

Report of the Head of Planning, Sport and Green Spaces

Address 36-40 RICKMANSWORTH ROAD NORTHWOOD

Development: Demolition of 3 detached dwellings and redevelopment to provide 24 residential flats (13 x 1 bedroom units; 8 x 2 bedroom units; and 3 x 3 bedroom units), amenity space and associated car parking (Re-consultation following receipt of revised plans including highway works)

LBH Ref Nos: 69978/APP/2016/2564

Drawing Nos:

- 170-PL-304-03: Proposed Street Scene (1:200)
- 170-PL-400-02: Proposed Site Section (1:200)
- 170-PL-010-00: Site Location Plan (1:1250)
- 170-PL-011-00: Existing Site Plan (1:200)
- 170-PL-040-01: Existing Site Sections (1:200)
- 170-PL-050-00: Demolition Plan (1:200)
- 170-PL-302-03: Proposed North East Elevation (1:200)
- 170-PL-301-03: Proposed North West Elevation (1:200)
- 170-PL-303-03: Proposed South East Elevation (1:200)
- 170-PL-300-03: Proposed South West Elevation (1:200)
- 170-PL-100-02: Proposed Site Plan (1:200)
- 170-PL-200-02: Proposed Ground Floor Plan (1:200)
- 170-PL-201-01: Proposed First Floor Plan (1:200)
- 170-PL-202-02: Proposed Second Floor Plan (1:200)
- 170-PL-203-02: Proposed Third Floor Plan (1:200)
- 170-PL-204-02: Proposed Roof Plan (1:200)
- 160824/800/01 Rev E (Road Markings)
- 160824/SK/04 Rev F (Vehicle Tracking)

Date Plans Received: 01/07/2016 **Date(s) of Amendment(s):** 01/07/2016
Date Application Valid: 06/07/2016

DEFERRED ON 4th October 2016 FOR FURTHER INFORMATION .

This application was deferred at the request of Members on the 4th October 2016 Major Applications Planning Committee to allow the applicant the opportunity to submit the following information:

- (i) A revised junction design for the entrance to the site.
- (ii) A highways safety audit of the revised scheme.

The Committee confirmed that it was uneasy with the traffic plan and would like to see a more detailed design to ensure road safety was no longer an issue. It was proposed that the application be deferred until the applicant provided a more detailed traffic plan and a road safety audit. This proposal was seconded, and upon being put to a vote, was unanimously agreed.

Subsequently, in the interests of expediency, the Council's own Highway Engineers reviewed the existing design, traffic and speed data provided by the applicant's highway consultant and produced alternative designs for the new access to the site along with pedestrian crossing facilities. A revised internal layout was produced that allowed better access and egress for refuse lorries.

A series of iterations were produced between the Highway Engineers and the applicant's consultant that resulted in a revised highway layout. The Council's Highway Engineers consider this plan to provide an improved junction layout in terms of road safety along with improved pedestrian crossing facilities compared with the scheme that formed part of the original application. Also, a Stage 1 Road Safety Audit was carried out on the revised scheme.

It should be noted that re-consultation on the revised highway layout commenced on the 21st February 2017. This consultation will end on the 7th March 2017. At the time of writing this report, 13 objections have been received. These do not raise any additional concerns to those expressed in previous comments summarised in section 6.1 of this report.

Overall, the latest proposal including extensive highway modifications is considered to resolve the concerns raised by Members at the Planning Committee on the 4th October 2017 and is therefore recommended for approval.

1. SUMMARY

Planning permission is sought for demolition of 3 detached dwellings and redevelopment to provide 24 apartments, amenity space and associated car parking. The development comprises 13 x 1 bedroom units; 8 x 2 bedroom units; and 3 x 3 bedroom units.

The principle of a flatted development on this site is acceptable and was determined to be appropriate by the previous Inspector for appeal (Ref: APP/R5510/A/03/1121602) where it was considered that the only reason for refusal was on highway safety grounds.

The current scheme differs from this proposal, in that it now includes number 40 Rickmansworth Road. As a consequence, it is now possible to gain enhanced visibility splays utilising the land at number 40. The proposed site access has been designed with visibility splays of 2.4m x 70m to the west and 2.4m x 90m to the east. The visibility splay to the east is unobstructed at any distance due to the alignment of Rickmansworth Road. The visibility splay to the west has been the point of contention in the past and restrained by property boundaries and the alignment of the main carriageway. The Council's Transport Engineer has been consulted and reviewed the proposal along with the Transport Statement submitted. No objection has been raised to the proposed access arrangements, subject to the provision of a right turn lane into the site, to be secured by legal agreement, along with associated S278 works in the area. The parking provision would comply with parking standards at local and regional levels.

The new building is well designed and will make a positive contribution to the location and surrounding area, particularly as the proposal includes retention of many of the mature trees within the site and it incorporates significant landscaping to the front and rear. The height and bulk of the building can be satisfactorily accommodated in this location without appearing overbearing on the surrounding area and will not unacceptably detract from the amenities of adjoining occupiers by reason of loss of light, privacy or outlook. The Council's Conservation and Urban Design Officer has reviewed the proposal and considers that it would be acceptable in design terms, subject to a condition to secure appropriate materials.

The scheme includes a range of energy efficient measures and the proposed sustainability measures will enable a reduction in CO2 emissions together with the production of onsite renewable energy.

Overall, the development would reflect the 12 core principles of sustainable development

as set out in the NPPF. The application scheme meets the strategic policy objectives of the London Plan as well as the aims and objectives of local Council policy.

It is recommended that the application be approved subject to conditions and the satisfactory completion of a S106 Legal Agreement securing Affordable Housing Contribution, Highway Works, and contributions towards Construction Training and a Project Management & Monitoring Fee.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning and Enforcement to grant planning permission subject to:

A) Entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980 (as amended) and/or other appropriate legislation to secure:

Non-monetary contributions:

i) Affordable Housing: Further to the independent review of the AH FVA it was agreed with the Head of Planning and Housing Manager that there was insufficient surplus to justify the provision of any affordable housing on this scheme.

ii) Affordable Housing Review Mechanism: In the absence of the provision of affordable housing on the scheme, based upon the current FVA Toolkit Modelling, it has been discussed and agreed with the Council, that on this occasion a review mechanism is acceptable to capture any uplift in values and affordable housing provision / financial contribution. The s106 obligation must only be on the basis of a single review which is to be triggered by non-commencement of the approved development (e.g. 15 months post planning permission - being the same mechanism as agreed on several other Hillingdon schemes). Reviews during the construction process can't be agreed as they have negative implications and uncertainty on construction funding which must be avoided on these type of single phase schemes.

iii) S278/S38 agreement to secure the proposed highway works and associated modifications to Richmansworth Road and Greenheys Close. These should reflect drawing Nos. 160824/800/01 Rev E (Road Markings) and 160824/SK/04 Rev F (Vehicle Tracking).

iv) No pedestrian or vehicular access is permitted from Greenheys Close. Any existing access shall be removed in agreement with part iii of this schedule.

Monetary contributions:

iv) Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost + £9,600 coordinator costs per phase) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

v) Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

B) That in respect of the application for planning permission, the applicant meets

the Council's reasonable costs in preparation of the Section 106 and/or 278 Agreements and any abortive work as a result of the agreement not being completed.

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

D) If the Legal Agreements have not been finalised by 14th September (or such other timeframe as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of public realm, highways, affordable housing, and construction training). The proposal therefore conflicts with 'saved' policies AM7 and R17 of the Unitary Development Plan (2012) and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (2015).'

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

F) That if the application is approved, the following conditions be imposed subject to changes negotiated by the Head of Planning and Enforcement prior to issuing the decision.

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

- 170-PL-010-00: Site Location Plan (1:1250)
- 170-PL-011-00: Existing Site Plan (1:200)
- 170-PL-040-01: Existing Site Sections (1:200)
- 170-PL-050-00: Demolition Plan (1:200)
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170-PL-304-03: Proposed Street Scene (1:200)
170-PL-400-02: Proposed Site Section (1:200)

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (2012) and the London Plan (2016).

3 COM5 General compliance with supporting documentation

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

- Arboricultural & Planning Integration Report (GHA Trees)
- Tree Protection Plan (GHA Trees)
- Noise Impact Assessment (NSL)
- Transport Statement & Appendices (Dermod McCaffery)
- Supplemental Letter to Transport Statement [06.06.16] (Dermod McCaffery)
- Surface Water & SuDs Drainage Statement (EAS)
- Energy Statement (Bluesky Unlimited)
- Viability Report & Toolkit (Turner Morum LLP)

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (2012) and the London Plan (2016).

4 OM19 Demolition and Construction Management Plan

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

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15).
- (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 Local Plan: Part 2 - Saved UDP Policies (2012).

5 COM6 Levels

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

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

6 RES8 Tree Protection

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

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures, particularly in reference to the protected pine (T9 (T1, TPO No. 648).
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

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

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

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

3. Details of continued on site monitoring and supervision of tree protection measures by an arboricultural consultant.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

7 RES9 Landscaping (including treatment for defensible space)

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

1. Details of Soft Landscaping
 - 1.a All ornamental and ecological planting (at not less than a scale of 1:100),
 - 1.b Replacement tree planting to compensate for the loss of existing trees,
 - 1.c Written specification of planting and cultivation works to be undertaken,
 - 1.d Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
 - 2.a Means of enclosure/boundary treatments, including details of the screening required for the defensive space at the front, side and rear of flats to ensure the privacy of these residents.
 - 2.b Hard Surfacing Materials
 - 2.c Other structures (such as gates, steps, ramps, retaining walls and chains/treatment to provide defensible space to ground floor units)

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

4. Schedule for Implementation

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

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and contributes to a number of objectives in compliance with policies BE13 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012), and policy 5.17 (refuse storage) of the London Plan (2016).

8 RES10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first

planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

9 COM15 Sustainable Water Management

Prior to commencement of development, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall follow the strategy set out in 'Surface Water Drainage Strategy', produced by EAS dated June 2016 Revision Final 2.

a) by maintaining existing ground levels through the undercroft entrance to parking, so that the overland flow route is maintained in perpetuity.

b) reduce run off from the site to the greenfield run off rates specified.

c) provide storage through a green roof and permeable paving. In addition the scheme shall provide details on the following how it, Manages Water and demonstrate ways of controlling the water on site by providing information on:

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

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

iii incorporate water saving measures and equipment.

iv provide details of how rain and grey water will be recycled and reused in the development.

v Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.

vi From commencement on site how temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.

vii The Management and maintenance plan should be updated to incorporate any ground water mitigation that may need to be provided. Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure that surface water run off is controlled, to ensure there is no increase in the risk of flooding, and to ensure water is handled as close to its source as possible in accordance with policy EM6 Flood Risk Management of the Hillingdon Local Plan: Part 1- Strategic Policies (2012), policies 5.12 'Flood Risk Management', 5.13 'Sustainable Drainage', and 5.15 'Water use and supplies' of the London Plan (2016) and to the National Planning Policy Framework.

10 RES26 Contaminated Land

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

any such requirement specifically and in writing:

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

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

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

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

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 Hillingdon Local Plan: Part: 2 Saved UDP Policies (November 2012); policy 7.21 of the London Plan (2016); and National Planning Policy Framework (2012).

11 NONSC Cycle Storage

The development shall not be occupied until 39 cycle parking spaces are provided in accordance with the approved plans for use by future occupiers. Thereafter, these cycle parking spaces shall be permanently retained, unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure that the development provides a quantum of cycle parking in accordance with policy 6.9 of the London Plan (2016).

12 RES16 Car Parking

The development shall not be occupied until 29 car parking spaces, including 4 disabled bays, 2 motorcycle bay, 6 electric charging bays with a further 6 bays with passive provision have been provided. Thereafter the parking bays/areas shall be permanently retained and used for no other purpose than the parking of motor vehicles associated with the consented residential units at the site.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site and meet the objectives of policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and Chapter 6 of the London Plan (2016).

13 RES18 Accessible Homes/Wheelchair Units

10% of the units shall meet the standards for M4(3) 'wheelchair user dwellings' and the remainder shall meet the standards for M4(2) 'Accessible and adaptable dwellings' as set out in Approved Document M to the Building Regulations (2015). All such provisions shall remain in place in perpetuity.

REASON

To ensure an appropriate standard of housing stock is achieved and maintained which meet the needs of disabled and elderly people in accordance with policies 3.1, 3.8, and 7.2 of the London Plan (2016) and the National Planning Policy Framework (2012).

14 NONSC Outdoor Amenity Areas

Prior to occupation of the development, the outdoor amenity areas as hereby approved shall be provided for future use by residents. Thereafter, the amenity areas shall be retained in perpetuity for their use.

REASON

To ensure the continued availability of external amenity space for residents of the development, in the interests of their amenity and the character of the area in accordance with policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.1 of the London Plan (2016).

15 NONSC Details of Finish

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

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

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

REASON

To safeguard the visual amenity of the area in accordance with policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012), policy BE1 of the Local Plan: Part 1 Strategic Policies (2012), and policies 7.4 and 7.6 of the London Plan (2016).

16 NONSC Noise mitigation for future occupiers

Prior to commencement of development, 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. The scheme shall include such combination of sound insulation, ventilation and other measures to the satisfaction of the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

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

17 RES22 Parking Allocation

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

REASON

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

18 COM31 Secured by Design

The building(s) shall achieve '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). No building shall be occupied until accreditation has been achieved.

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 excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2016) Policies 7.1 and 7.3.

19 NONSC Details of the PV

Prior to damp proof course (DPC) level of the development being reached, details of the PV panels shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented and maintained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

REASON

To secure carbon reduction and to safeguard the visual amenity of the area in accordance with policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (2012), policy BE1 of the Local Plan: Part 1 Strategic Policies (2012), and policies 5.2, 7.4, and 7.6 of the London Plan (2016).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2016) and national guidance.

OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE9	Limitation of development in areas with a potential for sewerage flooding
R1	Development proposals in or near areas deficient in recreational open space
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE5	New development within areas of special local character
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE16	New development on the northern frontage of the A4 (Bath Road)
BE17	Design and layout of new development at Heathrow Airport
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
EC2	Nature conservation considerations and ecological assessments

EC3	Potential effects of development on sites of nature conservation importance
EC4	Monitoring of existing sites of nature conservation importance and identification of new sites
EC5	Retention of ecological features and creation of new habitats
EC6	Retention of wildlife habitats on derelict or vacant land
EM6	(2012) Flood Risk Management
H11	Provision of affordable housing
H3	Loss and replacement of residential accommodation
H4	Mix of housing units
H5	Dwellings suitable for large families
H6	Considerations influencing appropriate density in residential development.
H8	Change of use from non-residential to residential
H9	Provision for people with disabilities in new residential developments
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 2.5	(2015) London's Sub-Regions
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.7	(2015) Outer London: economy
LPP 2.8	(2015) Outer London: Transport
LPP 3.1	(2015) Ensuring equal life chances for all
LPP 3.10	(2015) Definition of affordable housing
LPP 3.11	(2015) Affordable housing targets
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LPP 7.19	(2015) Biodiversity and access to nature
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NPPF1	NPPF - Delivering sustainable development
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NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
OE1	Protection of the character and amenities of surrounding properties and the local area
OE4	New or improved roads or railways - mitigation measures
OE5	Siting of noise-sensitive developments
OE6	Proposals likely to result in pollution
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

3 159 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies, then London Plan Policies. On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old

Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

4 I1 Building to Approved Drawing

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

5 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

6 I2 Encroachment

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

7 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).

8 I3 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services,

underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

9 I45 Discharge of Conditions

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

10 I48 Refuse/Storage Areas

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

11

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

12

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

13

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

14

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).

15

The Council's Environmental Protection Unit (EPU) must be consulted for their advice when importing soil to the site. (Condition No. 10)

16

You are advised to consult the Council's Environmental Protection Unit to seek prior

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

17 I62 Potential Bird Hazards from Buildings

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

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

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

18 IT05 Wildlife and Countryside Act 1981

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

3. CONSIDERATIONS

3.1 Site and Locality

The site is located on land comprising three detached, two-storey dwellings Nos. 36, 38 and 40 Rickmansworth Road and has a total area of 3,466sqm.

The site has a southern boundary of approximately 66m to Rickmansworth Road and a frontage of approximately 64m to Greenheys Close to the north. It has a depth of 38m and 75m along the eastern and western boundaries respectively.

The site generally falls from north to south and west to east, with a fall of approximately 5.5m from the north-west corner to the south-east corner of the site. Vehicular access to Nos.36, 38 and 40 is from a single crossover off Rickmansworth Road. No.38 has a secondary access off Greenheys Close to the northern end of the site.

There are a number of trees on the site, with substantial planting along the Rickmansworth Road frontage. The trees include a Pine (T1) in the garden of No. 36, and a Beech (T3) in

the garden of No. 38, both of which are protected by Tree Preservation Order No.648. The site is also situated within an Area of Special Local Character.

The setting of the site comprises a mixture of flats, maisonettes and detached houses. Immediately to the west (neighbouring land) is a 5 storey block of flats located on the north side of Rickmansworth Road off Murray Road. Detached dwellings adjoin the site to the east at No. 34 Rickmansworth Road. To the north of the site is a cul-de-sac known as Greenheys Close, which serves two storey detached and semi-detached dwellings. Flatted blocks stand west of the site on the corner of Murray Road and Rickmansworth Road, known as Southill.

Further east of the site, at No. 32 Rickmansworth Road there is a block of 7 flats known as Queens Silver Court. On the southern side of Rickmansworth Road, opposite the site, there are a group of four, terraced dwellings known as Ivy Walk, a block of 3 flats known as Sandpit Hill and otherwise largely detached dwellings.

Rickmansworth Road (A404) is classified and is shown as a London Distributor Road in the Hillingdon Local Plan (2012). It is one of the main routes through the northern part of the Borough and is used by buses and heavy goods vehicles. In the vicinity of the site it is largely fronted by residential properties and is subject to a 30 mph speed limit. There are bends in the road in the vicinity of the site which restrict visibility.

The site has a PTAL score of 1 and is situated within a developed area as identified in the policies of the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The proposal consists of demolition of 3 detached dwellings and redevelopment to provide 24 apartments, amenity space and associated car parking. The development comprises 13 x 1 bedroom units; 8 x 2 bedroom units; and 3 x 3 bedroom units.

The design envisages utilising the existing slope on the site to create underground parking to the rear that would be at the same height as ground level to the front of the building. This would create a building that is three storey in appearance to the front and two storey to the rear. The roof of the car park to the rear of the building will be used to create a podium level garden. A single access point is proposed with 29 parking spaces serving the 24 units.

Bin and cycle storage is proposed within the ground floor of the building. Pedestrian access is shown via the front and rear of the building with two internal stairwells and lift provision.

3.3 Relevant Planning History

56595/APP/2007/3796 Land At 36-38 Rickmansworth Road Northwood

ERECTION OF 2 THREE STOREY BUILDINGS (INCLUDING ROOFSPACE ACCOMMODATION) LINKED BY GLAZED DOORS/PANELS COMPRISING 6 TWO-BEDROOM FLATS WITH PARKING AND AMENITY SPACE (INVOLVING DEMOLITION OF 2 EXISTING PROPERTIES) (OUTLINE APPLICATION).

Decision: 27-02-2008 Refused **Appeal:** 28-10-2008 Dismissed

69978/APP/2016/1280 36-40 Rickmansworth Road Northwood

Erection of 3 storey detached building with accommodation at roof level to provide 29 residential flats (14 x 1 bed & 15 x 2 bed units) with associated amenity space, landscaping, and car parking, following demolition of 3 detached dwellings.

Decision: 02-06-2016 Withdrawn

69978/PRC/2014/20 36-40 Rickmansworth Road Northwood
Erection of 31 apartments

Decision: 02-04-2015 NO

Comment on Relevant Planning History

The planning history of the site in relation to the construction of flats is limited to Nos. 36 and 38 Rickmansworth Road, with the current planning application being the first to include No.40 in a wider scheme.

In 2002, planning permission for schemes comprising 14 two-bedroom flats were refused by the Council (refs. 56595/APP/2002/732 and 56595/APP/2002/1363), and subsequent appeals dismissed by the Planning Inspectorate. The Inspector concluded that the proposed buildings would appear over-dominant, incongruous and visually intrusive when viewed from Greenheys Close and that the traffic generated by each development would result in an unacceptable loss of amenity to the occupiers of properties in Greenheys Close.

Another planning application was submitted in 2003 (ref. 56595/APP/2002/2863) for the erection of 5 x five-bedroom two storey dwellings with access to 4 of the dwellings off Greenheys Close (involving demolition of existing houses). This outline application was also refused.

Subsequently a revised planning application was lodged in 2003 (ref. 56595/APP/2003/2820) in an attempt to address the concerns previously raised by the inspector. It sought planning permission for 11 units, with access to the property from Greenheys Close. The Council held the view that whilst the applicant had made some amendments to the design and reduced the number of units by 3, the changes were not considered to have satisfactorily addressed the previous reasons for refusal. The application was refused by the Council as it was considered that the proposed use of Greenheys Close for vehicular access would result in unreasonable noise and disturbance to the occupiers of residential properties. It was also determined that the siting, scale and bulk of the proposed building, would be overly dominant, intrusive and failed to harmonise with the character of the existing street scene.

This application was appealed (Appeal Ref: APP/R5510/A/03/1121602) and the Inspector noted that the density, siting, height, bulk, scale and appearance of the proposal were acceptable. Additionally, the Inspector concluded that the impact of the scheme on the character and appearance of the locality and street scene would not be harmful. However, the Inspector concluded that there would be harm caused to the living conditions of residents of Greenheys Close as a result of traffic arriving and leaving the site via Greenheys Close.

In 2007, a planning application (ref. 56595/APP/2007/2236) on the site of Nos. 36 and 38 Rickmansworth Road was received. The applicant appealed against non-determination, but later withdrew their appeal and the application.

Later in 2007, a planning application (ref. 56595/APP/2007/3796) for a scheme on the site of Nos. 36 and 38 Rickmansworth Road was received that sought the erection of two, three storey buildings to create 6 two bedroom flats with parking and amenity, including demolition of existing buildings. This application was refused by the Council on highway safety grounds and failure to submit a S106 agreement to provide various mitigation measures required to make the development acceptable in planning terms. The applicant appealed against this decision and although the appeal was dismissed, the Inspector determined that the only reason for refusal was on highway safety grounds. The reason for refusal stated the following:

'The proposed development would intensify traffic movements on a section of Rickmansworth Road with inadequate visibility for vehicles entering and exiting the application site. The development would, therefore, be prejudicial to the conditions of general highway safety contrary to the aims of policies Pt1.39, AM1, AM2, and AM7 of the adopted Hillingdon Unitary Development Plan Saved Policies September 2007.'

The current application relates to a larger site as it also incorporates No. 40 Rickmansworth Road. The proposal seeks to address this previous reason for refusal through changes to the access which has been discussed in further detail below within the main body of the report.

4. Planning Policies and Standards

Please see relevant planning policies below.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing
- PT1.HE1 (2012) Heritage

Part 2 Policies:

OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE9	Limitation of development in areas with a potential for sewerage flooding
R1	Development proposals in or near areas deficient in recreational open space
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE5	New development within areas of special local character
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE16	New development on the northern frontage of the A4 (Bath Road)
BE17	Design and layout of new development at Heathrow Airport
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
EC4	Monitoring of existing sites of nature conservation importance and identification of new sites
EC5	Retention of ecological features and creation of new habitats

EC6	Retention of wildlife habitats on derelict or vacant land
EM6	(2012) Flood Risk Management
H11	Provision of affordable housing
H3	Loss and replacement of residential accommodation
H4	Mix of housing units
H5	Dwellings suitable for large families
H6	Considerations influencing appropriate density in residential development.
H8	Change of use from non-residential to residential
H9	Provision for people with disabilities in new residential developments
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 2.5	(2015) London's Sub-Regions
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.7	(2015) Outer London: economy
LPP 2.8	(2015) Outer London: Transport
LPP 3.1	(2015) Ensuring equal life chances for all
LPP 3.10	(2015) Definition of affordable housing
LPP 3.11	(2015) Affordable housing targets
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NPPF12	NPPF - Conserving & enhancing the historic environment
NPPF4	NPPF - Promoting sustainable transport
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NPPF7	NPPF - Requiring good design
OE1	Protection of the character and amenities of surrounding properties and the local

	area
OE4	New or improved roads or railways - mitigation measures
OE5	Siting of noise-sensitive developments
OE6	Proposals likely to result in pollution
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **5th August 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

43 neighbour consultee letters were sent 13th July 2016, site notices erected 15th July 2016, and an advert published 27th July 2016. The neighbour consultation period expired 17th August 2016. Thus far, 2 petitions (with 28 signatures and 39 signatures) and 24 individual responses have been received which raised the following summarised concerns:

- Overdevelopment and the density of units is too high
- Out of scale and proportion with the context of the street
- Excessive in height and overdominant
- Detrimental to the character and appearance of the area
- Overdominant, incongruous and visually intrusive in the Greenheys Close streetscene
- Material finish out of keeping with the character of the area
- Overlooking of properties on Greenheys Close
- Noise and disturbance from use of car parking area on Greenheys Close
- Light pollution to local residents
- Loss of light to neighbouring properties
- No access (temporary or otherwise) should be gained from Greenheys Close
- Dust and impact on air quality of the area
- Loss of green amenity
- Lack of outdoor amenity space
- Limited neighbour consultation
- Highway safety concerns with regards to the access to the site and proliferation of traffic issues as a result.
- Warning sign for concealed entrance should be provided
- Insufficient car parking will lead to parking stress
- Speed reduction measures and parking restrictions should be introduced on surrounding roads
- Sewer and wider infrastructure cannot accommodate the additional demands

Officer's response: Please see the main body of the report below for consideration of the concerns raised.

NORTHWOOD RESIDENTS ASSOCIATION

Comments: The volume of vehicular ingress and egress to and from the development would cause dangerous movement into fast-flowing traffic on Rickmansworth Road. The lack of affordable housing on the development does not conform to local requirements.

DESIGNING OUT CRIME OFFICER

Comments: No objection, subject to condition to require the development to achieve Secured by Design.

Officer's response: Approved Document Q 'security, dwellings' of the Building Regulations 2015 applies to all new dwellings, including those resulting from a change in use of an existing building, such as commercial premises, warehouse and barns undergoing conversions into dwellings. It also applies within Conservation Areas. It requires that reasonable provision be made to resist unauthorised access to any dwelling; and any part of a building from which access can be gained to a flat within the building. This is a mandatory requirement for new residential development and compliance with it would achieve a Silver Award or higher in terms of Secured By Design. Therefore, it is unnecessary to further condition the development given there is existing separate legislation that would achieve the same objective.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE

No comment

NATIONAL AIR TRAFFIC SERVICES

No comment

TRANSPORT FOR LONDON

Comments: The car parking quantum is higher than we would have hoped for, but is nevertheless acceptable. TfL would request that a condition be secured which states that only the 3-bed units will have access to 2 or more car parking spaces; and the 1-bed and 2-bed units shall not have access to more than 2 car parking spaces.

TfL also request that a car park management plan be secured by condition.

THAMES WATER

Comments: No comment

Internal Consultees

ACCESS OFFICER

Comments (summary): No objection, subject to condition to secure 10% M4(3) and all remaining units M4(2), as set out in Approved Document M to the Building Regulations 2015.

CONSERVATION AND URBAN DESIGN OFFICER

Comments: The site is a well screened from the road and the three houses were set so well back that they made little impact on the street scene. This proposal would involve their replacement with three blocks, designed as houses with separate entrances, each linked to the next with a glazed section.

Previous suggestions for an Arts and Crafts type design have been heeded. It is recommended that the roof tiles are red/brown to accord with local building materials, the Georgian porches are simplified so that they harmonise better with the vernacular style of the elevations and the glazed sections are tinted to reduce their impact, protect the site from overspill light and protect privacy.

ENVIRONMENTAL PROTECTION UNIT

- Contamination

Comments (summary): In the past, part of the site has been used as a plant nursery. Although this is a low risk, there can be some residual soil contamination from these activities from on site materials including fertilisers and old heating pipes (sometimes asbestos). The other former use around the area that is not marked on this land is for mineral (gravel) extraction. There are old filled pits around Highfield Crescent and Highfield Road next to and 55 metres from the development. This assumption is based on the historic maps available. No issues have been found with these pits and we did look at the site under our contaminated land strategy in 2006. Although, this is a low risk I would advise that a contaminated land investigation is necessary to confirm the quality of the ground. I would advise that the standard condition be imposed which also covers imports, which may not be necessary if the site soil is clean and uncontaminated.

- NOISE

Comments (summary): No objection, subject to condition to obtain a noise protection scheme for protecting the proposed development from road/air traffic. Please also attach informative 20 in relation to control of environmental nuisance from construction work.

HIGHWAYS

Comments: The application is for the redevelopment of 3 existing dwellings on Rickmansworth Road Northwood, a classified road (A404) on the Council's road network to provide a block of 25 flats. The site is located on a gradual bend and a previous residential development was refused by an Inspector at appeal on the basis of the poor access sight lines. Pre-app guidance was provided to the applicant for a development of 31 flats regarding future speed surveys to support a 70m sight distance, a right turn lane into the site along with parking ratios and servicing requirements as part of the advice.

The site is currently three detached dwellings with an access point on Rickmansworth Road and a PTAL value of 2 (poor) so it is likely that the site will have a strong reliance on private cars for trips.

There are no parking restrictions on this part of Rickmansworth Road at this time but with the current arrangements the existing detached dwellings have adequate off-street parking and there is no evidence of overspill parking.

The current proposal is for 24 (13 x 1 bed, 8 x 2 bed, & 3 x 3 bed) flats provided on the site. 29 car parking spaces, 39 cycle parking spaces, and 2 motorcycle bays will also form part of the proposal.

The application included a Transport Statement from Dermott McCaffery (DM) dated February 2016 and a later letter from him discussing the guidance given in pre-app advice. In the Transport Statement the issue of vehicular access, on-sight parking and refuse access was discussed.

In the case of the vehicular access, much discussion was provided over the 85 percentile travel speed as this dictates the sight distances that are used in the new access design. In the pre-app submission it was agreed that a 70m sight distance would be acceptable if the travel speeds were corroborated and in the supporting letter it was demonstrated that the average journey speeds were taken over a 7 day survey period.

The previous 85th percentile speeds were in the 54 to 59kph range and from the supporting letter the figure was 63kph and as a result the 70m sight distance was still applicable.

The issue of providing a right turn lane into the site is questioned in the Transport Statement, but traffic speed surveys demonstrated that traffic speeds were quite high for a busy road so the Council wishes for a right turn lane to be provided and this will be part of a S106 agreement covering S278 works in the area associated with the development.

In the case of car parking the 24 flat development should provide at least 26.5 car spaces so 29 is sufficient to allow 2 spaces for visitor parking. 39 cycle parking spaces within the development is supported along with 2 motorcycle spaces. There is no comment about electric vehicle charging points but this provision can be conditioned at 20% active and 20% passive.

It was indicated that refuse collection would be carried out by collections from within the development so that a 10.5m refuse vehicle would drive in and out of the site in a forward direction. The Transport Statement suggests that this is the case and Autotracks have subsequently been provided.

The net additional traffic generated by the development was estimated as 20 trips per day and that figure was provided by DM in the supplementary material. The existing vehicle crossover will have to be closed and a new crossover constructed and this work will be part of the S106 agreement covering S278 works.

On the basis of the above comments, I have no significant concerns over this application.

HOUSING SERVICES

Comments: As this development is over the threshold for affordable housing I would expect to see it delivering a policy compliant 35% affordable housing.

On this development of 25 units or 64 habitable rooms that would equate to 22 habitable rooms as affordable housing.

The tenure of the affordable housing should be a mix of rented and shared ownership accommodation split 70:30 in favour of rented units.

Affordable Rent levels should be at a maximum 80% of market rents or capped at Local Housing Allowance rates.

The design is predominantly smaller 1 and 2 bed flats but to meet the proven local demand for family homes evidenced in the SHMA the affordable housing should include at least one of the 3 bed flats.

TREE AND LANDSCAPING OFFICER

Comments: The main landscape issue relates to the safeguarding of trees on the site which contribute to the arboreal character and visual amenity of the site and surrounding area.

A tree survey has been prepared by GHA Trees which shows 18No. individual trees or groups have been assessed, of which eight are 'B' grade -which should normally be retained: G1, G2, T4, T5, G8, T9, T15, and G17. T9, a Corsican pine, is protected by TPO 648, T1 on the schedule and a beech (within G1 on the survey) includes a protected beech tree T2 on the TPO schedule.

The tree survey acknowledges that one 'B' grade sycamore, T15, and three 'C' grade trees (T14, G16 and some of G18) will be removed to facilitate the development.

In the assessment of retained trees / root protection areas, the survey has noted the need to protect the pine, T9 (T1, TPO No. 648) due to a major incursion by the proposed driveway into the root

protection area of the tree. Protective measures are outlined in section 8 of the report.

On balance, the proposal is to retain many of the existing trees and the layout plan, by Wilcox and Meilwes, indicates that there will be amenity space and opportunity to provide an attractive landscape layout which includes additional tree planting.

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

No objection, subject to the above observations and conditions RES6 (levels), RES7 (materials), RES8 (tree protection)(this condition should be amended to include continued on site monitoring and supervision of tree protection measures by an arboricultural consultant), RES9 (landscaping scheme) (parts 1,2,3,4,5, and 6) and RES10 (replacement trees).

WASTE MANAGEMENT OFFICER

No comment

FLOOD AND WATER MANAGEMENT OFFICER

No comment

Officer's response: The site is not located within a flood zone and is less than 1 hectare in size. However, the management of surface water is a material planning consideration for all major development.

The proposal includes a basement which can have an impact on ground water. A Surface Water/SUDS Statement has been submitted with the application. At the time of writing this report, the Council's Flood and Water Management Officer had not commented. An update on these matters will be provided within the committee addendum sheet when these comments have been received.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

HDAS Residential Layouts SPD states that redevelopment of more than 10% of properties on a residential street is unlikely to be acceptable, including the number of houses which have been redeveloped for new blocks of flats.

HDAS 'Residential Layouts' and Policy DMH 4 'Residential Conversions and Redevelopment' of the emerging Development Management Plan states that residential conversions and the redevelopment of dwellings into new blocks of flats will only be permitted where:

- i) it is on a residential street where the proposal will not result in more than 10% of properties have been being redeveloped into flats.
- ii) On residential streets longer than 1km the proposed redevelopment site should be taken as the midpoint of a 1km length of road to be assessed for assessment purposes;
- iii) the internal floor area of the original building to be converted is at least 120 sqm; and
- iv) units are limited to one unit per floor for residential conversions.

Policy H3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the loss of residential accommodation (which could be occupied with or without adaption) will only be permitted if it is replaced within the boundary of the site. An increase in the

accommodation will be sought, subject to other policies in the plan.

Policy H7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the Local Planning Authority will regard the conversion of residential properties into more units as acceptable in principle provided this can be achieved without causing demonstrable harm to the residential amenities or character of the area or the amenity of adjoining occupiers and the following criteria are met:-

- (i) It can be demonstrated that adequate sound insulation is provided;
- (ii) Car parking to the standards adopted by the Local Planning Authority can be provided within the curtilage of the site and can be accommodated without significant detriment to the streetscene;
- (iii) All units are self contained with exclusive use of sanitary and kitchen facilities and with individual entrances, and internal staircases are provided to serve units above ground floor level; And
- (iv) Adequate amenity space is provided for the benefit of residents of the proposed development.

The NPPF and Policy 3.3 'Increasing Housing Supply' of the London Plan (2016) recognises the need for more homes in London in order to promote opportunity and provide real choice for all Londoners in ways that meet their needs at a price they can afford.

Paragraph 17 of the National Planning Policy Framework states that one of the core principles of the document is the "effective use of land by reusing land that has been previously developed."

The development proposes the demolition of three existing large family dwellings and the erection of a two/three storey building with accommodation in the roof space for 24 flats.

HDAS Residential Layouts Supplementary Planning Document limits the conversion/redevelopment of properties within a street to a maximum of 10%. However, the existing purpose built blocks of flats in the locality have been present for approximately 40 years and are considered to be a contributing factor to the character of the area. Therefore, the proposed scheme is not considered to result in a material change to the established character of the road. In addition, the principle of a flatted development on this site was considered acceptable by the Inspector for the previous appeal for planning application (ref. 56595/APP/2007/3796) where it was determined that the only reason for refusal was on highway safety grounds.

The NPPF and London Plan support making better use of existing residential land to provide additional housing stock and there is no policy objection to the loss of the existing dwellings. The proposal would potentially make better use of this previously developed site, by increasing the number of residential units. Therefore, the principle of development would be acceptable, in accordance with policies H3 and H7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012); policy DMH 4 of the emerging Development Management Plan; policy 3.3 of the London Plan (2016); and the NPPF.

7.02 Density of the proposed development

DENSITY

Policy 3.4 of the London Plan (2016) seeks for new developments to achieve the maximum possible density which is compatible with the local context. Table 3.2 establishes a density matrix to establish a strategic framework for appropriate densities at different locations.

Site densities are of only limited value when considering the suitability of housing schemes of this scale. The London Plan (2016) advises that an appropriate residential density for the site would range from 150-250 habitable rooms per hectare (hr/ha) and 50-95 units per hectare (u/ha) for units with a typical size of 2.7 - 3.0 habitable rooms per unit (hr/u). The development would have a density of 69 units per hectare and 177 habitable rooms per hectare which would be within the range of acceptability for a site at this location. Therefore, in terms of density, the proposal would be considered acceptable and would secure the optimum potential of the site, in accordance with policy 3.4 of the London Plan (2016).

MIX OF UNITS

Policy 3.8 'Housing Choice' of the London Plan (2016) encourages a full range of housing choice and policies H4 and H5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) seek to ensure a practicable mix of housing units are provided within residential schemes. These policies are supported by the London Plan Housing SPG, which seeks to secure family accommodation within residential schemes, particularly within the social rented sector, and sets strategic guidance for Councils in assessing their local needs. Policy 3.11 of the London Plan states that within affordable housing provision, priority should be accorded to family housing.

The development would provide 24 units with a housing mix of 13 x 1 bedroom units; 8 x 2 bedroom units; and 3 x 3 bedroom units. The housing mix proposed at this location is considered acceptable and meets a local housing need for the delivery of one, two, and family sized (3 bedroom plus) homes.

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

The site is not located within an area of archaeology interest, a conservation area, or an area of special character. Nor are the subject buildings or neighbouring properties listed. Therefore, these matters are not relevant to the determination of this application.

7.04 Airport safeguarding

There are no airport safeguarding considerations relevant to this application.

7.05 Impact on the green belt

The site is not located within or adjacent to any green belt. Therefore, this is not a relevant consideration for the determination of the proposal.

7.07 Impact on the character & appearance of the area

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the Local Planning Authority will seek to ensure that new development within residential areas complements or improves the amenity and character of the area.

Policy BE1 of the Local Plan: Part 1 Strategic Policies (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

Policies 7.4 and 7.6 of the London Plan (2016) and chapter 7 of the National Planning Policy Framework (2012) stipulate that development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future. In addition, Architecture should make a positive contribution to a coherent public realm,

streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context.

The proposal is larger than the previously refused planning permission in 2007. However, this application only related to a site comprising Nos. 36 & 38. Therefore, it is not particularly useful for comparison. Nonetheless, no concerns regarding the design, scale and mass of this previous proposal were raised at planning or appeal stages.

The proposal is substantially smaller than earlier pre-application schemes that have been submitted. A comparison between the current proposal and earlier applications are shown within the submitted Design and Access Statement.

The current design envisages utilising the existing slope on the site to create underground parking to the rear that would be at ground level to the front of the building. This would create a building that is three storey in appearance to the front and two storey to the rear with accommodation within the roof. This approach would maintain substantial landscaping within the site, enabling the retention of the mature trees and open character towards the front of the site. Therefore, it is considered to contribute to a positive relationship between it and the natural underlying landform and topography of the site.

The roof of the car park to the rear of the building would be used to create a podium level garden and the new position of the building is more sympathetic in terms of its relationship with the properties backing onto the site in that it would be set further away from the boundary than the existing buildings at Nos. 36 & 38 and there is more opportunity for landscaping.

It is clear that there has been an attempt to make the building appear like 3 large dwelling houses by breaking it into 3 separate blocks, linked by glazed sections that would be set back significantly from the main front elevation and roof ridge. Careful detailing such as the provision of entrance doors at ground level have also been provided to reinforce this appearance, which is considered to be appropriate to the setting and character of the area.

The two/three storey height of the building with accommodation within the roof is appropriate in scale and fitting to the surrounding context of the site. Overall, the replacement building is considered to have regard to the pattern and grain of existing spaces and streets in orientation, scale, proportion and mass. The proposed scheme is clearly informed by the surrounding historic environment and would be considered to sit comfortably within the site and streetscene.

The Council's Conservation and Urban Design Officer has raised no objection to the proposed design, bulk, mass, or proportions of the building stating that 'previous suggestions for an "Arts and Crafts" type design have been heeded'. The revised design is now considered to be in keeping with the character and appearance of Northwood. However, the Council's Conservation and Urban Design Officer has recommended conditions to secure appropriate materials, require tinting of the glazed intersections, and to obtain more simple porch detailing to harmonise with the vernacular style of the elevations.

Subject to those conditions, no objection has been raised by the Council's Conservation and Urban Design Officer as the appearance of the proposed building would be considered to be in keeping with the character and appearance of the street and would not adversely impact the visual amenity of the wider area, in accordance with policy BE13 and BE19 of

the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012); policy BE1 of the Local Plan: Part 1 Strategic Policies (2012); policies 7.4 and 7.6 of the London Plan (2016); and chapter 7 of the National Planning Policy Framework (2012).

7.08 Impact on neighbours

Policies BE20, BE 21, and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) seek to safeguard the amenities of neighbouring residents in a number of ways. The effect of the siting, bulk and proximity of a new building on the outlook and its impact on daylight/sunlight, privacy, and residential amenity of adjoining occupiers.

Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that permission will not normally be granted for uses and associated structures which are, or are likely to become, detrimental to the character or amenities of surrounding properties or the area generally.

The nearest residential properties to the development are located on Greenheys Close to the North and at No. 34 Rickmansworth Road to the east. There are also the residential flats of Southill to the West. Regarding the impact on neighbours, it is worth pointing out that no concerns were raised regarding the amenity of neighbouring properties on the previous planning refusal (ref. 56595/APP/2007/3796) or appeal whereby the inspector determined that the the only reason for refusal was on highway safety grounds.

Nevertheless, the proposed building is situated further away from the neighbouring properties on Greenheys Close than the existing buildings on site. Therefore, the impact on the amenity of these neighbours should be less. It is recognised that the building would be higher, but it would not breach the 25 degree line from ground floor windows taken from any of the neighbouring properties on Greenheys Close. By virtue of the increased set back, the proposal is not considered to adversely impact the residential amenity of neighbours to the north.

No. 34 to the east, has habitable room windows to the front and rear. The development would be situated forward of this neighbour so it would not impact its rear windows. The replacement building has been positioned further away from No. 34 than the existing property No. 36 Rickmansworth Road, which again should reduce the impact on any front elevation windows to this neighbour. In addition, there is significant screening along the boundary provided by a row of evergreen trees which already enclose the closest ground floor level front window to this neighbour. The nearest part of the development to this neighbour is set down from the main building height at two storeys (with no accommodation within the roof following revisions to the height) It is also set back from the boundary by 4.6m and approximately 10m from No. 34, which would further assist in ensuring that there was less than significant impact to the front windows of this neighbour. Given these combination of factors, the development is not considered to harm the residential amenity of this neighbour in terms of loss of light, outlook, or a detrimental sense of enclosure. There are a number of openings proposed on the eastern flank wall which overlook the front garden of No. 34, however, they would not overlook habitable room windows on the main house and the front garden is already significantly overlooked from the public highway and adjoining properties as is often the case for such spaces. Therefore, the proposal would not result in significant loss of privacy to this neighbour.

The proposed building would also be farther away from the neighbouring properties to the west with a gap of approximately 20m between them. Similarly, existing vegetation along the boundary already encloses these neighbours and would significantly screen the development from the perspective of the residents. On this basis, the proposal is not

considered likely to negatively impact the residential amenity of occupiers to the west, in terms of loss of light, outlook, privacy, or a detrimental sense of enclosure.

To conclude, the proposal would not harm the residential amenity of neighbouring properties, in accordance with policies BE20, BE21, BE24, and OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

7.09 Living conditions for future occupiers

INTERNAL LIVING SPACE

The Government's national space standards contained in the Technical Housing Standards and policy 3.5 of the London Plan (2016) set out the minimum floor areas required for proposed residential units in order to ensure that they provide an adequate standard of living for future occupants.

Generous and spacious residential floor space provision would be provided which exceed the minimum standards of policy 3.5 of the London Plan (2016) and Technical Housing Standards. Many of the units would be dual aspect and all would be considered to benefit from adequate outlook and natural daylight.

It appears from the plans that the entrances to the building would have level access to/from external areas. The core is appropriately positioned and the communal corridors would be acceptable in terms of accessibility. Please see 'Accessibility' below for further consideration of these matters.

EXTERNAL AMENITY SPACE

Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that new residential buildings should provide or maintain external amenity space which is sufficient to protect the amenity of existing and future occupants which is useable in terms of its shape and siting. Developments should incorporate usable, attractively laid out and conveniently located garden space in relation to the flats they serve. It should be of an appropriate size, having regard to the size of the flats and character of the area.

The policy requirement for this development is 570sqm of usable and conveniently located communal garden space. The site plan indicates that there would be a greater level of external green space than the policy standard. The external garden area to the rear of the building measures in excess of 900sqm. It is recognised that some of this external area is likely to be lost to provide appropriate defensible space to ground level windows, however, the proposal would still provide well in excess of the policy requirement.

It is clear from the plans that defensible space has been incorporated into the design of the development. Nevertheless, it is considered reasonable to obtain further details of defensible space / boundary treatment by condition to ensure that there would be no privacy or security concerns to ground floor level flats.

Therefore, subject to condition, future occupiers would not suffer from lack of privacy or security from communal areas and the level and quality of external amenity space would be acceptable, in accordance with policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

CHILDREN'S PLAY SPACE

Policy 3.6 'Children and young people's play and informal recreation facilities' of the London Plan (2016) recommends that development that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs.

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

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

7.10 Traffic impact, Car/cycle parking, pedestrian safety

TRAFFIC IMPACT/HIGHWAY & PEDESTRIAN SAFETY

Policy AM2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that all proposals for development will be assessed against: (i) their contribution to traffic generation and their impact on congestion, particularly on the principal road network as defined in paragraph 14.14 of the plan, and (ii) the present and potential availability of public transport, and its capacity to meet increased demand.

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the local planning authority will consider whether the traffic generated by proposed developments is acceptable in terms of the capacity and functions of existing and committed principal roads only, and will wholly discount any potential which local distributor and access roads may have for carrying through traffic. The local planning authority will not grant permission for developments whose traffic generation is likely to: (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network; or (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety; (iii) diminish materially the environmental benefits brought about by new or improved roads; or (iv) infiltrate streets classed as local roads in the borough road hierarchy unless satisfactory traffic calming measures can be installed. Traffic calming schemes should, where appropriate, include environmental improvements such as hard and soft landscaping, and should be completed before the development is first used or occupied.

Policy 6.3 'Assessing effects of development on transport capacity' of the London Plan (2016) states that development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.

Rickmansworth Road (A404) is classified and is shown as a London Distributor Road in the Hillingdon Local Plan (November 2012). It is one of the main routes through the northern part of the Borough and is used by buses and heavy goods vehicles. In the vicinity of the site it is largely fronted by residential properties and is subject to a 30 mph speed limit. There is a bend in the road which restricts visibility.

A previous planning application (ref. 56595/APP/2007/3796) was refused on part of this site and dismissed at appeal. The Council and Inspector determined that the only reason for refusal was on highway safety grounds by virtue of the restricted visibility.

The current scheme differs from this proposal, in that it now includes number 40

Rickmansworth Road. As a consequence, it is now possible to gain enhanced visibility splays utilising the land at number 40.

The proposed development would be served by a single access bellmouth located at the eastern end of the site frontage. The design of the bellmouth has been led by the need for the development to accommodate refuse collection vehicles within the layout. The width of the access road beyond the bellmouth will be 4.1m with a 1.2m wide footway along the western edge.

As part of pre-application discussions, it was made clear that a visibility splay of 2.4m x 70m to the west would be required, in compliance with the advice set out within Manual for Streets 2 in respect of the recorded vehicle speeds. In order to assess the level of visibility that is required at the site access a vehicle speed survey was commissioned from a data collection specialist. This was carried out in accordance with TA 22/81 "Vehicle Speed Measurement on All Purpose Roads" and a representative sample of vehicle speeds was collected on 2 separate days. A copy of the survey report is included within the Appendix of the Transport Statement.

The proposed site access has been designed with visibility splays of 2.4m x 70m to the west and 2.4m x 90m to the east. The visibility splay to the east is unobstructed at any distance due to the alignment of Rickmansworth Road. The visibility splay to the west has been the point of contention in the past and restrained by property boundaries and the alignment of the main carriageway.

The Council's Transport Engineer has been consulted and reviewed the proposal along with the Transport Statement submitted. No objection has been raised to the proposed access arrangements subject to the provision of a right turn lane into the site. The Highway Engineer has suggested that this could be secured by legal agreement, along with associated S278 works in the area.

The new access would enable refuse vehicles to enter the site, manoeuvre and leave in forward gear. This is a safer arrangement than existing which relies on all servicing to take place from the Rickmansworth Road carriageway.

The development would increase the number of likely users/trips to the site, however, this level of intensification is not considered likely to cause significant traffic implications given the capacity of surrounding roads.

The proposal is considered to be acceptable in terms of access, traffic impact, and highway/pedestrian safety, in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 6.3 of the London Plan (2016).

CAR/CYCLE PARKING

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that new development will only be permitted where it is in accordance with the council's adopted car parking standards.

Policy AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that all car parks provided for new development shall contain conveniently located reserved spaces for disabled persons in accordance with the council's adopted car parking standards.

Policy 6.9 'Cycling' of the London Plan (2016) states that development should provide a secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 and the guidance set out in the London Cycle Design Standards (or subsequent revisions).

Policy 6.13 'Parking' of the London Plan (2016) sets maximum standards laid out in Table 6.2 in the parking addendum. In addition, developments must:

- ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles
- provide parking for disabled people
- meet the minimum cycle parking standards set out in Table 6.3
- provide for the needs of businesses for delivery and servicing.

The development provides parking at basement level which would not require a ramp by virtue of the topography of the site. The proposal would provide 29 car parking spaces and two motorcycle parking spaces. Four disabled parking spaces would be provided which for ease of use are either situated near to the main core at basement level or at external ground level near to the main entrance.

Given the site has a PTAL of 2, this level of provision would be considered acceptable. The level of disabled car parking is also satisfactory. Should the application be approved, a condition should be imposed to secure a satisfactory level of electrical charging points.

The proposal includes provision for 39 cycle parking spaces which would be located at basement level. They would be secure, sheltered, and reasonably accessible.

Overall, the level of parking would be considered policy compliant and acceptable, in accordance with policies AM14 and AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policies 6.9 and 6.13 of the London Plan (2016).

7.11 Urban design, access and security

SECURITY

Policy 7.3 'Designing Out Crime' of the London Plan (2016) states development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. In addition, Building Regulations: Approved Document Q deals with security and requires that a reasonable provision must be made to resist unauthorised access to any dwelling: and any part of a building from which access can be gained to a flat within the building.

The scheme has been reviewed by the Metropolitan Police's Designing Out Crime Officer (DOCO), who raises no objection, subject to condition to achieve Secured by Design. Approved Document Q 'security, dwellings' of the Building Regulations 2015 applies to all new dwellings, including those resulting from a change in use of an existing building, such as commercial premises, warehouse and barns undergoing conversions into dwellings. It also applies within Conservation Areas. It requires that reasonable provision be made to resist unauthorised access to any dwelling; and any part of a building from which access can be gained to a flat within the building. This is a mandatory requirement for new residential development and compliance with it would achieve a Silver Award or higher in terms of Secured By Design. Therefore, it is unnecessary to further condition the development given there is existing separate legislation that would achieve the same objective.

For details of urban design please see section 7.07, and for details of access please see sections 7.8, 7.10, and 7.12, of this report.

7.12 Disabled access

In assessing this application, reference has been made to policy 3.8 'Housing Choice' of the London Plan (2016); Approved Document M to the Building Regulations (2015); and Accessible Hillingdon SPD adopted 2013.

The property is accessed off Richmansworth Road. The scheme incorporates a clear network of routes that are easily understandable, inclusive, safe and secure that connect to the main entrance to the building. The plans indicate that the development would provide step free access to and from the proposed building and that all of the units would comply with the Technical Housing Standards for internal floor space and category M4(2) 'Accessible and adaptable dwellings' of Approved Document M to the Building Regulations (2015). The proposal should also provide 10% category M4(3) 'wheelchair user dwellings' as outlined in Approved Document M to the Building Regulations (2015). Compliance with these standards will be secured by condition should the application be approved.

The development would also provide four disabled car parking spaces which is more than the 10% required by policy.

Overall, the layout of the development is inclusive and will function well, creating a safe and accessible environment. It would ensure the delivery of a range of house types that meet the diverse needs of Londoners and an ageing population, in accordance with regional and local planning requirements.

7.13 Provision of affordable & special needs housing

With regards to special needs housing please see above.

AFFORDABLE HOUSING

Policy 3.3 of the London Plan (2016) states that subject to viability, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable housing, with the tenure split (70% Social/Affordable Rent and 30% Intermediate) as set out in Policy H2: Affordable Housing of the Local Plan: Part 1 - Strategic Policies.

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

The Council has requested a third party independent review of the Financial Viability Assessment. Further to this independent review, it was agreed with the Head of Planning and Housing Manager that there was insufficient surplus to justify the provision of any affordable housing on this scheme.

7.14 Trees, landscaping and Ecology

TREE AND LANDSCAPING

Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate.

Planning applicants for planning consent will be required to provide an accurate tree survey showing the location, height, spread and species of all trees where their proposals would affect any existing trees.

Policy BE39 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the Local Planning Authority recognises the importance of Tree Preservation Orders in protecting trees and woodlands in the landscape and will make orders where the possible loss of trees or woodlands would have a significant impact on their surroundings.

Policy OL26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) recommends that the Local Planning Authority will protect trees and woodlands and encourage the preservation, proper management and in appropriate locations the extension of woodlands. Proposals for development in the more rural areas of the borough should be accompanied by proposals for landscaping and tree planting wherever practicable, and the retention of existing landscaping features where appropriate.

Policy 7.21 'Tree and Woodlands' of the London Plan (2016) stipulates that existing trees of value should be retained and any loss as the result of development should be replaced.

Chapter 11 of the National Planning Policy Framework (2012) states that 'the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes'.

The main landscape issue to consider in this application relates to the safeguarding of trees on the site which contribute to the arboreal character and visual amenity of the site and surrounding area.

A tree survey has been prepared by GHA Trees that shows 18No. individual trees or groups have been assessed, of which eight are 'B' grade. The tree survey acknowledges that one 'B' grade sycamore, T15, and three 'C' grade trees (T14, G16 and some of G18) will be removed to facilitate the development.

In terms of retained trees / root protection areas, the survey has noted the need to protect the pine, T9 (T1, TPO No. 648) due to a major incursion by the proposed driveway into the root protection area of the tree. Protective measures are outlined in section 8 of the report.

On balance, the proposal is to retain many of the existing trees and the layout plan (by Wilcox and Meilwes) indicates that there will be amenity space and opportunity to provide an attractive landscape layout which includes additional tree planting.

The Council's Tree and Landscaping Officer has been consulted and not raised any objection to the proposal subject to conditions relating to tree protection/replacement, and the provision of a comprehensive landscaping scheme. Subject to these conditions as requested by the Council's Tree and Landscaping Officer, the proposal would be considered acceptable in terms of tree protection and landscaping, in accordance with local, regional and national planning policy.

ECOLOGY

The site is considered to be of low ecological value, with minimal potential to support protected, priority or rare species, or with significant abundance of common or widespread species, and with no UK priority habitats present. In addition, existing trees that have

potential to support various species are to be retained. Therefore, the development is considered acceptable in terms of ecology, in accordance with policies EC2, EC3, EC4, EC5, and EC6 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.19 of the London Plan (2016).

7.15 Sustainable waste management

Integral waste storage would be provided at basement level but accessed externally at ground level due to the topography of the site. The plans indicate that sufficient space would be provided to accommodate adequate capacity for waste and recycling. It would also be conveniently located for future occupants and for collection. Details have also been provided to demonstrate that refuse vehicles can safely enter and exit the site. Therefore, the refuse and recycling storage proposed would be acceptable, in compliance with policy 5.17 of the London Plan (2016).

7.16 Renewable energy / Sustainability

Policy 5.2 'Minimising Carbon Dioxide Emissions' of the London Plan (2016) states that development proposals should make the fullest contribution to minimising carbon dioxide emissions.

The Energy Statement submitted shows that the development would comply with the London Plan by reducing emissions by at least 35% from a building regulations 2013 baseline. Subject to conditions to ensure compliance with the Energy Statement; to require the submission of further details regarding the proposed PV panels to the roof; and a statement to manage maintenance and report on the energy and CO2 output of the development on an annual basis; the development would be compliant with regards to minimising carbon dioxide emissions, in accordance with policy 5.2 of the London Plan (2016).

7.17 Flooding or Drainage Issues

The site is not located within a flood zone and is less than 1 hectare in extent. However, the management of surface water is a material planning consideration for all major development.

The proposal includes a basement which can have an impact on ground water. A Surface Water/SUDS Statement has been submitted with the application. The Council's Flood and Water Management Officer has considered the proposal and raises no objection, subject to a condition to safeguard from flooding. On this basis, the proposal is considered acceptable in terms of flooding, in accordance with policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), policy 5.12 Flood Risk Management of the London Plan (2016), and National Planning Policy Framework (March 2012).

7.18 Noise or Air Quality Issues

NOISE

Policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that proposals for the siting of noise sensitive development such as family housing, schools or certain forms of commercial activity where the occupiers may suffer from noise or vibration will not be permitted in areas which are, or are expected to become, subject to unacceptable levels of noise or vibration. Where development is acceptable in principle, it will still be necessary to establish that the proposed building or use can be sited, designed, insulated or otherwise protected from external noise or vibration sources to appropriate national and local standards.

Policy 7.15 'Reducing and managing noise, improving and enhancing the acoustic

environment and promoting appropriate soundscapes' of the London Plan (2016) recommends that development proposals should seek to manage noise by (a) avoiding significant adverse noise impacts on health and quality of life as a result of new development; (b) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing businesses; (c) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity); (d) separating new noise sensitive development from major noise sources (such as road, rail, air transport and some types of industrial development) through the use of distance, screening or internal layout - in preference to sole reliance on sound insulation; (e) where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles; (f) having particular regard to the impact of aviation noise on noise sensitive development; and (g) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

The proposed use would not be more noise sensitive than the existing use. Besides road traffic noise, the site is not located near to any existing or potential excessive or major noise sources. In addition, the development would need to achieve compliance with Part E (Approved Document E) of schedule 1 of the Building Regulations which covers the requirement with respect to resistance to sound. Nevertheless, the Council's Environmental Health Officer has raised concern regarding potential noise from road traffic. A condition has been recommended to safeguard the amenity of future occupiers with regards to noise.

With regards to the impact on neighbouring properties, the proposal is not considered likely to cause significant noise or disturbance given its scale and residential nature.

Overall, the development would be considered to comply with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.15 of the London Plan (2016).

AIR QUALITY

Policy 7.14 'Improving air quality' of the London Plan (2016) states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) and where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans. It also recommends that development proposals should promote sustainable design and construction to reduce emissions from the demolition and construction of buildings.

The site is an existing residential location that does not appear to suffer from poor air quality. Therefore, the proposal is not considered to raise any concern with regards to air quality, in compliance with policy 7.14 of the London Plan (2016).

7.19 Comments on Public Consultations

Please see the beginning of the 'External Consultees' section of this report for details regarding public consultation.

7.20 Planning obligations

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

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

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

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) is concerned with securing planning obligations to supplement the provision of recreational open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals.

At a regional level, policy 8.2 'Planning Obligations' of the London Plan (2016) stipulates that when considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. It also states that development proposals should address strategic as well as local priorities in planning obligations.

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

Non-monetary contributions:

- Affordable Housing: Further to the independent review of the AH FVA it was agreed with the Head of Planning and Housing Manager that there was insufficient surplus to justify the provision of any affordable housing on this scheme.
- Affordable Housing Review Mechanism: In the absence of the provision of affordable housing on the scheme, based upon the current FVA Toolkit Modelling, it has been discussed and agreed with the Council, that on this occasion a review mechanism is acceptable to capture any uplift in values and affordable housing provision / financial contribution. The s106 obligation must only be on the basis of a single review which is to be triggered by non-commencement of the approved development (e.g. 15 months post planning permission - being the same mechanism as agreed on several other Hillingdon schemes). Reviews during the construction process can't be agreed as they have negative implications and uncertainty on construction funding which must be avoided on these type of single phase schemes.
- S278/S38 highway works to secure the proposed highway works.

Monetary contributions:

- Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to

be delivered.

- Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides 24 new residential units. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

7.21 Expediency of enforcement action

There are no enforcement issues related to this site.

7.22 Other Issues

CONTAMINATION

In the past, part of the site has been used as a plant nursery. Although this is a low risk there can be some residual soil contamination from these activities from on site materials including fertilisers and old heating pipes (sometimes asbestos). The other former use around the area that is not marked on this land is for mineral (gravel) extraction. There are old filled pits around Highfield Crescent and Highfield Road next to and 55 metres from the development. The Council's Environmental Health Officer has been consulted and considers the proposal to be low risk. However, it has been recommended that a condition be imposed to cover imports to ensure that it is clean and uncontaminated. Subject to condition, the proposal is considered acceptable with regards to contaminated land, in accordance with policy 5.21 of the London Plan (2016).

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The principle of a flatted development on this site is acceptable and was determined to be appropriate by the previous Inspector for appeal (Ref: APP/R5510/A/03/1121602) where it was considered that the only reason for refusal was on highway safety grounds.

The current scheme differs from this proposal, in that it now includes number 40 Rickmansworth Road. As a consequence, it is now possible to gain enhanced visibility splays utilising the land at number 40. The proposed site access has been designed with visibility splays of 2.4m x 70m to the west and 2.4m x 90m to the east. The visibility splay to the east is unobstructed at any distance due to the alignment of Rickmansworth Road. The visibility splay to the west has been the point of contention in the past and restrained by property boundaries and the alignment of the main carriageway. The Council's Transport Engineer has been consulted and reviewed the proposal along with the Transport Statement submitted. No objection has been raised to the proposed access arrangements, subject to the provision of a right turn lane into the site, to be secured by legal agreement, along with associated S278 works in the area. The parking provision would comply with parking standards at local and regional levels.

The new building is well designed and will make a positive contribution to the location and surrounding area, particularly as the proposal includes retention of many of the mature

trees within the site and it incorporates significant landscaping to the front and rear. The height and bulk of the building can be satisfactorily accommodated in this location without appearing overbearing on the surrounding area and will not unacceptably detract from the amenities of adjoining occupiers by reason of loss of light, privacy or outlook. The Council's Conservation and Urban Design Officer has reviewed the proposal and considers that it would be acceptable in design terms, subject to a condition to secure appropriate materials.

The scheme includes a range of energy efficient measures and the proposed sustainability measures will enable a reduction in CO2 emissions together with the production of onsite renewable energy.

Overall, the development would reflect the 12 core principles of sustainable development as set out in the NPPF. The application scheme meets the strategic policy objectives of the London Plan as well as the aims and objectives of local Council policy.

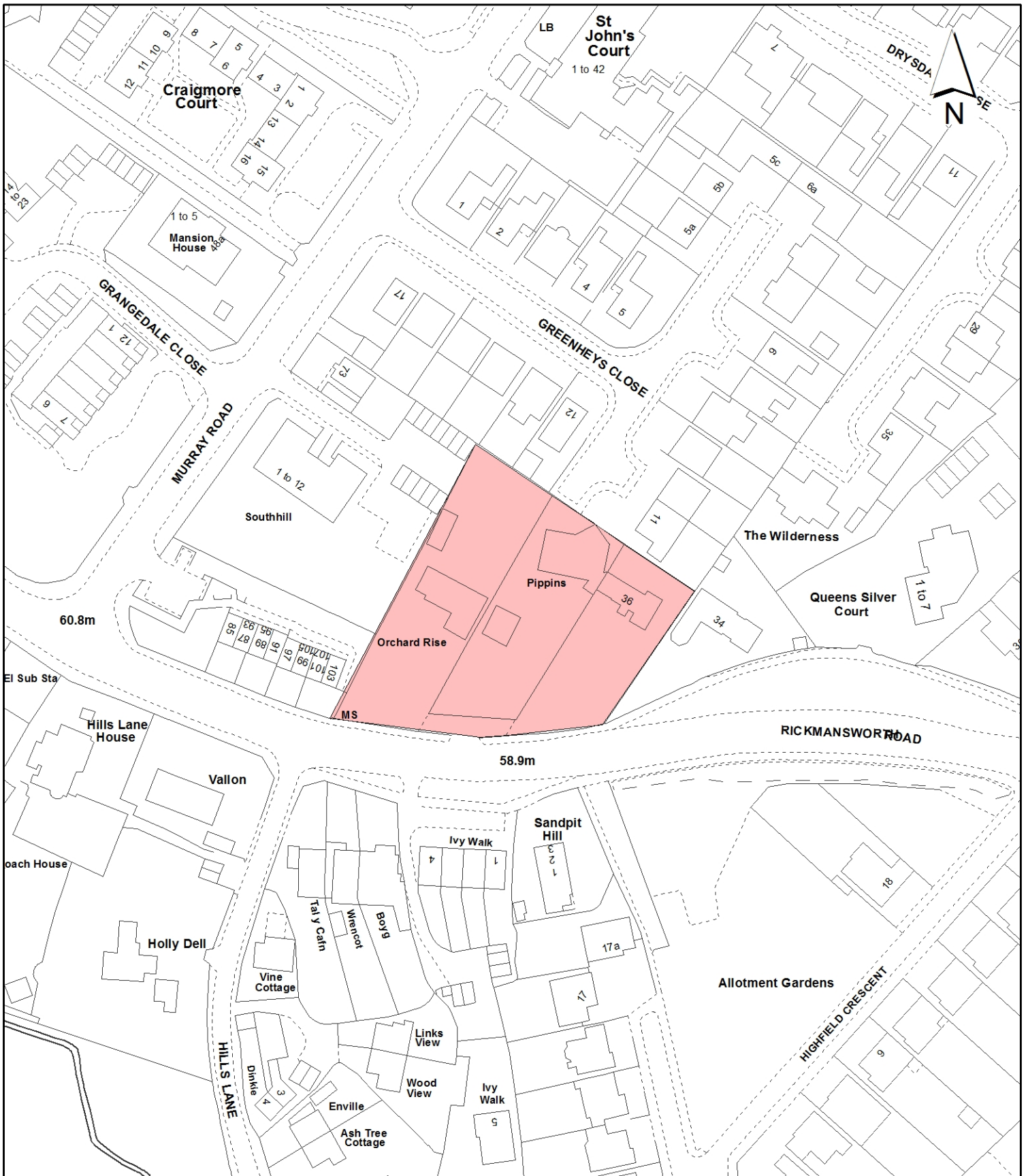
It is therefore recommended that planning permission be granted subject to conditions and the completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 to secure the items referred to in section 7.20 of this report.

11. Reference Documents

The Hillingdon Local Plan: Part 1 - Strategic Policies (8th November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (2016)
National Planning Policy Framework (2012)
Technical Housing Standards - Nationally described space standards (2015)
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Community Safety
Council's Supplementary Planning Guidance - Land Contamination
Council's Supplementary Planning Document - Accessible Hillingdon
Council's Supplementary Planning Document - Affordable Housing
Council's Supplementary Planning Document - Noise
Council's Supplementary Planning Document - Planning Obligations
The Mayor's Housing Supplementary Planning Guidance

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Notes:

 Site boundary

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Site Address:

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 Northwood**

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

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

Planning Application Ref:

69978/APP/2016/2564

Scale:

1:1,250

Planning Committee:

Major

Date:

March 2017



HILLINGDON
 LONDON