narrow fronted, two and a half storey houses, it is obvious that an allowance of 116 car spaces on this site is woefully inadequate. It is equally obvious that there will be at least 140-150 vehicles on this site. All of the extra vehicles plus those of visitors will be forced out into surrounding roads. However Bury Street has parking restrictions, bus stops and pedestrian crossings and is a major through road for public transport, heavy goods vehicles and commuter and shopping traffic. It is also the prime access road into the area for fire and rescue vehicles and is heavily used by ambulances and police cars 24 hours a day. In the late 1970s a car driver lost his life following a head-on crash with a fire engine outside what is now Deborah Crescent and a few years later a motorcyclist had similar misfortune following an accident in almost the same position despite being airlifted to hospital by the air ambulance from Pinn Fields.

There is no parking space in any of the side roads within 300 metres of the site between the High Street and Ladygate Lane on the West side of Bury Street and only limited space in Pinn Way on



the East side. Such space that is available is used every day, morning and afternoon, by parents dropping young children attending BWI school and using the vast new crossing complex in Bury Street built especially for that very purpose. In addition there is the existing impact on the community caused by the massive parking problems created by the regular markets held in the Great Barn at weekends which gridlock local roads. This problem will now be exacerbated by the grant of a licence to the Great Barn which will encourage even heavier use. Events at the Winston Churchill Hall already create enormous overspill parking problems in Pinn Way and its adjoining roads. There is simply no additional parking available for those who cannot park within this new development. How can such a situation be allowed to happen? The impact on the local community and residents will be horrific. All in the cause of developers profit perhaps.

With regard to the mix of proposed properties there is a need for some larger, well spaced houses with good adequate gardens, some smaller houses suitable for first time buyers, perhaps one low rise block of affordable homes and a well designed and properly situated low rise block of sheltered homes for the elderly. This sheltered block would be near the shops and transport services and would have an open aspect from their windows. The proposed finish to several buildings with high maintenance, over dominating, black boarding is a totally unsympathetic attempt to echo the finish on some local buildings.

This site is perhaps the last development opportunity so close to the Manor Farm and village centre of Ruislip in the very heart of the Conservation Area. It is crucial that every attempt is made to get this one right. The community and residents have a right to expect that our planners and local council will use all their considerable powers to ensure that this scheme does not become a blight on the area for them and for future generations. We will never be forgiven.

#### Revised Scheme

Further to the latest plans for the above scheme we have the following observations to make.

1. We welcome the deletion of the terraced properties and one block of flats and acknowledge that some small attempt has been made to address the potentially horrendous parking provisions. However there remain issues which have not been fully examined and which still make this scheme very unsatisfactory.
2. The dominating issue with car parking has still not been addressed with respect to the special nature of this site. (Adjacent to a major road with no usable additional parking available in the immediate area offsite).
3. The flawed design of the double-banked parking areas will mean vehicles will be trapped in by others. Spaces will therefore be lost by drivers not prepared to park at the back! The proposition is unmanageable.
4. The problem remains for heavy traffic emerging from this high density estate via its only access point on to a major road which is already running at almost full capacity with buses, fire engines, ambulances and police vehicles constantly passing in both directions. This, together with heavy goods vehicles and an ever increasing number of private cars could well lead to the area becoming grid locked at certain times. Emergency vehicles would have no chance of performing their duties.
5. The design of the flats is inappropriate in a Conservation Area setting and there is no further need for such properties. They are simply out of character on a site in the centre of the Conservation Area.
6. The timber clad exteriors proposed for some housing are an inappropriate echo of the genuine historical and listed buildings in the immediate vicinity. They would also be maintenance demanding

and could well lead to a general run-down appearance to the estate after a while.

## RUISLIP RESIDENTS ASSOCIATION

Located in the Ruislip Village Conservation Area and adjoining or close to traditional low rise family housing and Green Chain open space, it is essential that any development on this site should complement and enhance the area.

Whilst we welcome the applicant's efforts to involve the local community, unfortunately this appears to have been at a relatively late stage in the process and consequently several of our concerns have not been addressed. We therefore consider the form of development proposed to be an inappropriate use of this important site, for the following reason:

### Density

- The overall concept does not reflect the leafy suburban character of the surrounding area and is clearly an attempt to pack in as many units as possible.

### Housing Mix

- There is too great an emphasis on flats. The recent developments at Kingsend and Pembroke Road illustrate the impact large blocks have on their surroundings and a similar effect here would be detrimental to the area.
- There is a lack of houses suitable for purchase by young families on modest incomes. At the August consultation it was suggested that such families could be accommodated in Blocks A and B. If this is the intention it would be an inappropriate form of accommodation for families with young children. It is important that dwellings have direct access to a secure private garden where children can play with minimum supervision. That would not be the case with the proposed communal area.
- With a high proportion of older residents in Ruislip there is a need for more sheltered housing. The recent applications on sites in Sharps Lane and Pembroke Road were rightly rejected but this site would be an ideal location for such a development.

### Landscaping

- There is an excessive amount of hard surfaced areas. Presumably as a result of opting for a perimeter service road on the north, west and east sides of the site.
- Removal of the established trees on Bury Street frontage would be detrimental to the street scene. We note these trees are shown as retained on the birds eye view recently circulated to residents and local groups.
- Although the brochure claims otherwise, there are still only minimal landscaped areas and tree planting in front of houses, in parking areas and on the access way in from Bury Street.

### Parking

- Insufficient parking for 83 dwellings. We note the reference to the 2001 Census but these figures would be nearly ten years old by the time the site is developed. The reality is there would be more than 116 cars based on the site. The overflow would either occur in the areas of hard landscaping or in adjacent streets. In either case this would be detrimental to the local environment.
- The angled parking and narrow access way on the south side of the site appears to be very restricted. No doubt this is intended to reduce vehicle speed but is likely to lead to excessive manoeuvring of vehicles, resulting in associated noise and air pollution. A similar situation applies to the area in front of the houses facing Bury Street.

### Layout - Flats

- The existing industrial buildings have little impact on the surrounding area. Blocks A & B are described as 3.5 storeys high but they are effectively four storeys high and would be out of character with the area.
- Insufficient information is provided on the impact Blocks A, B & C would have on the local skyline.

For example when viewed from Kings Gardens, BWI playing field, the St Margaret's Rd-Sharps Lane footpath, Pinn Meadows, Bury Street etc. There are already several examples in Ruislip where new structures have impacted unfavourably on the local skyline.

- The outlook from flats on the north side of Block B across a large area of hard paving and the roof of the adjacent Youth Centre would be uninteresting for the occupants. Similarly the view from ground floor flats on the west side of Block A across an access way and garage.

#### Layout - Houses

- The higher roof lines and proximity of the terraced houses adjacent to the boundary with Mill House would have a detrimental effect on the amenity and setting of that property. In addition the gable ends of the proposed houses are not in character with the sloping and hipped end roofs of the adjacent Mill House and Nos.21-23 Bury Street.

- The centre units in the blocks of 3 terraced houses do not appear to have any means of external access to the rear garden from the street.

#### Elevations

- We assume the use of stained black boarding is intended to reflect the character of the Mill House, the Manor Farm site and St Jude's Cottage. However the extent to which this is proposed would be over dominant and unattractive.

- The stark contrast between the large areas of black boarding and render on Blocks A & B adds a further discordant note.

- Clarification is required on the arrangements for the regular and comprehensive maintenance of external finishes and landscaped areas.

#### Traffic.

- The traffic survey was carried out between 21-27 July 2009, at the beginning of the local school summer holiday period. We believe that in normal periods a higher rate of traffic flow would have been recorded.

- The site traffic analysis suggests that between 0800-0900 hours there would only be 15 vehicles departing. We believe this is a considerable under estimate bearing in mind the number of working adults and school children likely to be living on the site. This part of Bury Street is very busy at peak times and an increase in traffic exiting the site would aggravate the situation further.

- The traffic report refers to the fact that no accident has occurred on this stretch of road. This is indeed fortunate as anyone using the school crossing close to the Youth Centre will know.

#### Mayor of London draft Housing Design Guide

- Although only a draft document we have been advised the Mayor wishes boroughs to take due account of the proposed standards. We trust therefore that account will be taken of this document in respect of relevant items e.g 3 bed houses to have two separate living areas, flats to have dual aspect or adequate daylight and ventilation etc.

In conclusion we do not believe the proposal offers the best solution for the redevelopment of this site. We would prefer to see one offering a lower density, comprising family houses for both low and middle income families plus some sheltered housing and all in a style compatible with the surrounding traditional housing.

#### Revised scheme

We refer to the amended drawings and Planning Statement now on display in Manor Farm Library, and date marked 15 December 2009.

We welcome the reduction in the overall density, the lowering of the apartment blocks to three storeys in height and the increase in soft landscaping. However there are still several items which are of concern:

### Housing Mix

- It is doubtful whether the proposal will provide houses suitable for purchase by young families on modest incomes. At the first public consultation last August the applicant suggested that such families could be accommodated in Blocks A & B. If this were the intention it would be an inappropriate form of accommodation for families with young children. It is important that dwellings have direct access to a secure private garden where children can play with minimum supervision. That would not be the case with the proposed communal area.
- With a high proportion of older residents in Ruislip, there is a need for more sheltered housing. The recent applications on sites in Sharps Lane and Pembroke Road were rightly rejected because of the impact they would have had on adjacent properties. This site would be an ideal location for such a development.

### Affordable Homes

We note the applicant's wish to be released from an obligation to provide affordable housing, due to the impact it would have on the financial viability of the project. Whilst we recognise the development costs might be higher than on a green field site, these should be reflected in the site value. We would therefore expect the Council to give due consideration to how best the proposed development contributes to the Borough's housing need.

### Landscaping

- Removal of the established trees on Bury Street frontage would be detrimental to the existing street scene. Any replacements should be of a semi mature variety to ensure the loss of screening is only short term.
- Details should be provided to ensure there is a management plan for the regular and comprehensive maintenance of landscaped areas. .

### Parking

- Although the allocation of parking may meet the Council's standards the reality is that a development generating 166 bedrooms will result in a substantially more than the 103 parking spaces. Residents remain concerned that any overspill will impact on the surrounding streets.
- The double parking arrangement for plot Nos. 24-39 is not practical and will result in excessive manoeuvring of vehicles, generating both noise and air pollution.
- The parallel parking arrangement in front of plot Nos. 23-36, whilst visually more attractive from the street, is both a less economic layout and again encourages excessive manoeuvring.

### Layout - Flats

- Whilst Blocks A and B have been reduced in height the new ridge line appears to be higher than the original four storey buildings.
- Insufficient information is provided on the impact Blocks A and B would have on the local skyline. For example when viewed from Kings Gardens, BWI playing field, the St Margaret's Rd-Sharps Lane footpath, Pinn Meadows, Bury Street etc. This could easily be established by marking the proposed building profiles on photographs taken from these locations. There are already several examples in Ruislip, where new structures have impacted unfavourably on the local skyline and it is important this does not occur here.
- Also the shadow effect the new buildings would have on the adjacent Kings Garden open space.
- The outlook from flats on the north side of Block B across a large area of hard paving and the roof of the adjacent Youth Centre would be uninteresting for the occupants.

### Layout - Houses

- The higher roof lines and the gable ends of the houses adjacent to the boundary with Mill House would have a detrimental effect on the amenity and setting of that property.
- The gable ends of plot Nos.1-12 are not in character with the sloping and hipped end roofs of the adjacent Mill House and Nos.21-23 Bury Street. The introduction of some roof profiles similar to those on plot Nos.23-36 would be an improvement.

## Elevations

Unlike the drawings previously on display, the current ones do not specify the cladding materials to be used. If they are intended to be as the earlier versions we repeat our previous comments i.e.

- We assume the use of stained black boarding is intended to reflect the character of the Mill House, the Manor Farm site and St Jude's Cottage. However the extent to which this is proposed would be over dominant and unattractive.
- The stark contrast between the large areas of black boarding and render on Blocks A&B adds a further discordant note.
- Details should be provided to ensure there is a management plan for the regular and comprehensive maintenance of external finishes.

## Traffic

- The traffic survey was carried out between 21-27 July 2009, at the beginning of the local school summer holiday period. We believe that in normal periods a higher rate of traffic flow would have been recorded.
- The amended Planning Statement suggests a total of 87 vehicle movements in and out per day. We believe this is a considerable under estimate bearing in mind the number of working adults and school children likely to be living on the site. This part of Bury Street is very busy at peak times and an increase in traffic exiting the site would aggravate the situation further.
- The traffic report refers to the fact that no accident has occurred on this stretch of road. This is indeed fortunate as anyone using the school crossing close to the Youth Centre will know.

## Mayor of London draft Housing Design Guide

- Although only a draft document we have been advised the Mayor wishes boroughs to take due account of the proposed standards. We trust therefore that account will be taken of this document in respect of relevant items e.g 3 bed houses to have two separate living areas, flats to have dual aspect or adequate daylight and ventilation etc.

Whilst this latest proposal is a marked improvement on the previous proposals we remain of the opinion that this important site in the Conservation Area would be better suited to a lower density development comprising family houses for both low and middle income families plus some sheltered housing, and all in a style compatible with the surrounding traditional housing.

## EASTCOTE RESIDENTS' ASSOCIATION

The above application to erect 83 dwellings within the Ruislip Conservation Area is not acceptable. All proposed buildings are considerably higher than those in the Conservation area, the gardens much smaller. The amenity space for the flats is almost non existent, therefore the density and style of architecture would be out of keeping with the Conservation area.

The proximity to the Grade ii Listed Building the Mill House and the Manor Farm Complex, which has been recently restored at considerable expense to Hillingdon Council, would be detrimental to those buildings.

This is an Archaeological Priority Zone and is close to the Celendine Walk which is route through open spaces, most of which are Sites of Importance for Nature Conservation.

This is a most un-suitable proposal we ask that the application be refused.

## LOCAL HISTORY SOCIETY

The Society still has concerns about the proposed plans for the Mill Works site, despite the welcome changes which have been made.

The design of the remaining flats will still be inappropriate and out of keeping in the Ruislip Village Conservation Area. There is a relatively small amount of green space giving a cramped feeling to the site which will be over dominant and detract from the character of the very important Manor Farm site, which is on the opposite side of Bury Street. In recognition of the historical importance of the Manor Farm site it was awarded over two million pounds of Heritage Lottery Funds to restore three listed buildings and improve the landscape of the grounds. It is therefore vital that any development near such a sensitive site is sympathetic.

We would like to remind you again of the recommendation that further fieldwork should be undertaken as a result of the important archaeological finds already made and that the site is part of an Archaeological Priority Zone.

There is the problem of increased traffic and parking in Bury Street, which might deter visitors to the many activities at the Manor Farm site.

We feel this proposal represents an overdevelopment in such an important historical area of Ruislip.

#### METROPOLITAN POLICE CRIME PREVENTION OFFICER

No objections subject to the scheme achieving Secure by Design accreditation and the provision of CCTV to the parking areas. In addition the following advice is provided.

The scheme needs to incorporate defensible space around the ground floor flats.

There needs to be adequate access to the rear gardens of the houses for cycle storage.

Good perimeter treatment around the central one space and LAP.

Details of bin stores, cycle stores and car barns should be provided.

Gates and fencing to rear gardens to be flush with the building line.

Gates to be of robust construction with mortice locks.

Natural surveillance where possible.

#### **Internal Consultees**

##### POLICY and ENVIRONMENTAL PLANNING

Other than its Conservation Area status, the site has no specific policy designations, apart from an Archaeological Priority Area that covers the north eastern part of the site. Policy B1 states that:

'Only in exceptional circumstances will the local planning authority allow development to take place if it would disturb remains of importance within the archaeological priority areas'

The supporting text to this policy indicates the need to submit a preliminary archaeological site evaluation before proposals are considered. This appears to have been done.

The site is not designated as an Industrial Business Area (IBA), however it appears the proposals would involve the loss of industrial floorspace. Policy LE4 of the UDP Saved Policies states that proposals involving the loss of industrial floorspace outside IBAs will only be permitted if:

The existing use seriously affects the amenity of the area;

The site is unsuitable for industrial redevelopment because of size, shape, location or lack of industrial access;

There is no realistic prospect of land being used for industrial and warehousing purposes in the future; or

They are in accordance with the Council's regeneration policies for an area.

There will be other policy issues to consider, particularly in relation to the provision of affordable housing.

## Travel Plan (TP)

Everything mentioned in the TP is satisfactory but it does need a lot more detail, including the following:

The Travel Plan needs to be self-contained as opposed to a chapter/appendix of the Transport Assessment (TA). It also needs to be a full travel plan as opposed to an interim travel plan. Access description of the site taking into account walking, cycling and public transport is required together with a map showing public transport services. Base line data (as used in the TA) should be used to set initial targets these should be SMART. These can be reset after the one year survey results are known. Further surveys in years 3, 5 and 10 at least. Full details of the Travel Plan Co-ordinator need to be provided in this travel plan.

Surveys need to be iTrace compatible as well as with TRAVL. The basic Structure of a Travel Plan should be:

Situation, Aims and Objectives, Targets Strategy Management Measures, Monitoring and Review.

## Energy

Sustainability statement undertaken by bluesky unlimited dated 26 November 2009. The issue is whether the report appropriately demonstrates compliance with the London Plan Policies:

- 4A.4 Energy Assessment
- 4A.3 Sustainable Design and Construction
- 4A.7 Renewable Energy
- 4A.16 Water Supplies and Resources

No objections are raised to the development based on the submission of the report outlined above. The submitted report satisfies the requirement of the above policies and is appropriate to the scale and nature of the development. It demonstrates that the development can meet the 20% renewable energy policy in the London Plan (4A.7). Furthermore, the report states the development will meet the requirements of Code 3 of the Code for Sustainable Homes (page 20 Paragraph 6.8); the report also makes a commitment for the development to achieve water efficiency targets of 105 litres per person per day (page 17 Paragraph 6.6 Water Resource Planning).

Conditions should be applied to the development to ensure it proceeds in accordance with the following:

1. The development hereby permitted shall be built to a minimum of Level 3 of the Code for Sustainable Homes (or its successor);
2. The development must achieve a reduction in carbon dioxide emissions of 20% from on site renewable energy generation.

## S106 OFFICER

Detailed below is the final S106 heads of terms for the proposed redevelopment at Bury Street, Ruislip. With the revision of the scheme to 66 units the total population has been revised to 137.57 people.

### Heads of Terms:

1. Education: a financial contribution of £486,065 (Nursery £51,620; Primary £220,141; Secondary £214,304)
2. Health: a financial contribution of £29,807.29
3. Open Space: a financial contribution of £57,000
4. Community facilities: a financial contribution of £30,000
5. Libraries: a financial contribution of £3,161.11
6. Construction Training: a financial contribution in the sum of £20,000.
7. Project Management and Monitoring: a contribution equal to 5% of the total cash contributions secured from the scheme.

8. Transport: A s278 is required to be entered into to address the new site access and potentially waiting restrictions.

9. Affordable Housing: The FVA has been validated to address the nil affordable housing issue.

## CONSERVATION OFFICER

The site is of a good size, and rises towards the north-west. It appears that none of the buildings, which are of approximately 1-3 (commercial) storeys in height, and of varied age and design, have any real architectural or historic interest. There are mature trees along the frontage and boundaries and also one or two other trees located across the site amongst the buildings. The extensive laurel hedges that define most of the boundary of the site are also worthy of retention. The site is archaeological sensitive with Roman and Medieval artefacts and features having been uncovered in the initial investigative trenches.

### Considerations:

#### Demolition

There would be no objection in principle to the demolition of the buildings on the site and its redevelopment, as the existing structures are of little architectural or historic significance (as clarified in pages 30 and 31 of the submitted Design and Access Statement).

#### Archaeology

With regards to PPG16, I note that an initial report on the archaeology of the site has been included with the supporting documentation; this suggests that further archaeological works are required. The advice of Kim Stabler (GLAAS) on the nature and wording of appropriate conditions should be sought.

#### Character of the Conservation Area

The general character of the residential areas of the Ruislip Village Conservation Area is one of traditional two storey houses, predominantly detached and semi-detached, with good sized front and rear gardens. The properties immediately adjacent to the site are varied in date and style. Towards the original village core, to the south of the site, the houses tend to become smaller and more closely grouped than the more generous, later 1930s suburban developments. It is not unusual for these cottages, such as those at Sharps Lane, to have small front gardens. There are 1930s houses directly opposite the site on the Bury Street frontage and also on the roads to the south west.

The industrial buildings on the site are considered to be an incongruous addition to the conservation area in terms of scale and height, and are highly visible from the open spaces to the north and west of the site.

#### The proposals

These have been subject to discussion with conservation/design officers and in our view, significant improvements have been made. The central open space is a welcome feature and has the potential to form an attractive focus for the scheme. The layout of predominantly two storey semi-detached houses reflects the overall character of the area. Whilst smaller than the garden suburb inspired semis that characterise much of the adjacent residential area, they respond well to the smaller scale of the older properties that form the core of the old village centre. All of the houses on the Bury Street frontage have gardens to the front (a feature of the area) and the other properties have areas of frontage planting that would soften their appearance and make them appear less urban.

It is clear that the detailed design of all of the buildings has been carefully considered by the architects; however more detailed information on the materials and finishes of the buildings will



need to be provided - these matters could be covered by carefully drafted conditions requiring the submission of samples where appropriate.

Blocks A and B have been reduced in height and their silhouettes changed to provide a more traditional and domestic roof form. Whilst still tall compared with the existing houses that surround the site, their impact on the overall appearance of the conservation area is considered to be an improvement on the current situation, where the unsightly over large office and industrial blocks dominate views into the site from the north and west.

Whilst the new blocks would be slightly taller than the existing structures at their apex, overall their footprint is smaller and more focussed than those of the existing buildings. Block B is set away from the boundary and sits behind the bulk of the youth centre building. The additional screening and planting along the boundaries should soften the impact of the new blocks on the longer open views into the site and screen the undercroft parking in the case of block B. It is not clear how much of the existing laurel hedge is retained, but keeping this would also help in this respect.

Good hard and soft landscaping will be crucial to the success of this scheme and should be fully conditioned, including samples of materials for agreement and details of lighting etc. The long term maintenance of these features should also be secured.

The relationship of Plots 11 and 12 to the Old Mill has been considered. The position of the new build to the rear of the historic building and the gap between the two is considered acceptable in terms of impact on the setting of the listed building. The change in the roof form of the new houses, reducing the size of the gable end wall adjacent to the Old Mill, is considered to be an improvement.

We would need to see the final photomontages to comment further on the wider impact of the scheme and in particular, to check the impact on gap views from the Manor Farm Barn courtyard.

Subject to seeing the photomontages of longer views into the site, the scheme is considered acceptable in principle.

Comment: The question of longer views into the site has been checked and there is not an issue. (This matter is covered in more detail in the main body of the report).

## ENVIRONMENTAL PROTECTION UNIT

No objections are raised to this proposal. Should planning permission be granted, it is recommended that conditions be applied.

### Noise (PPG24 assessment)

The Acoustic Report reference PC-09-0111-RP1-Rev A entitled Noise Impact Assessment of Surrounding Area on proposed Residential Development at Bury Street, Ruislip, produced by Pace Consult Ltd. calculates that the overall site falls within Noise Exposure Category B of PPG24 during the day and night. PPG24 states that for sites falling within Noise Exposure Category B, noise should be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise.

### Road Traffic Noise

The daytime equivalent continuous noise level (LAeq) was found to be 62dB, placing it in Category B. Additionally, the night-time noise LAeq was found to be 55dB, which also places the site in Category B. A series of measures are suggested in section 6.3 to ensure the noise levels in habitable rooms satisfy the requirements set out in the Borough's Noise SPD.

## Ruislip Youth Centre

The potential for noise impacts on proposed residents has been identified in the report in section 6.3. The facility is not used for private hire events other than for educational purposes for the benefit of the community, being LBH owned and run. The premises do not serve alcohol and does not cater for private hire parties. Examples of uses include; a rock band practice session until 10 p.m., the Fiesta summer holidays event whereby activities are located externally in the car park e.g. a climbing wall with a klaxon sounded by the first person that reaches the top, Police Cadets/Duke of Edinburgh Award/General Youth Club nights which all cease at 9:30 p.m. EPU does not have a history of complaints from this premises. Table 6.5 of the report identifies enhanced glazing and ventilation at the relevant facades.

## Overall site

Habitable rooms facing a noise source can be given some protection by an external balcony, reducing the received noise level by approximately 5dB(A). The balcony front and sides should be imperforate and as tall as possible. Where stacked vertically, the underside of each balcony above should have a sound-absorbing finish, such as sprayed vermiculite.

## Summary

Based on the results of the noise assessment, the requirements of the Borough's Noise SPD can be met using a combination of noise mitigation measures.

It is recommended that the following conditions be applied to ensure that the proposed development will satisfy the requirements of the Borough's Noise SPD.

## Condition 1

A scheme for protecting the proposed development from road traffic noise.

## Condition 2

A bespoke condition requiring specific noise mitigation measures, including acoustic ventilators in windows to ventilate the rooms without being opened and secondary or triple glazing in the windows of the elevations facing onto Bury Street and Ruislip Youth Centre, with standard openable thermal glazing provided elsewhere. .

In terms of air quality, the Energy Statement submitted in support of this development notes that biomass boilers are not proposed. Current government guidance in PPS23 endorses the use of conditions to control impacts during the construction phase of a development. With this in mind a condition is recommended for a scheme for protecting surrounding dwellings from dust emitted from the construction works. The standard Construction Site Informative should be applied.

## Former Use of land and Contamination Issues

The following documents were submitted with the application in relation to land contamination:

- Phase II Site Investigation, prepared for Ashill Developments by Environ (May 2008)
- Letter dated 17 September 2009 from Environ indicating the findings of the report are up to date

## Soil Contamination

The site had varying depth (mostly shallow) of made ground. Varying numbers of soil samples were submitted from different depths from the 16 borehole and window sampling locations. These were screened for asbestos, a general suite of contaminants including phenols, total cyanide, metals, water soluble sulphates, speciated Polycyclic Aromatic Hydrocarbons (PAHs), ammonia, speciated Total Petroleum Hydrocarbons (TPH), BTEX (benzene, toluene, ethylbenzene, xylene), Polychlorinated biphenyls (PCBs), alcohols and suites of volatile and semi-volatile organic compounds (VOCs, SVOCs). Additional samples were tested from one location taken from the archaeological trench where contamination seemed apparent. As the site has been identified to

have had a former MOD use and the most recent site use included the use of small amounts of radioactive substances, precautionary scanning for alpha, beta and gamma radiation was apparently undertaken at the sampling locations after the hard standing was removed. It appears radiation was not found above background levels.

The areas investigated, largely appeared to be uncontaminated, with marginal or no exceedance of the tier 1 criteria used to assess the contamination levels based on risk assessment output for residential with gardens use. There were a few exceedances located largely in shallow made ground, occasionally in natural ground, for arsenic (BH5 - 57 mg/kg), lead (WS1 - 2800 mg/kg), mercury (WS3 - 44 mg/kg), zinc (WS1 1200 - mg/kg), TPH (WS1 - 2200 mg/kg), and PAH (WS1 - 330 mg/kg).

#### Groundwater Monitoring

Groundwater was encountered at quite a shallow depth in most boreholes (range from 0.6 m bgl at WS7 and 3.9 m bgl at BH4). Conservative assumptions have been made about the hydrogeology under the site, which has not been definitively characterised. Groundwater samples were tested for the same contaminants as soils, with the exception of asbestos and alcohols and the results were assessed against Environmental Quality Standards (EQS) and Drinking Water Standards (DWS). Exceedances were noted for antimony (BH8 - 7.6 -g/l), sulphate (in 6 samples with a maximum of 2600 mg/l in BH6), total PAH (in 9 samples with a maximum of 7.1 -g/l in BH5), and trichloroethene (TCE) (BH4 - 380 -g/l). They are not considered to present a human health risk to the site or adjacent site, and it has been assumed they are unlikely to present a risk to nearby surface water. The report indicates the Environment Agency needs to be consulted about whether further groundwater monitoring and risk assessment is necessary.

#### Gas Monitoring

Ground gas monitoring was undertaken on one occasion on the 19 March 2008 from 16 combined gas/groundwater monitoring boreholes. The readings were taken at high atmospheric pressures and gas flow rates were not recorded above the detection limit of the instrument. Methane was detected 2.5% v/v in BH10 thought to be in the vicinity of former underground storage tanks, and 0.4% v/v in BH7, also thought to be located near former tanks. Carbon dioxide was detected in all the boreholes with the highest readings of 5.5% v/v and 5.4% v/v located in WS1 and BH7. These boreholes are close together and are thought to be in the vicinity of former tanks. Photo ionisation detectors were also used to take general readings for volatile organic compounds (VOCs) for soil samples taken from the 16 sampling locations. Elevated PID readings above 100 ppmv were recorded for some of the samples in BH2 and BH10.

Due to the low gas flow rates, risk from ground gas was considered low using the NHBC gas screening methodology. However, it was also noted that a sufficient number of monitoring rounds had not been undertaken in different atmospheric conditions to better determine the gas risk at the site.

#### Outstanding Issues

Further gas monitoring work is required to adequately characterise the potential ground gas issues at the site and calculate the gas screening value. Monitoring needs to be carried out, particularly during falling pressure. The results may then also need to be considered against the type of building and foundations proposed for specific areas to determine if gas protection measures are required.

Further ground investigation work may be necessary, once areas covered by buildings and hard standing are removed. There should be suitable watching brief prepared in relation to this.

Further consideration of possible radioactive contamination may be necessary due to the possible uncontrolled use of radioactive materials at the site historically, as information on past practices is lacking.

Further information on the derivation of the risk assessment criteria and how this will be applied at the site would be useful. Consideration needs to be given to aesthetics where contamination may be apparent at levels at or slightly below the derived criteria. Information is also needed on the standards used for any imported soils used in garden and landscaped areas.

Consultation with the Environment Agency is required to determine if there are any controlled water issues with regard to the site.

Detailed remediation proposals will be required in due course, which needs to take into consideration the proposed site layout as a minimum. Although some investigation information has been submitted, it is advisable to put the standard contaminated land condition to ensure all relevant information is submitted with the application and further investigation is carried out if necessary. Appropriate remediation proposals and verification information to demonstrate the necessary remedial works have been carried out will need to be provided in due course to satisfy the condition.

## HIGHWAY ENGINEER

### The Site

The site is located on the western side of Bury Street, which is a Classified Road (A4180) and is designated as a London Distributor Road in the Council's UDP. This road provides connection to Western Avenue (A40) to the south and Rickmansworth Road (A404) to the north.

The site is shown to be in an area with a PTAL accessibility rating of 1 (on a scale of 1-6, where 6 is the most accessible), as indicated on maps produced by TfL. The site is therefore shown to have a low level of accessibility to public transport. However a number of buses operate in the surrounding area.

The site is occupied by a series of employment uses, falling within the B1 office and B2 General Industrial land use classes.

### Access

It is proposed to relocate the existing access approximately 7m to the southeast, which would provide greater separation to the existing mature tree that is currently located immediately adjacent to the access and also greater separation between the access and the bus stop on the western side of the road. The proposed access arrangement is considered to be an improvement from the highway safety point of view.

Double yellow lines are proposed at the access extending north up to the bus stop cage and within the limits of the requisite sightlines to the southeast to restrict parked vehicles interfering with the drivers sightlines. The extent of the double yellow lines to the southeast may need to be adjusted at the implementation stage; however this can be covered through a S278 Agreement.

Sightlines of 46m on both sides of the access and pedestrian visibility plays should be covered through suitable planning conditions.

The access layout is adequate for two vehicles to pass each other and for the Council's refuse vehicles. Detail design and construction of access including buff tactile paving should be through a

## S278 Agreement.

Width of access road leading in to the site is proposed to be approximately 5.5m and a 2m wide footway along the south of the access road. The access road would be suitable for two vehicles to pass each other. The width of the footway would be suitable for people to pass each other, for wheel chair users and people with push chairs

Further in to the site, footways, footpaths and crossing points are proposed for pedestrians and the road would be suitable for two vehicles to pass each other.

The roads within the site are not offered for adoption. However, in order to achieve a high standard of design and construction, it is important that these roads are constructed in accordance with the Council's standards. This issue should be covered to through a S106 Agreement, including the costs of detail design review and site inspection to be covered by the developer.

Street lighting within the site should be provided in accordance with the current British Standards. This issue should be covered through a grampian type condition for the street lighting to be completed to the LPA's satisfaction before occupation of the development.

## Car Parking

The proposals are for 36 houses and 30 flats. All (except one) houses are proposed to have 2 car parking spaces per house and all flats are proposed to have 1 car parking space per flat. Consequently, in total 71 car parking spaces are proposed for houses and 30 car spaces are proposed for flats. Dimensions of the parking bays accord with the Council's requirements. The level of car parking provision is considered adequate for the development.

Notwithstanding the above, should the development result in any highway safety or overspill parking problems, this should be covered through a bond of £25,000 to cover the costs of any parking and safety remedial measures or an undertaking should be secured that if deemed necessary by the Council, the developer will submit a parking and safety improvement study and implement the works agreed by the Council.

9 car parking spaces (approximately 9%) are proposed for disabled users, which is not in accordance with the Council's requirement of 10% disabled parking spaces. Manual for Streets states that in the absence of any specific local policies, it is recommended that 5% of residential car-parking spaces are designated for use by disabled people. A higher percentage is likely to be necessary where there are proportionally more older residents. Local authorities should provide spaces on the basis of demand.

Therefore, on balance, the disabled parking provision for the site is considered acceptable. However, if needed, the site is considered to have adequate space to accommodate additional disabled bays.

In addition to the 1.2m transfer space to the side of the disabled bays, there should also be a 1.2m wide safety zone at the vehicle access end of each bay to provide boot access or for use of a rear hoist. All transfer spaces should be clearly marked. Details of the car parking including disabled spaces and allocation should be covered through a suitable planning condition.

## Surface water

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

drain onto the highway or into the highway drainage system. This should be covered through a suitable planning condition/informative.

#### Walking & Cycling

The site is located in a residential area and as such the surrounding roads typically have footways. The 2m footway on the southern side of the access road would comply with the DDA requirements and provide a comfortable pedestrian route for people to pass each other, for wheel chair users and people with push chairs.

16 cycle storage spaces are proposed for 15 flats in Block A and 16 cycle storage spaces are proposed for 15 flats in Block B. The Council's minimum cycle parking standards stipulate a requirement of 30 spaces. The proposed cycle parking provision for the flats is above the Council's requirements. The provision and maintenance of cycle parking in accordance with the proposed plans should be covered through a suitable planning condition.

The houses are considered to have adequate space to accommodate cycle parking within their curtilage.

#### Traffic Impact

In order to assess the vehicular traffic generated from the existing site and the potential vehicular traffic generated from the proposed development, the industry standard TRICS and TRAVL databases have been interrogated. Trip rates for the typical morning (0800-0900) and evening (1700-1800) peak traffic hours, and an hour after the morning peak and an hour before the evening peak have been extracted.

These trip rates have then been applied to the site and demonstrate the traffic generation in the following manner;

#### Traffic Generation

##### Time

0800-900 Existing arrivals/departures (61/23)	Proposed arrivals/departures (10/12)
0900-1000 Existing arrivals/departures (40/27)	Proposed arrivals/departures (10/10)
1600-1700 Existing arrivals/departures (22/37)	Proposed arrivals/departures (10/8)
1700-1800 Existing arrivals/departures (11/61)	Proposed arrivals/departures (10/5)
Daily Total - Existing arrivals/departures (285/305)	Proposed arrivals/departures (87/87)

#### Net Change in Traffic

##### Time

0800-900 Arrivals (-51)	Departures (+11)
0900-1000 Arrivals -30	Departures (-17)
1600-1700 Arrivals -12	Departures (-29)
1700-1800 Arrivals +1	Departures (-56)
Daily Total: Arrivals -198	Departures (-218)

The proposed development is therefore considered to result in a reduction in traffic generation in comparison with the current permitted use of the site.

The junction capacity assessment demonstrates that the junction would operate within capacity.

#### Travel Plan

An interim travel plan has been submitted to reduce reliance on private motor car and promote

sustainable travel. A full travel plan should be secured through a suitable planning condition, including targets and monitoring.

#### Public transport

The nearest bus services are route 331 and route H13. A number of additional buses operate in the surrounding area.

The nearest tube station is Ruislip Station. The station is within the 2km PPG13 walking distance, but is outside the 960m TfL PTAL distance for rail/tube station.

The site location is considered to have good links to public transport and provides real opportunities to use sustainable modes of travel, reducing the reliance on private motor car.

#### Refuse

The proposed access and road layout is suitable for the Council's refuse vehicles to enter the site in a forward gear, manoeuvre within the site and exit in a forward gear.

Refuse collection points are provided for the houses along the Burry Street frontage and with the remainder of the site the refuse collection vehicle can manoeuvre up to/close to the various units. The applicant has offered to provide a management company to move refuse from properties 35 and 36 to the bin storage as the 25m carry distance would be exceeded. This should be covered through a suitable planning condition.

The refuse and recycle storage/collection areas are located within acceptable trundle distance for collection. The development is therefore considered to be acceptable from the refuse collection point of view.

#### Conclusion & Recommendation

No objection is raised on the highways and transportation aspect of the development subject to the above issues being covered by suitable planning conditions and S106 agreement.

Conditions to cover;

1. Sightlines for 46m.
2. Pedestrian visibility splays.
3. Street lighting (grampian style condition)
4. Details of car parking allocation, and disabled spaces
5. Surface water drainage
6. Cycle parking
7. Travel Plan
8. Refuse Management

S106 Agreement to cover;

1. Off site highway works (S278 Agreement).
2. Detail design and construction of access roads within the site to be in accordance with the Council's standards.
3. Bond or undertaking to cover safety and parking remedial measures.

Informative to cover;

## 1. Surface water drainage

### WASTE MANAGER

The dwelling houses should incorporate in their design storage provision for an average of 2 bags of recycling and 2 bags of refuse per week plus 3 garden waste bags every 2 weeks

With respect to flats the plans do indicate bin provision, however the details are very vague. The required ratios is of 1100 litre refuse and recycling bins on a ratio of 1:10 + 1 per waste stream as a minimum no rounding down.

The minimum recommendations for each block for the amount of bins needed are:-

Block A - 3 x 1100 ltr refuse bins and 3 x 1100 ltr recycling bins

Block B - 3 x 1100 ltr refuse bins and 3 x 1100 ltr recycling bins

Block C - 2 x 1100 ltr refuse bins and 2 x 1100 ltr recycling bins

However, I am concerned with the location of the one bin store area that I can see on the plans. I would recommend that each block of flats has its own bin store areas and that they are relocated to the front so that we can gain access to the bins without going over the 10m pulling distance.

The design of the bin chambers on paper at least seems adequate but care should be taken to incorporate the council's standard criteria.

### HOUSING

In principal Housing support the development of this site for housing. Because of its proximity to Ruislip High Street this site was identified as an ideal location for a supported housing scheme for adults with learning disabilities, an identified high priority need in the borough.

Unless the Financial Viability Appraisal (FVA) supports the fact that no affordable housing can be delivered on this site, we would seek our standard requirements.

50% affordable housing calculated on a habitable room basis in this instance:

21 habitable rooms or

4 x 3 bedroom flats 16hb

1 x 2 bed flats 3hb

1 x 1 bed flat 2hb

The tenure of the units to be split on a 70:30 basis in favour of social rented 3 x 3 bed flats and 1 x 2 bed flat as social rent (15hb). 1 x 3 bed flat and 1 x 1 bed flat (6hb) for shared ownership or other intermediate tenure.

4 x 4 bed = 20 HR

3 x 5 bed = 18 HR

The preferred tenure mix would be 70:30 in favour of rented units.

### TREES AND LANDSCAPE OFFICER

There are many trees on and close to the site, and many others in surrounding gardens and open spaces.

Most of the trees on or close to the site are of a size that they are protected by virtue of their location in the Ruislip Conservation Area. Many of the trees have amenity value, due to their visual prominence, screening function and contribution to the arboreal character of the Conservation Area. However, the three trees (Japanese Cherry x2, Tree of Heaven) located behind the hedge at



the front of the site and south of the entrance to it, are in poor condition and/or defective.

With the exception of the three defective trees at the front and two others elsewhere on the site, the existing trees are features of merit, many of which should be retained (for the long-term) as part of the redevelopment of this site (Saved Policy BE38) and therefore constrain the redevelopment of this site. Any scheme should also make provision for additional landscaping to reinforce the existing features and provide new features and/or screening.

41 trees on and close to the site have been surveyed and assessed by the applicants. Their expert finds that there are 10 category B trees and 26 category C trees (according to the BS 5837:2005 categorisation). The proposed scheme involves the loss of 8 category C trees, which would be replaced as part of a comprehensive landscaping scheme.

The scheme has been revised so that it makes provision for the long-term retention of valuable trees (features of merit). The revised scheme also makes provision for the retention of the hedge and the planting of specimen/feature trees in replacement of the three poor quality/defective trees on the Bury Street frontage, in the front gardens of the houses on plots 1-12. The Landscape Masterplan shows that there is scope for a comprehensive landscaping scheme, including tree planting across the site, which includes a green with space for large/feature trees and extensive communal amenity space and landscaping around Blocks A and B.

The scheme should also reserve space/make provision for additional tree planting as part of the landscaping of the site near to the northern and western boundaries, to reinforce the buffer/partial screen of existing vegetation between the site and the adjacent field/Green Belt land, and to provide some low-mid level screening with the site to the north. [Note: This matter has been raised with the applicant. Notes will be added to this advice, if necessary, after the updated Masterplan is received]

The revised scheme has been designed to take account of the trees and other vegetation, including the nearest trees in the rear gardens of the adjacent properties in Sharps Lane, which provide a green buffer/partial screening at/close to the southern boundary of the site. The application includes an assessment of the shade effect of the trees and buildings, which shows that in the Summer (March - October), when all of the trees are in leaf, that the nearest gardens and houses will receive fairly good levels of sunlight. In the Winter (October-March), many of the trees will not be in leaf, but will cast longer shadows of their trunks and branches.

The revised scheme is acceptable, subject to the receipt of satisfactory landscape information and relevant tree/landscape conditions.

Conditions: - TL1, TL2, TL3 [modified to refer to the approved tree protection plan (dwg. no. ASH17062-03A)], TL5 [modified to indicate that the landscaping proposals should be based on the revised Landscape Masterplan], TL6, TL7 and TL21 (method statement) [modified to require an arboricultural method statement, which addresses all demolition and construction issues in relation to trees, and

#### ACCESS OFFICER

The following access observations are provided:

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

REASON: Bays that are not allocated would not guarantee an accessible bay to a disabled

resident. Similarly, a disabled person may not necessarily occupy an accessible home allocated a disabled parking space. Marking bays as disabled parking could lead to targeted hate crime against a disabled person. In the interests of good design the proposed entrance ramp should be avoided.

2. In line with the GLA Wheelchair Housing BPG, the required 6 Wheelchair Home Standard units should be evenly distributed across the whole development.

3. In particular, from the internal face of the front door, the wheelchair standard units should feature an obstruction free area of not less than 1500mm wide and 1800mm to any door or wall opposite.

4. The bathroom design proposed for as flats (exampled on drawing no. F\_PLN\_02, dated 27.11.09) does not meet Lifetime Home Standards. At least one bathroom within every Lifetime Home should provide at least 700mm to one side of the WC, with 1100 mm provided between the front edge of the toilet pan and a door or wall opposite. The internal dimensions of all bathrooms should be reconfigured to allow the above specification to be incorporated.

5. Lifetime Home Standard homes should indicate floor gulley drainage to allow bathrooms to be used as a wet room in future.

6. Lifetime Home Standard dwelling houses should indicate the location of a future through-ceiling wheelchair lift; the detail of which should be specified technically on plan.

Comment: These issues have been addressed in the amended plans.

## **7. MAIN PLANNING ISSUES**

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

Policy LE4 relates to the loss of employment land outside identified Industrial and Business Areas and seeks to protect such employment land unless one or more of the following criteria can be satisfied:

1. The existing use seriously affects amenity, through disturbance to neighbours, visual intrusion, or an adverse impact on the character of the area;
2. The site is unsuitable for industrial or similar redevelopment due to its size, shape, location or lack of vehicular access;
3. There is no realistic prospect of the land being used for industrial, warehousing or employment generating land uses in the future.
4. The proposed use is in accordance with the Council's regeneration policies.

In order to demonstrate compliance with Policy LE4, any application should be supported by documentation demonstrating that the site is surplus to employment requirements.

London Plan 2008 policies on the loss of industrial type land are also relevant.

The site has been substantially vacant for a number of years and, until recently, only occupied and in use by a skeleton staff. The applicant has therefore sought to demonstrate that the site is surplus to employment requirements by a survey of employment land, illustrating that adequate alternative supply exists elsewhere in the Borough.

In terms of satisfying criteria 1 and 2 of Policy LE4, which relate to the impact of the current use on surrounding residential properties and its suitability for industrial redevelopment, the applicants have submitted that information from the previous occupiers suggest that in the past, there were complaints from adjoining houses in Sharps Lane about the noise generated from the industrial uses on the site. This, the applicants submit, was confirmed by surrounding residents during the course of their public

consultation exercise. The proximity of the site to residential properties will limit the nature of uses that could operate on site without adversely affecting the amenity of surrounding properties. Without any planning control over operation times, its suitability for industrial redevelopment is severely limited and the existing use has the potential to adversely affect the amenity of neighbouring properties.

In order to demonstrate that there is no realistic prospect of the land being used for industrial and warehousing purposes in the future (criterion iii), the applicants have submitted an employment study. It specifically assesses the types of companies that would look to locate to the site and the alternative supply of this type of employment land in the area. In addition, the report outlines the results of the marketing exercise undertaken in relation to the site since October 2007.

The submitted study builds upon the Council's Borough wide Employment Land Study published in July 2009. The Report states that the site operates in competition with other sites along the A40 corridor, which is dominated by the Greenford and Park Royal sub-markets, which typically provide accommodation for a large number of logistics/distribution and food preparation/distribution companies. The existing level of supply, identified within the report, far outweighs the current and projected demand levels. Furthermore, the sites that are currently vacant benefit from superior communications and have better site configurations than Bury Street and as such would provide a greater chance to deliver viable development/occupation (criterion 2).

The report goes on to outline that the accommodation on the Bury Street site specifically relates to the operations of the former occupier, which dramatically limits the potential occupier demand. Much of the accommodation is outdated and requires substantial upgrading to meet production demands. This low level of interest is borne out by the marketing exercise that was undertaken which produced only 11 enquiries for industrial/warehousing uses out of a total of 148. These were unsuitable because the 11 enquiries required the use of only very small floor areas on a portion of the site.

The marketing exercise identified 121 enquiries from residential occupiers which represented over 80% of developer interest. There was, however, some interest from employment generating uses such as for residential care homes and car showrooms. The characteristics of the site and surrounding area led in large part to these uses being discounted. The site lies within the Ruislip Village Conservation Area, with surrounding development being typically 2 storey residential. The requirements of residential care operators are typically for buildings which have large bulk, massing and footprint, which would conflict with the character of the conservation area.

The potential for the site to accommodate a car showroom was similarly discounted on design grounds as such a use would seek key frontage along Bury Street and would be to the detriment of the overall appearance of any proposal.

The report also demonstrates that the proposals would satisfy the suggested release criteria set out in the Council's Employment Study, as the criteria predominantly mirrors that of guidance set out by Policy LE4, although the former does not carry the material weight of development plan policies.

In summary, the report supports the findings of the Council's employment study by demonstrating that there is sufficient supply of employment land in the local area to meet forecasted demand. This is supported by the marketing exercise which demonstrates that there is very limited interest for this type of industrial floor space in this location. The

report demonstrates that there is no realistic prospect for industrial/warehouse uses to operate on this site, in accordance with criterion (iii) of Policy LE4. As such, it is considered that a change of use to residential for the application site is acceptable in principle, subject to other policies in the Development Plan.

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

From a strategic land use planning viewpoint, the Government's land use planning policy is outlined in National Planning Policy guidance. This is reflected in the Mayor's London Plan, which provides planning policy at the regional level. On matters of density of housing, the Mayor's London Plan supercedes the Adopted Unitary Development Plan for Hillingdon.

The Mayor's London Plan seeks to accommodate demand for housing growth through maximising the density of development on previously development land. This is done with reference to density guidance to guide the extent of development that might be acceptable on individual sites.

Policy 3A.3 of the London Plan advises that Boroughs should ensure that development proposals achieve the highest possible intensity of use compatible with local context and the site's public transport accessibility. The London Plan provides a density matrix to establish a strategic framework for appropriate densities at different locations.

The site has a PTAL of 1b and is located within a suburban setting (although the applicants consider a PTAL of 2 more accurately reflects the site's accessibility level). For a PTAL of 1, the London Plan provides for a residential density range between 35-55 u/ha at an average of 3.8-4.6 hr/unit, or 150-200 hr/ha. For a PTAL of 2, the London Plan provides for a residential density range between 35 5 u/ha at an average of 3.8-4.6 hr/unit, or 150-250 hr/ha.

The scheme provides for a residential density of 53 u/ha or 186 hr/ha, at an average of 3.5 hr/unit. The proposal therefore falls well within the density parameters of the London Plan for units per hectare and habitable rooms per hectare in a suburban setting.

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 Conservation Area constraints of this site. These issues are dealt with elsewhere in the report.

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

This site is located within an Archaeological Priority Area and lies within the Ruislip Village Conservation Area, the latter including a number of listed buildings and a Scheduled Ancient Monument. The site is close to the Grade 2 listed Ruislip Manor House and Old Barn site.

### **ARCHAEOLOGY**

Policy BE1 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. Policy BE2 relates to Scheduled ancient monuments. It states that scheduled ancient monuments and their setting will be preserved. 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 has been subject to an archaeological evaluation in March 2008, in order to establish if there were elements of the medieval earthwork encircling Ruislip Manor, which would have warranted preservation in-situ. The evaluation did not find remains of this earthwork, but did recover remains of occupation and buildings dating from the 11th Century onwards. Only the front of the site was subject to investigation due to access reasons and further remains may well be located elsewhere on the site, subject to truncation.

English Heritage has recommended that a scheme of further archaeological evaluation trenching be undertaken to the rear of the site to fully establish the extent of archaeological remains throughout the site. Following this second phase of evaluation trenching, a programme of mitigation work (archaeological excavation) will be undertaken. The full scope of the mitigation excavation will be defined once the second phase of evaluation trenching has been completed. English Heritage has confirmed that any further evaluation or mitigation archaeological work should be undertaken following demolition of the superstructures of the existing buildings. This is secured by condition. It is considered that provided the evaluation and any requirements for mitigation are implemented, the archaeological position of the site will be safeguarded, in accordance with relevant UDP Saved Policies.

#### IMPACT ON THE CONSERVATION AREA

Policy BE4 states that new development within or on the fringes of conservation areas will be expected to preserve or enhance the features, which contribute to the Conservation Area's special architectural or visual qualities. This would include the existing vegetation along the Bury Street frontage.

In addition, Saved Policies BE13 and BE19 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 4B.1 sets out a series of overarching design principles for development in London and policy 4B.2 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 4B, London Plan policies relating to density (3A.3) and sustainable design and construction (4A.3) are also relevant.

The site is located within the Ruislip Conservation Area, which was designated in 1969. In 2009, the Conservation Area, which originally only included the medieval village centre, was extended to include the later residential suburbs to the west and south and all of the High Street. The site is also within the vicinity of a cluster of listed and scheduled monuments (including the Ruislip Motte and Bailey and associated barn buildings) located to the east of Bury Street. The site is the only large industrial use and the only sizable potential development site within the Conservation Area. However, the business has recently relocated and the site is vacant.

The Conservation Area is predominantly residential in terms of use and the housing stock comprises mostly privately owned, single family dwellings. There are, however, a number of purpose built blocks of flats, the most recent of which are on Kingsend. There are also modern flats on Regency Drive and purpose built apartments over many of the shops on the High Street. However the general character of the residential areas of the Ruislip Village Conservation Area is one of traditional two storey houses, predominantly detached and semi-detached, with good sized front and rear gardens. The properties immediately adjacent to the site are varied in date and style. Towards the original village core, to the

south of the site, the houses tend to be become smaller and more closely grouped than the more generous, later 1930s suburban developments. It is not unusual for these cottages, such as those at Sharps Lane, to have small front gardens. There are 1930s houses directly opposite the site on the Bury Street frontage and also on the roads to the south west.

In terms of the built form and general layout of the area, the Ruislip Village Conservation Area varies in character. There is the early village core, containing the oldest and most historically significant buildings and spaces; the High Street, a densely developed street running north-south from the old village to the station and the residential areas to the west of the High Street, which were originally developed in the Garden Suburb tradition and contain buildings of generally good architectural quality, set in large, mature gardens. Sharps Lane for instance has a spacious, green and leafy appearance. This is very much as a result of the influence of the Garden Suburb tradition on the development plans of the original owners, Kings College.

The application site lies within the earliest part of Ruislip, which contains the core of the original village. The streetscape within this part of the Conservation Area is very mixed. Where houses exist, they have moderate to small front gardens, defined by low boundary walls and hedges. The area still appears very much as a village with a distinct rural character. This is derived from the type and scale of the buildings and the quality of the open spaces associated with them. These are the Manor Farm complex, St Martins Church and the adjacent, smaller scale buildings which form distinctive groups to the north of the High Street. Bury Street comprises a variety of residential buildings, mostly dating from the 1920s onwards. Whilst these are fairly standard in their design and materials, they are nevertheless, of good quality and contribute to the genteel character of the area.

The Heritage Statement, submitted as part of the application notes that the area is typified by 20th century dwellings set out in pairs. The Design and Access Statement notes that the proposed buildings respond to the current large footprints on the site and form a well defined background. It also notes that the area has been "punctuated" by larger buildings such as schools, the Manor Farm etc.

Whilst these observations are factually correct, it is noted that the 20th century development of the area was undertaken very much on Garden Suburb principles and after 1914, within the strict framework of the Ruislip-Northwood Urban District Council Plan, which incorporated these ideals. This has given the more recent areas, a very distinct and spacious character. The densely developed area is in fact the early village core, whilst the later, more suburban areas, which were developed around this, have quite a distinctly different character.

With regard to the existing buildings on the site and their relevance to the new development, it is acknowledged that these relatively modern industrial buildings and, in contrast to most of this area, have a large footprint and include a three storey purpose built office building. However these buildings, which are not considered to be of any particular architectural merit in their own right, are considered to be an incongruous addition to the conservation area in terms of scale and height, and are highly visible from the open spaces to the north and west of the site. The Conservation Officer considers that none of the buildings, which are of varied age and design, have any real architectural or historic interest, are an incongruous element within the Conservation Area and detract from it. As such, they should not be seen to provide a bench mark for the scale of the new development. Whilst the Conservation Area does have a number of larger public

buildings, large scale flatted development are in fact relatively few and where they exist, tend to be very noticeable given the scale and density of the wider context.

With regard to the scale and massing of the individual elements of the scheme, the two, 3 storey blocks of flats, which represent the tallest elements of the proposals, are located to the rear of the site, where the ground level is lower, and as such, will largely be obscured from view when seen from the public highway. These blocks (A and B) have been reduced in height and their silhouettes changed to provide a more traditional and domestic roof form. Whilst still tall compared with the existing houses that surround the site, the Conservation Officer considers that their impact on the overall appearance of the Conservation Area is an improvement on the current situation, where the unsightly, over large office and industrial blocks dominate views into the site from the north and west.

Whilst the new blocks would be slightly taller than the existing structures at their apex, overall their footprint is smaller and more focussed than those of the existing buildings. Block B is set away from the boundary and sits behind the bulk of the youth centre building. The additional screening and planting along the boundaries should soften the impact of the new blocks on the longer open views into the site and screen the undercroft parking in the case of block B.

The remaining built form within the proposed development will be in the form of two storey semi detached dwellings, with rooms in the roof space along the site's perimeter and within the centre of the site, specifically to the east along Bury Street and along the southern boundary. The building heights have been restricted to two and a half storeys on perimeters with existing neighbours to protect residential amenity.

The proposed dwellings would be of a similar scale and mass to those houses along Bury Street and Sharps Lane referred to above. Each house will be provided with a private rear garden. The materials reflect those used in nearby buildings. The majority of the development would therefore reflect the predominantly residential character of the area which is typically made up of interwar semi-detached housing.

It is noted that this proposal is a revised version of the originally submitted scheme and features a reduced number of units from 83 to 66 and the removal of one of the blocks. This has resulted in adjustments to the layout, including a reduction in surface car parking and increased amounts/reconfiguration of communal amenity space. These changes also allow for improvements for the outlook from some of the blocks of flats.

The Conservation Officer considers that the revised scheme has resulted in significant improvements being made and addresses previous concerns regarding the density of the scheme, the compact layout, the lack of amenity space, permeability, flexibility and character. The central open space is considered to be a welcome feature and has the potential to form an attractive focus for the scheme. The layout of predominantly two storey semi-detached houses reflects the overall character of the area. Whilst it is acknowledged that the layout is tighter than the garden suburb inspired semis that characterise much of the adjacent residential area, the layout responds well to the smaller scale of the older properties that form the core of the old village centre. All of the proposed houses on the Bury Street frontage have gardens to the front (a feature of the area) and the other properties have areas of frontage planting that would soften their appearance and make them appear less urban.

The density, massing and the overall building height of 2-3 storeys, with a mixture of heights is considered to be appropriate and well balanced for the site, and to harmonise

with the surrounding context. The more permeable layout and the variety of public and private open spaces, landscape character, size, use and character is considered to provide a robust, flexible and sustainable living environment.

In terms of access, there are limited connections out of the development, due to the constrained nature of the site, with the only vehicular and pedestrian access off Bury Street. However, the internal estate roads include traffic calming features and the layout provides a legible and logical structure of pedestrian and vehicular routes. Car parking is provided throughout the site, in most instances well situated in modestly sized parking courts, which are screened from the main road and pavement.

With regard to materials and detailed design, the predominant building materials found within this part of the Conservation Area are red and yellow stock brick, together with painted pebbledash and render. Stained weatherboarding is also found on some of the older buildings. Roofs are predominantly of plain clay tiles, although some of the Victorian buildings and also the refurbished workshops at the Manor Farm have grey slate roofs. The Urban Design/Conservation Officer considers that the design of the individual buildings has been carefully considered by the architects. However more detailed information on the materials and finishes of the buildings will need to be provided. These could be covered by conditions requiring the submission of samples where appropriate.

Overall, it is considered that the scheme will introduce a built form that is more appropriate to its Conservation Area context and will improve the townscape character of the area, by removing redundant and degraded commercial buildings. Several views of the site will be improved by the scheme, including those from the neighbouring Green Belt. Given the reduction in the built form, the gaps created between the individual elements and the introduction of areas of soft landscaping, the feeling of openness and site permeability will be enhanced. It is considered that the scheme will transform the redundant industrial estate with almost 100% site coverage of buildings and hard surfaces, which has a limited relationship to the streetscape and its context, to one of high quality built form, albeit with a higher density, compared to the surrounding area. The scheme is therefore considered to comply with the aims of Saved Policies BE4, BE13 and BE19 of the Unitary Development Plan.

#### LISTED BUILDINGS

The application site falls on the edge of the medieval village, which forms the core of the Conservation Area. This includes Ruislip Manor Farm, St. Martin's Church and the buildings immediately surrounding them. This area contains a number of early timber framed listed buildings and Locally Listed buildings. Many unlisted buildings within the area also make a positive contribution to its appearance. Centred at the meeting of ancient routes, the area includes some of the most historically important buildings and spaces within the Borough.

Policy BE10 states that development proposals should not be detrimental to the setting of a listed building. This includes views to listed buildings (i.e., the Manor Farm House located to the north east of the site). Any development would therefore be expected to address these matters.

The timber framed Grade II listed Old Mill House (No.25 Bury Street), a former farm house dating from the seventeenth century, directly abuts the southern boundary of the site. The part of the building closest to the road was once a barn and is partially weather boarded. It includes a barn which is set at a right angle to the road and although its main



elevation fronts Bury Street, it has a secondary elevation that looks across the site and is clearly visible from the entrance to it. The site also skirts the rear garden of the listed building and while there is tree screening on the boundary, there are views towards and from the listed building.

In terms of the set back of the proposed houses adjacent to the Old Mill House on the Bury Street frontage, there is now a gap of nearly 8m between the proposed and existing on the frontage. The proposed houses also sit approximately 1m behind the rear gable of the Old Mill House. As such, it is considered that the new houses would not dominate views of the listed building. This is an improvement on the current situation where the industrial buildings do impinge (even though the nearest is only single storey behind the front parapet) on the setting of the historic building.

The Conservation Officer considers the relationship of Plots 11 and 12 to the Old Mill House acceptable in terms of impact on the setting of the listed building. The change in the roof form of the new houses, reducing the size of the gable end wall adjacent to the Old Mill, is considered to be an improvement.

In terms of the wider impact of the scheme and in particular, on views from the Manor Farm Barn courtyard, the development would not be readily visible from this listed building, apart from some possible fleeting views of the apex of the apartment block roofs through gaps between the houses on Bury Street. It is therefore considered that the scheme would not be detrimental to the setting of the nearby listed buildings, in accordance with Saved Policy BE10 of the UDP.

#### **7.04 Airport safeguarding**

The proposed development does not exceed the relevant height restrictions. No wind turbines are proposed within the development.

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

Saved Policy OL5 of the UDP is relevant to this development, given the close proximity of the site to land designated as Green Belt. Under the terms of the policy, the intensification of a site in or conspicuous from the Green Belt may collectively injure the visual amenities of the countryside.

The application site is bounded to the west by the Green Belt. In considering whether there would be any resultant material harm to the Green Belt, it is important to have regard to the substantial amount of development already in existence on the application site. The buildings which form the existing industrial complex are of a substantial size, both in terms of bulk and footprint. The existing commercial buildings, particularly the 3 storey office building, (the latter having been approved in 1973), are quite clearly visible from the adjoining Green Belt, through the existing patchy boundary vegetation. The presence of these buildings over many years has itself brought about a change to the character of this edge of the Green Belt.

The proposal will considerably reduce the footprint of built development on the site and provide for an enhanced landscape buffer on the western boundary with the adjoining Green Belt. In particular, Block A would be set back from the western Green Belt site boundary by an average of 10.5 m, whilst Block B would be approximately 16 metres from that boundary at its closest point. It is noted that the existing three storey industrial building is only 8 metres from the Green Belt boundary.

Blocks A and B have been reduced from 4 to 3 storeys in order to reduce the scale and massing of these buildings, thereby reducing the visual impact from the Green Belt. In

addition, the amenity space around the blocks has been enlarged and a green buffer introduced to the rear of the blocks, to soften the boundaries of the development with the Green Belt. There is the potential to add more trees and enhance the hedge on the western boundary, to provide additional screening to Block A.

It is considered that, given the careful siting, design and landscaping, the proposal would not be materially more damaging in its effect on the Green Belt than that which currently exists, nor would the integrity of the Green Belt be threatened. Clearly the impact would have been far greater, had the site not already been developed intensively. It is considered that the proposal represents an improvement on the current situation, reducing the bulk of the built form when viewed from the adjoining Green Belt land and enhancing the site's visual permeability. Subject to appropriate landscaping along the western boundary, it is considered that the scheme would not adversely affect the openness of adjoining Green Belt land, in accordance with Saved Policy OL5 of the UDP.

#### **7.06 Environmental Impact**

The following documents were submitted with the application in relation to land contamination:

- Phase II Site Investigation, (May 2008)
- Letter dated 17 September 2009 indicating the findings of the report are up to date

As the site has been identified to have had a former Ministry of defence (MoD) use and the most recent site use included the use of small amounts of radioactive substances, precautionary scanning for alpha, beta and gamma radiation was undertaken at the sampling locations after the hard standing was removed. The Site Investigation Report indicates that radiation was not found above background levels. The areas investigated, largely appeared to be uncontaminated. However, the Environmental Protection Unit recommends that further ground investigation work may be necessary, once areas covered by buildings and hard standing are removed. Further consideration of possible radioactive contamination may be necessary due to the possible uncontrolled use of radioactive materials at the site historically, as information on past practices is lacking.

Groundwater was encountered at quite a shallow depth in most boreholes and was also tested. The chemicals found are not considered to present a human health risk to the site or adjacent site and it has been assumed they are unlikely to present a risk to nearby surface water. The report indicates the Environment Agency needs to be consulted about whether further groundwater monitoring and risk assessment is necessary. This view is endorsed by the Council's Environmental Protection Unit.

Ground gas monitoring was undertaken on one occasion on the 19 March 2008. Due to the low gas flow rates, risk from ground gas was considered low. However, it was also noted that a sufficient number of monitoring rounds had not been undertaken in different atmospheric conditions to better determine the gas risk at the site. The Environmental Protection Unit therefore recommends that further gas monitoring work is required to adequately characterise the potential ground gas issues and calculate the gas screening value. The results may then also need to be considered against the type of building and foundations proposed for specific areas, to determine if gas protection measures are required.

Further information on the derivation of the risk assessment criteria and how this will be applied at the site has been recommended by the Environmental Protection Unit, which advises that consideration needs to be given to aesthetics, where contamination may be apparent at levels at or slightly below the derived criteria. Information is also needed on

the standards used for any imported soils used in garden and landscaped areas. The unit further advises that detailed remediation proposals will be required in due course, which need to take into consideration the proposed site layout.

A condition is therefore recommended requiring all relevant information is to be submitted and further investigation is carried out if necessary. Appropriate remediation proposals and verification information to demonstrate the necessary remedial works have been carried out will need to be provided in due course to satisfy the condition.

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

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

This issue has been dealt with at Section 7.03 of the report.

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

##### OUTLOOK

Policy BE21 of the Unitary Development Plan Saved Policies September 2007 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 Council's Supplementary Planning Document HDAS: Residential Layouts states that where a two or more storey building abuts a property or its garden, adequate distance should be maintained to overcome possible over domination. The distance provided will be dependent on the bulk and size of the building but generally 15m would be the minimum acceptable separation distance.

The closest residential properties in Sharps Lane to the south would be over 65 metres away, whilst separation distances averaging 45 metres would be maintained to the properties on the opposite side of Bury Street. No impact in terms of overdominance would therefore occur to these surrounding properties.

With regard to the relationship between No.25 Bury Street, which directly abuts the site, a distance of approximately 8 metres is maintained between the flank walls of the nearest proposed unit (plot 12). Although the nearest pair of semi detached dwellings (plots 11 and 12) is slightly taller than the existing factory building, it is considered that the modulation of the proposed frontage and overall smaller footprints of the new build are a significant improvement on the current situation, given that the existing industrial building, which sits close to the boundary with No.25 Bury Street extends some 60 metres to the rear of that property. The houses on plots 11 and 12 are set well back from the frontage and sit to the rear of No 25 Bury Street. In addition, the roof form of the pair of semis has been amended to be slightly hipped, to soften the overall shape of the first pair of houses, which would further improve on their relationship with the listed building.

##### PRIVACY

Policy BE24 states that the development should be designed to protect the privacy of future occupiers and their neighbours. The Council's Supplementary Planning Document HDAS: Residential Layouts also provides further guidance in respect of privacy, stating that adequate distance should be maintained to any area from which overlooking may occur. In particular, that the distance between habitable room windows should not be less than 21 metres distance. The Council's HDAS at paragraph 4.12 states that 'new

residential development should be designed so as to ensure adequate privacy for its occupants and that of the adjoining residential property from windows above ground floor, an angle of 45 degrees each side of the normal is assumed in determining facing, overlooking distances'. This requirement has been adhered to so as to respect the residential amenity of existing residents.

Given the design and layout of the proposed units and apartment blocks and their distance to adjacent properties in Sharps Lane and on the opposite side of Bury Street, it is considered unlikely that this would result in unacceptable impacts in relation to loss of privacy.

With regard to the relationship between the proposed units fronting Bury Street and No.25 Bury Street, there are no flank windows on the proposed units and the proposed front facing windows in these units would be at right angles to the north facing window of No.25. It is therefore not considered that the development would not cause loss of privacy to adjoining occupiers, in accordance with Policy BE24 of the UDP Saved Policies September 2007.

#### SUNLIGHT/DAYLIGHT

Policy BE20 of the Unitary Development Plan Saved Policies September 2007 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. It is considered that the proposed units would be sited to avoid any undue loss of light to adjoining properties.

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

Policy BE23 of the Unitary Development Plan Saved Policies September 2007 requires the provision of external amenity space which is sufficient to protect the amenity of the development and surrounding buildings and which is usable in terms of its shape and siting, for future occupiers. For one bedroom flats a minimum 20m<sup>2</sup> per unit should be provided, for two bedroom flats a minimum of 25m<sup>2</sup> per unit should be provided. In accordance with this standard, a total of 720m<sup>2</sup> of communal amenity space is required.

The application identifies two communal amenity areas at the rear of the site comprising the central area, measuring 882m<sup>2</sup> and the area between blocks A and B and behind block A measuring 510sqm, totalling 1,392 m<sup>2</sup>. In addition 120m<sup>2</sup> of individual balcony space has been provided to a majority of the flats. This level of amenity space provision is over twice the minimum guidelines in HDAS for the flats. Any future landscaping scheme could also incorporate low hedge borders around each of the ground floor level patio areas, which allows the demarcation between private and communal amenity areas.

With regard to the private gardens to the houses, these all meet and in most cases exceed the minimum amenity space standards for 3 and 4 bedroom dwellings.

Policy R1 states that where development is proposed in or near an area deficient in recreational open space, the Local Planning Authority may require developers to provide publicly accessible recreational open space, including children's play space, appropriate to the scale and type of development to serve an area of identified deficiency. The scheme provides for a centrally located children's play area, the details of which are secured by condition. In addition, the applicant has agreed to provide a financial contribution of £57,000 towards public open space provision.

In terms of outlook for future residents, Policy BE21 of the Unitary Development Plan Saved Policies seek to ensure that new development would not have a significant loss of residential amenity, by reason of the siting, bulk and proximity of new buildings. In this regard, it is considered that the proposed layout would provide a high standard of amenity for future occupiers. The layout provides space around the flat blocks and ensures that there is adequate separation between the blocks and surrounding car parking spaces serving these buildings. This will result in a satisfactory outlook from the proposed units in these blocks and reduce the potential for nuisance and disturbance to the future occupiers. As such, the development is considered to be consistent with relevant design guidance and Saved Policies BE21 and OE1 of the UDP.

All of the units would benefit from an acceptable level of privacy and light, in compliance with the Council's standards given in The Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts.

In terms of internal space standards and the quality of accommodation provided, the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts requires all new residential units to be built to lifetime home standards and 10% of units designed to wheelchair accessible standards. Further guidance is also provided on floor space standards for new residential development to ensure sound environmental conditions are provided on site. As a guide, the recommended minimum standards for studio apartments are 33sqm, 1 bedroom flats is 50sqm, two bedroom flats 67sqm, 81sq m for 3 bedroom houses and 92sqm for 4 bedroom houses.

The development achieves and in some cases exceeds HDAS recommended floor space standards for all of the units. The applicants have also confirmed that Lifetime Home standards will be met for all the units. In addition, 9 of the units will be designed to full wheelchair accessible standards. It is therefore considered that these units would result in good internal living environment for future occupiers.

Noise, air quality and land contamination issues which are dealt with elsewhere in this report can be addressed by way of conditions.

Overall, it is considered that the application proposals meet with the aims and objectives of the Council's SPD and would provide good living conditions for all of the proposed units, in accordance with Policies BE20, BE23, BE24, OE1 and OE5 of the UDP Saved Policies and the SPD's HDAS: Residential Layouts and Accessible Hillingdon and the provisions of the London Plan.

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

A Transport Assessment has been submitted as part of the application dealing with access, parking, traffic generation and public transport issues.

##### **Access**

The proposed development is to be accessed from Bury Street from the east with a new single access forming a priority junction. The proposed access will be located some 7 metres south of the existing access. This would provide greater separation to the existing mature tree immediately adjacent to the access and also greater separation between the access and the bus stop on the western side of Bury Street. The Highway Engineer considers that the proposed access arrangement is an improvement from a highway safety point of view. The proposed off site highway works are to be secured by way of a S278 Agreement.

Waiting restrictions in the form of double yellow lines are proposed at both sides of the access, extending north up to the bus stop and along the site frontage to the southeast, to restrict parked vehicles interfering with the drivers sightlines. The highway Engineer advises that the extent of the double yellow lines to the southeast may need to be adjusted at the implementation stage, but this can be covered through a S278 Agreement. The provision of the requisite 46m sightlines on both sides of the access and pedestrian visibility splays can be covered through conditions.

In terms of pedestrian access, the original scheme showed two sub-standard footways, neither of which complied with the DDA requirements under normal conditions. The scheme has been amended to provide a wider footway width on one side (south-eastern side), which will provide a more comfortable pedestrian route for people to pass each other, for wheelchair users and people with push chairs etc. It would also be DDA compliant. A 0.9m-1m amenity strip between the carriageway and the properties on the other side of the footway has been provided, leaving an adequate carriageway width for large vehicles to comfortably pass each other.

The access layout is adequate for two vehicles to pass each other and for the Council's refuse vehicles. Detail design and construction of the access including buff tactile paving would be through a S278 Agreement.

Further in to the site, the perimeter service road on the north, west and east sides of the site has been deleted and a new road layout provided, branching out into two separate arms from the single access road. Footways, footpaths and crossing points are proposed for pedestrians and the roads would be suitable for two vehicles to pass each other. The roads within the site are not offered for adoption. However, in order to achieve a high standard of design and construction, the Highway Engineer recommends that these roads are constructed in accordance with the Council's standards. This could be covered through a S106 Agreement, including the costs of detail design review and site inspection to be covered by the developer. The Highway Engineer also recommends that street lighting within the site should be provided in accordance with the current British Standards. This has been covered by a condition.

Subject to the implementation of these measures it is considered that adequate vehicular access to the site can be provided, in compliance with Saved Policy AM7 of the UDP.

#### Traffic generation

In order to assess the vehicular traffic generated from the existing site and the potential vehicular traffic generated from the proposed development, the industry standard TRICS and TRAVL databases have been interrogated. Trip rates for the typical morning (0800-0900) and evening (1700-1800) peak traffic hours, and an hour after the morning peak and an hour before the evening peak have been extracted. The Highway Engineer advises that having analysed the data, the proposed development is considered to result in a reduction in traffic generation, in comparison with the site's current permitted use. In addition, the junction capacity assessment demonstrates that the junction would operate within capacity. It is therefore considered unlikely that traffic generated by the development will have an adverse impact on the highway network.

#### Parking

The Council's standards allow for a maximum provision of 2 spaces per dwelling and 1.5 spaces per flat, a total of 117 spaces in this case. The application proposes a total of 101 parking spaces, including 9 spaces for people with a disability. The level of parking provision equates to 2 parking spaces for all but one of the dwellings and one parking space for each flat. This does not exceed the maximum London Plan and Council standards and the Highway Engineer considers that this level of provision is acceptable.

Parking allocation for specific units has been shown on a plan. The tandem parking has only been provided where the spaces relate to the same unit. A condition is recommended to ensure compliance.

A disabled parking space is to be allocated to each of the wheelchair accessible units. 9 spaces in total are to be located as close as possible to the wheelchair units. This level of provision is slightly less than the Council's requirement of 10% disabled parking spaces. However the Highway Engineer considers that the disabled parking provision for the site is acceptable in this case. If needed, the site has adequate space to accommodate additional disabled bays. Details of the on site car parking including disabled spaces and allocation have been covered through a suitable planning condition.

One secure cycle space is proposed for each of the flats, while cycle storage for the houses will be in their rear gardens. This level meets TfL and Council cycle parking standards. Details of the cycle storage can be secured by condition, in the event of an approval.

Notwithstanding the above, it is noted that concerns have been raised by local residents regarding the congested parking situation in Bury Street between Sharps Lane and Pinn Way. Residents are concerned that proposed development could have an adverse effect on this already congested parking situation, particularly due to visitors parking on-street. In addition, on-street parking close to the site's access could have an adverse effect on sightlines and vehicle manoeuvrability and would narrow the carriageway width, particularly where the bus stops are located, interfering with the free flow of traffic. In order to address any potential parking overspill or highway safety problems in the surrounding roads, the Highway Engineer recommends that the applicants provide a bond of £25,000 to cover the costs of any parking and safety remedial measures, or an undertaking should be secured that if deemed necessary by the Council, the developer will submit a parking and safety improvement study and implement the works agreed by the Council.

Subject to the above conditions and planning obligation, it is considered that the application would satisfactorily address parking issues in compliance with UDP Saved Policies AM9, AM14 and AM15.

#### Travel Plan

An interim travel plan has been submitted to reduce reliance on private motor car and promote sustainable travel. The site location is considered to have reasonable links to public transport and provides real opportunities to use sustainable modes of travel. The submitted interim documentation is considered satisfactory, but a full self contained Travel Plan is required, which would require additional information, including targets and monitoring. A full travel plan could be secured through a suitable planning condition, in the event of an approval.

Overall, the Highway Engineer raises no objection to the highways and transportation

aspect of the development subject to the above issues being covered by suitable planning conditions and a S106/278 agreement.

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

In terms of the mix of units, Policy H4 states that, wherever practicable, new residential developments should have a mix of housing units of different sizes, including units of one or two bedrooms. Policy H5 states that the Council will encourage the provision of dwellings suitable for large families.

A mixture of 1 and 2 bedroom apartments and 3 and 4 bedroom houses is proposed and this mix of units is considered appropriate for the development.

The Metropolitan Police Crime Prevention Officer raises no objections subject to the scheme achieving Secure by Design accreditation and the provision of CCTV to the parking areas.

In addition, specific advice is provided which should be incorporated into the detailed design and layout of the scheme. This advice can be conveyed to the applicant by way of an informative.

#### **7.12 Disabled access**

HDAS was adopted on the 20th December 2005 and requires all new residential units to be built to lifetime home standards and 10% of units designed to wheelchair accessible standards. Further guidance is also provided on floor space standards for new residential development to ensure sound environmental conditions are provided on site. As a guide, the recommended minimum standard for 1 bedroom flats is 50sqm and 63sqm for 2 bedroom flats. Where balconies are provided, the floor space of the balconies can be deducted from these standards, up to a maximum of 5sqm. Additional floor space would be required for wheelchair units. Policy 4B.5 of the London Plan expects all future development to meet the highest standard of accessibility and inclusion. This together with the Mayor's Supplementary Planning Guidance 'Accessible London: achieving an inclusive environment' underpins the principles of inclusive design and the aim to achieve an accessible and inclusive environment consistently across London.

The submitted plans and documentation, including the planning statement and design and access statement indicate that the development achieves HDAS recommended floor space standards and that Lifetime Home Standards could be met for these units in terms of size.

Plots 2, 5, 9, 11, 12, 16 and 17 have been identified as wheelchair compliant houses. This achieves a total of 7 units. The positions of the units have been chosen so that they are in close proximity to the access to the site and also in locations where it was possible to accommodate the wheelchair parking space in close proximity to the home. In addition, a wheelchair unit has been accommodated in each of the apartment buildings therefore providing a total of 7 houses and 2 flats. It is considered that the Wheelchair Home Standard units have been evenly distributed across the whole development.

The access officer raised a number of initial concerns regarding the internal layout of the proposed units and these have been addressed in the revised plans. In all houses the ground floor bathrooms and the principle en-suite bathrooms fulfil the requirements of Lifetime Homes standards. In all houses, ground floor bathrooms show a floor gully on the plans. In principle en-suite bathrooms to houses a capped gully is to be provided under the bath, suitable for adaptation to a wet room or for the installation of an accessible shower tray. This is also the case with the bathrooms to all flats. In addition, for



the wheelchair housing, future lift access has been provided to the principle bedroom and principle en-suite in compliance with Lifetime Homes criteria. Any outstanding issues can be secured by condition. Overall, the proposal is considered to be in accordance with London Plan Policies 3A.5 and 4B.5 and the Hillingdon Design and Accessibility Statement (HDAS) Accessible Hillingdon.

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

London Plan Policy 3A.10 requires borough councils to seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mix use schemes. In doing so, each council should have regard to its own overall target for the amount of affordable housing provision. Policy 3A.9 states that such targets should be based on an assessment of regional and local housing need and a realistic assessment of supply, and should take account of the London Plan strategic target that 35% of housing should be social and 15% intermediate provision, and of the promotion of mixed and balanced communities. In addition, Policy 3A.10 encourages councils to have regard to the need to encourage rather than restrain residential development and to the individual circumstances of the site. Targets should be applied flexibly, taking account of individual site costs, the availability of public subsidy and other scheme requirements. Policy 3A.10 is supported by paragraph 3.52, which urges borough councils to take account of economic viability when estimating the appropriate amount of affordable provision. The 'Three Dragons' development control tool kit is recommended for this purpose. The results of a tool kit appraisal might need to be independently verified.

Where borough councils have not yet set overall targets as required by Policy 3A.9, they should have regard to the overall London Plan targets. It may be appropriate to consider emerging policies, but the weight that can be attached to these will depend on the extent to which they have been consulted on or tested by public examination.

The London Borough of Hillingdon Affordable Housing SPD (May 2006) seeks to secure a minimum of 50% affordable housing on new build schemes that contain 15 units or more. This should then be split in 70% social rented and 30% shared ownership/intermediate housing. The Council's Planning Obligations SPD (July 2008), together with the London Plan Consolidation (2008) supersedes these requirements and schemes with 10 units or more shall secure 50% affordable housing.

In this case, the applicant is not offering any affordable housing. The applicant has submitted a financial appraisal (Three Dragon's toolkit), to demonstrate that no affordable housing can be afforded on this site. The financial appraisal has been independently verified and this has confirmed that no affordable housing can be delivered as a result of this scheme.

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

#### TREES AND LANDSCAPE

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

There are many trees on and close to the site and many others in surrounding gardens and open spaces. Most of the trees on or close to the site are of a size that they are protected by virtue of their location in the Ruislip Conservation Area. Many of the trees have amenity value, due to their visual prominence, screening function and contribution to the arboreal character of the Conservation Area. However, the Council's Tree and Landscape Officer considers that the three trees (2 Japanese Cherry and 1 Tree of

Heaven) located behind the hedge at the front of the site and south of the entrance to it, are in poor condition and/or defective and have lower amenity value.

Most of the trees are features of merit, many of which should be retained for the long-term as part of the redevelopment of this site and therefore constrain any redevelopment. The proposed scheme involves the loss of 8 category C trees, which would be replaced as part of a comprehensive landscaping scheme.

The original scheme raised concerns about the proposed layout in relation to the long-term retention of valuable trees on the Bury Street frontage, north of the existing access. These concerns have been addressed by way of amendments to the layout. The proposed siting of the houses on plots 1-6 is now further from the Category B trees on the Bury Street frontage, so that the relationship is sustainable. The revised scheme also makes provision for the retention of the hedge and the planting of specimen/feature trees in replacement of the three poor quality/defective trees on the Bury Street frontage and front gardens for the houses on plots 1-12. It also makes provision for more communal amenity space and landscaping around Blocks A and B.

The siting of the houses on plots 23-36 has been revised so that they are now 2-3m further from the southern boundary of the site, including the hedge and off-site trees in the rear gardens of properties in Sharps Lane, provide a valuable screen/buffer and overshadow the land to the north.

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

## ECOLOGY

Saved policy EC2, EC3 and EC5 relate to ecological considerations. Planning Policy Statement 9: Biodiversity and Geological Conservation aims to protect and enhance biodiversity. London Plan Policy 3D.14 states that where development is proposed which would affect a site of importance for nature conservation or important species, the approach should be to seek to avoid adverse impact on the species or nature conservation value of the site and if that is not possible, to minimise such impact and seek mitigation of any residual impacts.

There are no designated Nature Conservation sites on or immediately adjacent to the development site. A Bat Survey Report and Initial Ecological Appraisal was submitted as part of this application. This report presents the results of an initial bat survey and two emergence surveys carried out on buildings at the site. No evidence of roosting bats was recorded in the buildings or trees during the initial bat survey. However, there are some locations on Buildings 1, 1a, and 2 which could not be inspected and where evidence of bats could be hidden. Therefore bat emergence surveys were conducted on these buildings. These surveys identified small numbers of Common Pipistrelle bats roosting beneath the barge boards of Building 2.

The report recommends that there will be a requirement to provide alternative roosting opportunities for Common Pipistrelle bats. At the design stage of the dwellings, opportunities for bats should be incorporated including:

- Schwegler 2FR bat tubes to be inserted into the walls of buildings that face either south or west;

- access to soffit boxes should be made so that bats can also enter these; and
- if some of the proposed dwellings have timber cladding then it would be possible to insert timber bat boxes into the walls of these structures. They would remain totally hidden from view with just a small access slot to allow access to the interior by bats.

The report also recommends that the mitigation should take into account not just the numbers of roosting bats on the site but also the high number of bats using the site for foraging. Therefore, the site design reflects this by maintaining all existing hedgerows and does not site any lighting in locations that could illuminate these areas or areas where any bat roosting mitigation is sited.

Natural England has stated that the applicant will need to apply for a license from that body. Natural England would expect the scheme to retain tree lines on the site to increase foraging habitat. It also recommends a planning condition for the applicant to produce a lighting strategy to ensure that lighting is low level and directed away from sensitive areas, such as tree lines, since bats can be affected by increased lighting.

Natural England has suggested that the applicant contribute towards measures to enhance the natural environment, as at present the proposals appear to offer very little in the way of environmental enhancements. Officers consider that the combination of mitigation measures recommended in the ecological report, secured by appropriate conditions, together with a financial contribution towards enhancement of public open space in the area more than addresses the concerns raised by Natural England on this issue.

Subject to conditions requiring the submission and implementation of an ecological management plan, an external lighting strategy and retention/provision of trees and enhancement of landscaping on the site, it is considered that the ecological interests of the site and locality would be protected, in accordance with Saved Policies OL3, OL5, EC1 and EC3 of the Unitary Development Plan, relevant London Plan policy and national guidance.

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

The dwellings would incorporate in their design, storage provision for an average of 2 bags of recycling and 2 bags of refuse per week, plus 3 garden waste bags every 2 weeks. With respect to the flats, the plans indicate bin provision on the required ratio of 1100 litre refuse and recycling bins of 1:10 + 1 per waste stream as a minimum. The details of these facilities can be secured by a condition, in the event of an approval.

With regard to collections, the Highway Engineer advises that the proposed access and road layout is suitable for the Council's refuse vehicles to enter the site in a forward gear, manoeuvre within the site and exit in a forward gear. Refuse collection points are provided for the houses along the Bury Street frontage and with the remainder of the site, the refuse collection vehicle can manoeuvre up to/close to the various units. The applicant has offered to provide a management company to move refuse from properties 35 and 36 to the bin storage as the 25m carry distance would be exceeded. This could be covered through a suitable planning condition.

Overall, the refuse and recycle storage/collection areas are located within acceptable trundle distance for collection. The development is therefore considered to be acceptable from the refuse collection point of view.

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

The Greater London Authority (GLA), through the London Plan (consolidated with

alterations since 2004), has clearly outlined the importance of reducing carbon emissions and the role that planning should play in helping to achieve that goal. The London Plan contains a suite of policies relating to climate change and Chapter 4A.

In the supporting text to Policy 4A.1 which outlines the role of developments in contributing to mitigation of and adaptation to climate change it states Policies 4A.2-4A.16 include targets that developments should meet in terms of the assessment of and contribution to tackling climate change. There will be a presumption that the targets will be met in full except where developers can demonstrate that in the particular circumstances of a proposal there are compelling reasons for the relaxation of the targets. In all cases, the most important contribution will be to the achievement of reductions in carbon dioxide emissions.

Policy 4A.4 (Energy assessment) requires that an energy assessment be submitted and details the energy demand and carbon dioxide emissions from proposed major developments and should demonstrate the expected energy and carbon dioxide emission savings from the energy efficiency and renewable energy measures incorporated in the development, including the feasibility of CHP/CCHP and community heating systems. The assessment should include:

- calculation of baseline energy demand and carbon dioxide emissions
- proposals for the reduction of energy demand and carbon dioxide emissions from heating, cooling and electrical power (Policy 4A.6)
- proposals for meeting residual energy demands through sustainable energy measures (Policies 4A.7 and 4A.8)
- calculation of the remaining energy demand and carbon dioxide emissions.

Policy 4A.6 (Decentralised Energy: Heating, Cooling and Power) of the London Plan 2008, requires developments to evaluate combined cooling, heat, and power (CCHP) and combined heat and power (CHP) systems and where a new CCHP/CHP system is installed as part of a new development, examine opportunities to extend the scheme beyond the site boundary to adjacent areas. The Mayor will expect all major developments to demonstrate that the proposed heating and cooling systems have been selected in accordance with the following order of preference:

- connection to existing CCHP/CHP distribution networks
- site-wide CCHP/CHP powered by renewable energy
- gas-fired CCHP/CHP or hydrogen fuel cells, both accompanied by renewables
- communal heating and cooling fuelled by renewable sources of energy
- gas fired communal heating and cooling.

In Policy 4A.7 it states the presumption that developments will achieve a reduction in carbon dioxide emissions of 20% from on-site renewable energy generation unless it can be demonstrated that such provision is not feasible. Regarding the above policy, the onus is on the applicant to demonstrate compliance with the policy. In order to illustrate compliance it is necessary for an energy assessment of a development proposal to be undertaken. Policy 4A.4 of the London Plan is an overarching policy which links to Policy 4A.7 and outlines the need for an energy assessment.

Policy 4A.4 of the London Plan requires submission of an assessment of the energy demand and carbon dioxide emissions from proposed major developments, which should demonstrate the expected energy and carbon dioxide emission savings from the energy efficiency and renewable energy measures incorporated in the development.

Policy 4A.7 of the London Plan advises that boroughs should ensure that developments will achieve a reduction in carbon dioxide emissions of 20% from on site renewable energy generation (which can include sources of decentralised renewable energy) unless it can be demonstrated that such provision is not feasible.

A Sustainability Statement has been submitted in support of the scheme. This statement sets out how the proposals would comply with the relevant renewable energy planning policies in accordance with Policy 4A.3 of the London Plan.

The proposals would include a number of energy efficient design measures including enhanced insulation for walls, floors and windows as well as low energy light fittings. These measures would help reduce carbon dioxide emissions from the new development by nearly 20%, when compared to the current regulatory baseline.

The Energy Statement, in assessing the most appropriate method of generating renewable energy, identified the installation of photovoltaic panels onto the pitched roofs to all houses and blocks A & B and to install air source heat pumps into the 18 apartments comprising block B. Other technologies have been discounted for a range of technical and practical reasons.

Together, the proposed measures would deliver sufficient renewable energy to meet over 17% of the development's total energy demand whilst resulting in a further reduction in carbon dioxide emissions of 20%. These measures meet with guidance outlined within the Supplement to PPS1 and ensure that the proposals comply with Policies 4A.6 and 4A.7 of the London Plan.

In addition, a Code for Sustainable Homes Pre-Assessment has been carried out which show that all homes would achieve Code for Sustainable Homes level 3. This is secured by condition.

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

## **7.17 Flooding or Drainage Issues**

Saved Policies Policies OE7 and OE8 of the UDP seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding.

A Flood Risk Assessment has been submitted as part of the application taking into consideration the principles of Planning Policy Statement 25 (PPS25) and other relevant regional and local policies.

The Environment Agency's flood map indicates that the application site lies within Flood Zone 1. The risk of flooding to the Site and from the Proposed Development has also been assessed taking into consideration the principles of Planning Policy Statement 25 (PPS25) and other relevant regional and local policies.

The assessment concludes that the Environment Agency views the site to be at low risk of flooding. Redevelopment should be possible with careful consideration of sustainable

drainage solutions, such that the overall drainage regime is improved. The proposals do not increase flood storage volumes or impede flood flows.

The Environment Agency raises no objections to the proposed development, subject to conditions securing the implementation of the following measures:

1. The development shall only be carried out in accordance with the approved Flood Risk Assessment and the following mitigation measures detailed contained therein:

- a) Limiting the surface water run-off
- b) Provision of on site storage on site to attenuate the 1 in 100 year storm event
- c) Identification and provision of safe route(s) into and out of the site to an appropriate safe haven.
- d) Provision of SUDS techniques.

These measures are required in order to prevent flooding, by ensuring the satisfactory storage and disposal of surface water from the site and reducing the risk of flooding to the proposed development and future occupants.

The Agency also recommend the submission and approval of a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, in order to prevent the increased risk of flooding and to improve and protect water quality.

In addition, the development should be designed to achieve a whole home water efficiency standard of 105 litres/head/day in order to comply with the Mayor's maximum water use target for residential development.

The Environment Agency has also provided advice to the applicant regarding the level of information required to discharge these conditions. This advice has been conveyed by way of an informative.

The Highway Engineer has also requested that the hardstandings should be designed and constructed so that surface water from the private land should not be permitted to drain onto the highway or into the highway drainage system. This has been covered through a suitable planning condition.

Subject to the recommended conditions, it is considered that development would not increase the risk of flooding, the water quality will be preserved and protected and the statutory functions of the Environment Agency will not be compromised, in accordance with Policies OE7 and OE8 of the Hillingdon Unitary Development Plan Saved Policies 2007, Policy 4B.6 of The London Plan (February 2008) and Planning Policy Statement 25: Development and Flood Risk.

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

A noise assessment was submitted as a part of the application. The assessment was prompted due to the proximity of a busy road adjoining the site. The development site was found to be located in Noise Exposure Categories A and B, in which noise should be taken into account when determining planning applications and, where appropriate, noise protection conditions imposed.

The noise assessment contains recommendations which, if implemented, would reduce noise to levels that comply with reasonable standards of comfort. The Council's Environmental Protection Unit advise that the applicant will need to submit a scheme giving the actual details of the type of sound insulation to be used, prior to development

commencing. It is therefore considered that the issue of sound insulation can be addressed by the imposition of a suitable condition. Subject to compliance with this condition it is considered that the scheme is in compliance with Saved Policy OE5 of the UDP.

With respect to the noise impact the development may have upon surrounding residents, traffic to the proposed development would utilise a new access from Bury Street, close to the position of the existing access. It is not considered that the vehicle movements associated with the proposed development would result in the occupiers of surrounding properties suffering any significant additional noise and disturbance or visual intrusion, in compliance with Saved Policy OE1 of the UDP.

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

The main issues raised by local residents and amenity groups have been dealt with in detail in other sections of this report. The primary concerns relate to the principle of the development, impact on the Conservation Area and listed buildings, parking, traffic generation and the impact on residential amenity (loss of privacy, and outlook).

The issues of noise, vibration and dust during construction are covered by other legislation administered by the Council's Environmental Protection Unit.

#### **7.20 Planning Obligations**

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

The applicant has agreed to a full range of planning obligations required to offset the impact of the development, including contributions towards the provision of education, healthcare, open space, community and libraries. A contribution can also be secured in respect of project management and monitoring. The proposed Heads of Terms are:

- (i) Education: a financial contribution of £486,065 comprising Nursery £51,620; Primary £220,141; and Secondary £214,304)
- (ii) Health: a financial contribution of £29,807.29
- (iii) Open Space: a financial contribution of £57,000
- (iv) Community facilities: a financial contribution of £30,000
- (v) Libraries: a financial contribution of £3,161.11
- (vi) Construction Training: a financial contribution in the sum of £20,000.
- (vii) Project Management and Monitoring: a contribution equal to 5% of the total cash contributions secured from the scheme.
- (viii) Transport: a s278 is required to be entered into to address the new site access and potentially waiting restrictions.
- (ix) A bond of £25,000 to cover the cost of any parking and safety remedial measures in case of these arising as a result of the development, or an undertaking that if deemed necessary by the Council, the developer will submit a parking and safety improvement study and implement the works agreed by the Council.
- (x) The internal estate roads to be constructed in accordance with the Council's standards with the developer to cover the costs of detail design review and site inspection.

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 UDP.

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

There are no outstanding enforcement issues relating to this site.

#### **7.22 Other Issues**

There are no other issues relating to this application.

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

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

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

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

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

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

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

Not applicable to this application

### **10. CONCLUSION**

No objection is raised to the principle of the residential use of this redundant industrial 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 more appropriate to its Conservation Area context and will improve the townscape character of the area, by removing redundant and degraded commercial buildings. Several views of the site will be improved by the scheme, including those from the neighbouring Green Belt.

Subject to conditions, the archaeological position of the site will be safeguarded, whilst it is not considered that the scheme would be detrimental to the setting of the nearby listed buildings. Furthermore, the development would not result in unacceptable impacts on the



amenities of neighbouring properties and would provide good environmental conditions for future occupiers.

No affordable housing is being offered. However, the applicant has offered an acceptable package of contributions to be secured by way of a proposed S106 Agreement. Access, parking and highway safety issues have been satisfactorily addressed.

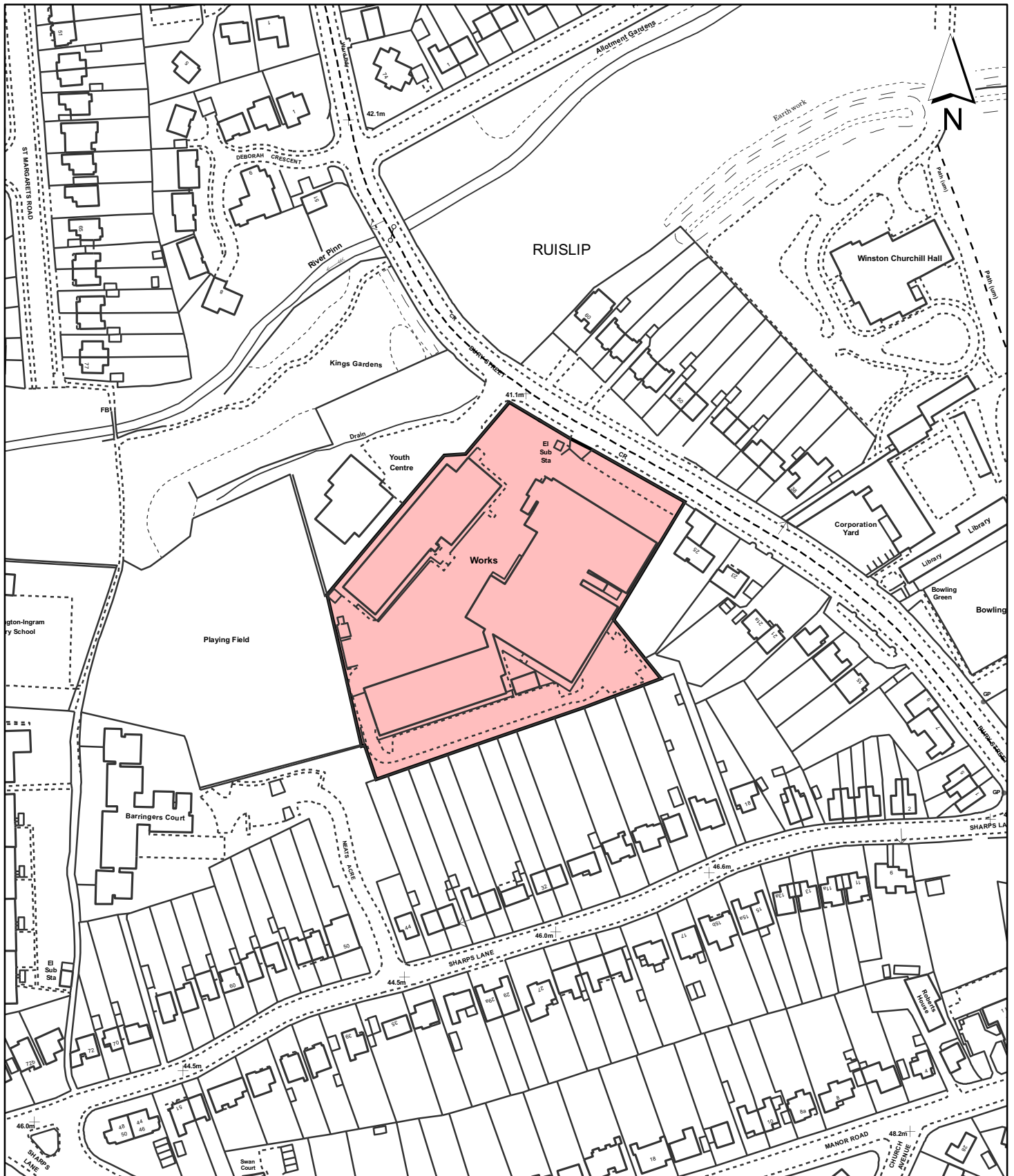
It is recommended that the application should be supported subject to a Section 106 Legal Agreement and conditions.

## **11. Reference Documents**


London Plan Consolidation (February 2008)  
Planning Policy Statement Note 3 Housing  
Planning Policy Guidance Note 13 Transport  
Planning Policy Guidance Note 15 (Planning and the Historic Environment)  
Planning Policy Guidance Note 24 Planning and Noise  
Hillingdon Design and Accessibility Statements (HDAS)  
Council's Supplementary Planning Guidance Community Safety by Design  
Council's Supplementary Planning Document: Planning Obligations Strategy

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**Notes**

 Site boundary

For identification purposes only.

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Site Address	
<b>Former Mill Works Bury Street Ruislip</b>	
Planning Application Ref:	Scale
<b>6157/APP/2009/2069</b>	<b>1:2,000</b>
Planning Committee	Date
<b>North</b>	<b>February 2010</b>

**LONDON BOROUGH OF HILLINGDON**

**Planning & Community Services**

Civic Centre, Uxbridge, Middx. UB8 1UW  
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