

Report of the Head of Planning, Sport and Green Spaces

Address FORMER BRITISH LEGION STATION ROAD WEST DRAYTON

Development: Erection of 13 terrace dwellinghouses with associated parking, landscaping and external works, following demolition of existing building.

LBH Ref Nos: 11332/APP/2016/1595

Drawing Nos:

- 15-043-LP (Location plan)
- 13-P-T3-F Rev A (Proposed 3 Bed Houses House Type 3 Floor Plans)
- 13-P-01 Rev A (Proposed Roof Plan)
- 13-P-T3-E Rev A (Proposed 3 Bed House House Type 3 Elevations)
- 13-P-T2-F Rev A (Proposed 3 House House Type 2 Floor Plans)
- 13-P-T2-E Rev A (Proposed 3 Bed House Type 2 Elevations)
- 13-P-T1-F (Proposed 3 Bed House House Type 1 Floor Plans)
- 13-P-B1-F (Proposed 3 Bed House Block 1 Plans)
- 13-P-B1-E (Proposed 3 Bed House Block 1 Elevations)
- 13-P-02 Rev A (Proposed Block Plan)
- 13-P-B2-E Rev A (Proposed 3 Bed House Block 2 Plans)
- 13-P-SE-E Rev A (Proposed House Type 1 and 2 Sections)
- 13-P-SS Rev A (Proposed Site Section)
- 13-P-T1-E (Proposed 3 Bed House House Type 1 Elevations)
- 15-043-P-AC Rev B (Accommodation Schedule)
- P-SV Rev A (Street Boundary Wall View Proposed Boundary Wall Detail)
- P-BW Rev A (Street Boundary Wall View Proposed Boundary Wall Detail)
- 13-P-80-3 Rev A (Proposed Hard Surfaces)
- 13-P-80-2 Rev A (Proposed Refuse Layout)
- 13-P-80-1 Rev A (Site Levels)
- 13-P-B2-E Rev A (Proposed 3 Bed House Block 2 Elevations)

Date Plans Received: 25/04/2016

Date(s) of Amendment(s): 25/04/2016

Date Application Valid: 18/11/2016

1. SUMMARY

This application seeks planning permission to create 13 family sized dwellinghouses with associated parking, landscaping and external works, following demolition of the existing building.

In terms of principle of development, there is local and London Plan support for the provision of additional family sized houses and the loss of the existing community use is considered acceptable, given that there is suitable alternative provision nearby and as the existing building is in a poor state of repair and not viable in its current use.

The new buildings are well designed and will make a positive contribution to the location and surrounding area. In addition, they will not adversely impact on the setting of the West Drayton Green Conservation Area or nearby Grade II Listed Building, Drayton Hall.

The development has been positioned away from neighbouring properties and its height and bulk can be satisfactorily accommodated in this location without appearing overbearing on the surrounding area or unacceptably detracting 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.

In terms of transport, the Council's Highway Engineer is satisfied with the parking arrangements, along with the access arrangements.

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.

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: 2 housing units.

ii) Affordable Housing Review Mechanism: The legal agreement shall provide for the Council to review the finances of the scheme at a set time in order to ensure that the maximum amount of affordable housing is being sought.

iii) S278/S38 agreement to secure access and pavement modifications.

Monetary contributions:

vi) 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.

vii) 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 2017 (or such other time frame as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of highways, affordable housing, and construction training). The proposal therefore conflicts with policies AM7 and R17 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (2016).'

E) That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to 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:

- 15-043-LP (Location plan)
- 13-P-B2-E Rev A (Proposed 3 Bed House Block 2 Elevations)
- 13-P-T3-F Rev A (Proposed 3 Bed Houses House Type 3 Floor Plans)
- 13-P-80-1 Rev A (Site Levels)
- 13-P-01 Rev A (Proposed Roof Plan)
- 13-P-T3-E Rev A (Proposed 3 Bed House House Type 3 Elevations)
- 13-P-T2-F Rev A (Proposed 3 House House Type 2 Floor Plans)
- 13-P-T2-E Rev A (Proposed 3 Bed House Type 2 Elevations)
- 13-P-T1-F (Proposed 3 Bed House House Type 1 Floor Plans)
- 13-P-B1-F (Proposed 3 Bed House Block 1 Plans)
- 13-P-B1-E (Proposed 3 Bed House Block 1 Elevations)
- 13-P-02 Rev A (Proposed Block Plan)
- 13-P-B2-E Rev A (Proposed 3 Bed House Block 2 Plans)
- 13-P-SE-E Rev A (Proposed House Type 1 and 2 Sections)
- 13-P-SS Rev A (Proposed Site Section)

13-P-T1-E (Proposed 3 Bed House House Type 1 Elevations)
15-043-P-AC Rev B (Accommodation Schedule)
P-SV Rev A (Street Boundary Wall View Proposed Boundary Wall Detail)
P-BW Rev A (Street Boundary Wall View Proposed Boundary Wall Detail)
13-P-80-3 Rev A (Proposed Hard Surfaces)
13-P-80-2 Rev A (Proposed Refuse Layout)

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:

15-043-13-P-AQS Air Quality Statement
15-043-13-P-NS Noise Assessment Statement
950-001 Sweep path layouts - Parking Rev A
950-002 Sweep path layouts - Refuse turning Rev A
Transport statement
Flood Risk Assessment and SUDS report
Geo Report - Soil Investigation P9458J866

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.
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 railings/walls located to the front of the site along Station Road.
 - 2.b Hard Surfacing Materials
 - 2.c Other structures (such as gates, steps, ramps, retaining walls and chains/treatment to provide defensible space)
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 COM15 Sustainable Water Management

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall follow the strategy set out in 'Flood Risk Assessment', produced by Curtains dated 19th July Rev 3.

The scheme shall clearly demonstrate how it, Manages Water and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

- i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,
- iii. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access

and egress must be demonstrated).

b) Capacity of Receptors

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

c) Minimise water use.

i. incorporate water saving measures and equipment.

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

d) Long Term Management and Maintenance of the drainage system.

i. Provide a management and maintenance plan

ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).

iii 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.

iv. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

f) From commencement on site

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

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.

9 NONSC Contamination

(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 Document 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; and

(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, along with details of a watching brief to address undiscovered

contamination.

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

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

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

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

10 NONSC Cycle Parking

Prior to occupation of the development, details of sheltered and secure storage spaces that can accommodate 2 bicycles for each dwelling shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, these cycle parking spaces shall be provided prior to occupation of the development and 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).

11 RES16 Car Parking

The development shall not be occupied until 20 car parking spaces, including 2 disabled bays, 4 electric charging bays with a further 4 bays with passive provision have been provided. Thereafter the parking bays/areas shall be permanently retained and used for no other purpose than for 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).

12 RES22 Parking Allocation

Prior to occupation of the development, a parking allocation and management scheme shall have 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 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 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.
- 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) The location, type, size and finish of plant, vents, flues, grills and downpipes/hoppers

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).

15 NONSC Noise mitigation for future occupiers

Prior to commencement of development, a scheme for protecting the proposed development from road traffic and air traffic shall have 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 and other measures as may be approved by the LPA. 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, 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)

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

17 NONSC CO2 Reductions

Prior to commencement of development an energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall:

- 1 - set out the annualised baseline energy demand (kWhr) and CO2 levels (KgCO2) of the development built to 2013 Building Regulations.
- 2 - set out the design measures and features that reduce the baseline emissions relative to the London Plan Hierarchy (be lean, be clean, be green)
- 3 - provide the impacts of the measures and features from [2] on the baseline energy demand and emissions [1]
- 4 - provide full details, including (but not limited to), of types of lighting, boiler specifications, Combined Heat and Power networks and plant technology, zero carbon technology including roof plans and PV specifications.
- 5 - methods to monitor and maintain the development to ensure the targets are achieved and met consistently

Thereafter, the development shall be carried out and completed in accordance with the approved assessment.

REASON

To ensure the development contributes to a reduction in CO2, in accordance with policy 5.2 of the London Plan (2016).

18 NONSC Ecology

Prior to the commencement of development, a scheme for the creation of biodiversity features and enhancement of opportunities for wildlife shall be submitted to and approved in writing by the Local Planning Authority. The plans shall detail measures to promote, encourage and support wildlife through the use of, but not limited to, bat and bird boxes, specific wildlife areas within the landscape schemes and the inclusion of living walls/screens and living roofs. The development must be carried out and completed in accordance with these approved details.

REASON

To ensure the development makes a positive contribution to the protection and enhancement of flora and fauna in an urban setting, in accordance with policy BE1 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012).

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.

R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
R8	Loss of facilities which support arts, cultural and entertainment activities
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
H11	Provision of affordable housing
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
BE13	New development must harmonise with the existing street scene.
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.
BE22	Residential extensions/buildings of two or more storeys.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design

	of highway improvement schemes, provision of cycle parking facilities
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
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 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.7	(2016) Large residential developments
LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 3.16	(2016) Protection and enhancement of social infrastructure
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 5.10	(2016) Urban Greening
LPP 5.17	(2016) Waste capacity
LPP 5.18	(2016) Construction, excavation and demolition waste
LPP 5.21	(2016) Contaminated land
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.21	(2016) Trees and woodlands
LPP 8.1	(2016) Implementation

LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

3 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies, 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

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.

13

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).

14

The Council's Environmental Protection Unit (EPU) must be consulted for their advice when importing soil to the site.

15

You are advised that Thames Water has the following advice:

Waste

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses. 'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:

"A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

Surface Water Drainage

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system. There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit

thameswater.co.uk/buildover. Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333. Yours faithfully
Development Planning Department

3. CONSIDERATIONS

3.1 Site and Locality

The 0.255 hectare triangular site is located on the eastern side of Station Road, approximately 50m north of its junction with Sipson Road, Thornton Avenue and Harmondsworth Road. The site comprises a single storey building that is currently vacant, but was previously used by the Royal British Legion. The building is neither listed nor located within a conservation area. However, the West Drayton Green Conservation Area is situated immediately to the west. In addition, Drayton Hall, a Grade II Listed Building is located opposite the site.

The area is characterised by predominately residential homes, flats, and houses whose gardens back directly onto the site boundaries. Station Road is wider than many of the surrounding roads yet it is more verdant in nature with many trees on each side of the road. There is a blanket TPO immediately to the north of the site. Also, Station Road comprises a greater range of property types and uses. Adjoining the site to the south, is a convenience store in what was previously a Public House known as the 'Fox and Pheasant'.

The site has a PTAL rating of 1a/2, is located within an Air Quality Management Area (AQMA), and has been identified as suffering from drainage issues.

3.2 Proposed Scheme

The proposal consists of the erection of 13 terrace dwellinghouses with associated parking, landscaping and external works, following demolition of existing building.

3.3 Relevant Planning History

Comment on Relevant Planning History

No relevant history to the determination of this planning application.

4. Planning Policies and Standards

Please see list below for list of relevant planning policies and standards.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.H1 (2012) Housing Growth

PT1.H2	(2012) Affordable Housing
PT1.HE1	(2012) Heritage
PT1.BE1	(2012) Built Environment
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.EM11	(2012) Sustainable Waste Management
PT1.CI1	(2012) Community Infrastructure Provision

Part 2 Policies:

R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
R8	Loss of facilities which support arts, cultural and entertainment activities
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
H11	Provision of affordable housing
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
BE13	New development must harmonise with the existing street scene.
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.
BE22	Residential extensions/buildings of two or more storeys.

BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
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
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 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.7	(2016) Large residential developments
LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 3.16	(2016) Protection and enhancement of social infrastructure
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 5.10	(2016) Urban Greening
LPP 5.17	(2016) Waste capacity
LPP 5.18	(2016) Construction, excavation and demolition waste
LPP 5.21	(2016) Contaminated land
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion

LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.21	(2016) Trees and woodlands
LPP 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **22nd December 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

39 neighbour consultee letters were sent the 29th November 2016, a site notice erected the 1st December 2016, and an advert published the 7th December 2016. The statutory neighbour consultation period expired the 28th December 2016. Thus far, no objections have been received.

DESIGNING OUT CRIME OFFICER (METROPOLITAN POLICE)

No objection, subject to the standard Secure By Design condition.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)

No objection

THAMES WATER

Waste Comments

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WEST DRAYTON CONSERVATION AREA ADVISORY PANEL

We are prepared to accept the principle of residential development provided it does not conflict with the covenant that we understand exists; we are informed this restricts the site to community use. We are glad to see that the proposal is for houses rather than yet more flats and if it turns out there is no impediment to residential development then we would make the following comments, most of which we believe mean some amendments are necessary to the current proposals before

permission should be granted. We therefore hope planning permission will not be granted for the current proposals.

1) There are contradictions between the number of houses and of parking spaces listed in the application form and shown on the plans; both cannot be correct.

2) The group of three houses near the street frontage are 'stuck out' and present an uninspiring blank wall to the street. This is not a positive contribution to the streetscape in this prominent position in the Conservation Area, facing Drayton Hall.

3) Some of the garden spaces for the main terrace of houses at the rear of the plot appear very small for what are effectively 4-bed room houses; the existing mature trees also mean that they will appear much smaller than they really are to the occupiers.

4) The unimaginative parking layout dominates the development. We feel sure a better one could be found.

5) The design of these three-storey houses masquerading as two-storey ones is ugly and out of keeping with much of their surroundings which are genuinely two-story. The 'slate-effect' grey roof is not typical of the area where most roofs are red/brown tiles which have a warmer and softer look. Though the application describes the walls as brickwork the elevations show a variety of finishes which are unspecified; we would hope that the final finishes will be more in keeping with those of the surrounding houses.

(Officer Comment: The above concerns relate to the original submitted plans.)

Internal Consultees

CONSERVATION AND URBAN DESIGN

The shape of the site means that the development will be quite contained and discrete, as such it will have very little impact on the setting of the adjacent Conservation Area or Drayton Hall, which is a listed building.

If recommended for approval, conditions should be included that require agreement of the external materials for all of the new blocks and also further details of the frontage wall, supports and railings.

ENVIRONMENTAL PROTECTION UNIT

No objection, subject to conditions relating noise and contamination. In addition, an informative should be added regarding causing nuisance during construction works.

FLOOD AND WATER MANAGEMENT OFFICER

No objection

HIGHWAYS

A new site access would be built to replace the existing facility. The location and geometry of the new access would be similar to the existing and adequate to the proposed use. Due to the local highway horizontal and vertical alignment, visibility spays would comply with current highway design standards.

All off site works relating to the construction of the new junction, together with footway and kerb reinstatement would need to be covered by a S278 agreement.

Internal circulation areas would provide adequate manoeuvrability for private cars.

The applicant proposes 20 parking spaces for 13 dwellings, with a parking ratio of 1.5 parking spaces per dwelling. For this type of accommodation with private curtilage, the Council advises a

ratio of 2 parking spaces per unit. In this case, in spite of the relatively low PTAL rating, the presence of bus services connecting the site to West Drayton Station, together with the location of the bus stops at short distance from the development, suggests that a lower ratio could be acceptable with the following provisions:

- A car parking allocation plan should be produced and only one parking space allocated permanently to each unit; all the remaining parking spaces should be designated for visitors only; a parking management plan should be put in place to book visitors parking and prevent abuse. These measures should provide a sufficient disincentive to second car ownership and avoid parking overspill onto the adjacent highway network;

The applicant has marked as disabled bays only spaces nos. 13 and 17; it is noted, however, that also bays 12 and 16 can be used by blue badge holders as the central area can be shared between 2 adjacent bays. The total is therefore 4, which complies with current standards.

In order to comply with London Plan Standards, 4 parking bays should be fitted with active Electric Vehicle Charging Points and 4 more with passive infrastructure.

The applicant should submit details of the proposed bicycle storage, which should provide a secure facility.

The submitted swept paths show that the refuse vehicles could manoeuvre inside the development to collect refuse bins at the proposed locations. Therefore the refuse collection plan appears adequate.

SUSTAINABILITY AND ECOLOGY

No objection subject to conditions to secure schemes for carbon reduction and wildlife/biodiversity enhancement.

TREE AND LANDSCAPING

No objection, subject to conditions relating to tree protection and provision of a landscaping scheme.

WASTE MANAGEMENT

No objection. Space is allocated for waste storage which is good practice.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy R5 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) states that the Local Planning Authority will not grant planning permission for proposals which involve the loss of land or buildings used (or where the last authorised use was for) a sports stadium, outdoor or indoor sports and leisure facilities, public or community meeting halls, or religious, cultural and entertainments activities, unless adequate accessible, alternative facilities are available.

Policy R8 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) states that the Local Planning Authority will resist proposals which could lead to the loss of facilities which support art, culture, and entertainment facilities without suitable alternative replacement.

Policy 3.16 of the London Plan (2016) stipulates that proposals which would result in a loss

of social infrastructure in areas of defined need for that type of social infrastructure without realistic proposals for re-provision should be resisted. The suitability of redundant social infrastructure premises for other forms of social infrastructure for which there is a defined need in the locality should be assessed before alternative developments are considered.

The proposal seeks to change the use of a vacant building previously used as a Royal British Legion to facilitate the creation of 13 residential dwellinghouses.

A statement submitted in support of the application states that the previous use of the building as Royal British Legion ceased in September 2013 due to a reduction in numbers using the facilities. As such, the existing use was not financially viable.

The supporting information explains that British Legion members now attend organised meetings and events in the nearby Yiewsley and West Drayton Community Centre, approximately 90m to the south. This shared space is better equipped to meet their needs as the existing Former Royal British Legion is dilapidated and requires significant repairs at significant expense. It is clear that there is still a need for community space to accommodate members of the Royal British Legion. However, it is clear that there is adequate existing space nearby to cater for this need. Therefore, given that there is suitable alternative provision nearby and as the existing building is in a poor state of repair, it is not considered on balance that there is robust sustainable development reasons to resist the change of use (from D1 use to C3) as assessed against policies R5 and R8 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policy 3.16 of the London Plan (2016).

Regarding the proposed use, the NPPF, the London Plan (2016), the adopted Hillingdon Local Plan: Part 1- Strategic policies and the saved Hillingdon Unitary Development Plan Policies (2007) all support the provision of residential accommodation in appropriate locations. London Plan Policy 3.3 (increasing housing supply) seeks to increase London's housing supply, enhance the environment, improve housing choice and affordability and to provide better accommodation for Londoners. Local Plan: Strategic Policy PT1.H1 affirms the London Plan targets to deliver 4,250 new homes in the Borough from 2011 to 2021 or 6,375 dwellings up to 2026. The proposal seeks consent for 13 residential houses, which will contribute towards the Council's housing supply as prescribed in the London Plan and emerging local policy. However, it is noted that the site is not identified in the forthcoming Site Allocations and Designations document as being required to meet the Council's housing targets.

Nevertheless, the principle of the change of use in planning policy terms from D1 Use to C3 use would be acceptable.

7.02 Density of the proposed development

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 150-200 habitable rooms per hectare (hr/ha) and 35-55 units per hectare (u/ha) for units with a typical size of 3.8 - 4.6 habitable rooms per unit (hr/u). The development would have a density of 50 units per hectare and 203 habitable rooms per hectare which would be marginally above the range of acceptability for a site at this location. However, given the scale of the development, which is relatively small, it will be

more important to consider how it fits in with the character and scale of the area, and whether it is acceptable in residential amenity grounds. In addition, it should be noted that policy 3.4 of the London Plan (2016) seeks to secure the optimum potential of sites.

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 13 x 3 bedroom dwellinghouses. Although, a range of housing types have not been provided, the focus on providing family sized houses is welcomed and would meet a local housing need for such accommodation.

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

The site is not located within an Archaeological Priority Area, a Conservation Area, or an Area of Special Local Character. However, the site fronts onto the West Drayton Green Conservation Area. Please see 'Impact on the character and appearance of the area' section below for further consideration.

7.04 Airport safeguarding

The proposal would not raise any airport safeguarding concerns.

7.05 Impact on the green belt

Not applicable to this development.

7.06 Environmental Impact

The Council's Environmental Protection Team have been consulted regarding land contamination. No objection has been raised subject to a standard condition to safeguard future users of the development from any risks of contamination.

7.07 Impact on the character & appearance of the area

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

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.

Policies 7.8 and 7.9 of the London Plan (2016) and chapter 12 of the National Planning Policy Framework are concerned with conserving and enhancing the historic environment.

The two storey dwellinghouses with accommodation within a mansard roof at third floor level are considered appropriate in scale and appearance to the surrounding context of the site given their positioning, layout and design approach. In terms of impact on heritage assets and the character and appearance of the area, the Council's Conservation and Urban Design Officer is satisfied that the proposal would not adversely impact the adjacent West Drayton Green Conservation Area, the nearby Grade II Listed Building (Drayton Hall), or wider visual amenity of the area.

The Council's Conservation and Urban Design Officer has recommended a condition to ascertain further details regarding the external finish. It is considered that this scheme would create an attractive traditional family housing development that will be in keeping with the local vernacular.

Subject to the condition referred to above, no objection has been raised by the Council's Conservation and Urban Design Officer as the design, scale and materiality of the development would be considered to be sympathetic to the heritage value of adjacent heritage assets, and it would be sympathetic to the character and appearance of the area, in accordance with policies BE4, BE13, BE15 and BE19 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012); policies BE1 and HE1 of the Local Plan: Part 1: Strategic Policies (Nov 2012); policies 7.4, 7.6, 7.8, and 7.9 of the London Plan (2016); and chapter 12 of the National Planning Policy Framework (2012).

7.08 Impact on neighbours

Policies BE20, BE21, 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 property to the site is No. 4 Hanson Close. However, this neighbour presents its flank wall to the site which contains no openings. Given it is located in excess of 10m from the development at its nearest point and there are no windows facing it, the proposal is not considered to cause any loss of light, outlook, or privacy to the occupants of No. 4 Hanson Close.

To the east of the site, Nos. 1 - 8 Starveall Close are the nearest neighbouring properties. Due to the proposed layout (where 4 houses on the outside of the rear terrace are set further back), the dwellings on plots 1, 2, 9 and 10 would be closest to these neighbours. At their closest point, the proposed dwelling on plot 2 would be located 26.5m from the main rear wall of No. 3 Starveall Close. Given the development would measure a maximum

height of 9.15m, this level of separation between properties would safeguard the residential amenity of neighbours. The distance is greater than 21m which is the minimum requirement for directly facing windows. As such, the proposal would not cause any loss of privacy.

To the south, Nos. 1 - 11 (odd numbers) back onto the site. These neighbours benefit from long rear gardens. As such, the nearest part of the development would be in excess of 30m from the rear walls of these properties. As such, the proposal is unlikely to raise residential amenity concerns with regards to its impact on these neighbours.

No other neighbouring properties are likely to be adversely impacted by the proposal given that they are situated farther from the site or are less vulnerable to the development.

Therefore, the proposal would not be considered to 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.

A schedule has been provided by the applicant confirming residential floor space provision would be provided which exceeds the minimum standards of policy 3.5 of the London Plan (2016) and Technical Housing Standards. In addition, it is clear from the plans that all of the habitable room windows would benefit from adequate access to outlook and natural daylight.

Also, the plans demonstrate that the entrances to the building would have level access to/from external areas. 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 usable 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.

All of the dwellings sought would have 3 bedrooms. The Council's Residential Layouts HDAS states that dwellings with 3 bedrooms should be provided with a minimum of 60sqm of garden space. The plans indicate that all of the houses would have access to sufficient and adequate garden space, in accordance with the Council's Residential Layouts HDAS.

In addition, it is noted that adequate defensible space has been provided to the front of each dwelling to give a sense of ownership, security, and privacy to the respective frontages. Nevertheless, it is considered reasonable to seek further details of these arrangements, including landscaping and boundary treatments to ensure that the

development is of good quality.

Subject to condition, future occupiers would not suffer from lack of privacy or security from communal parts of the site 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 ten 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.

The site has an existing vehicular access point onto Station Road. A new access would be built to replace the existing facility. The location and geometry of the new access would be

similar to the existing and adequate to the proposed use.

The Council's Highway Engineer has confirmed that the visibility splays would comply with current highway design standards. In addition, internal circulation areas would provide adequate manoeuvrability for private cars without raising any highway safety concerns.

Also, the submitted swept paths show that refuse vehicles could manoeuvre inside the development to collect refuse bins at the proposed locations. Therefore, the Highway Engineer is satisfied with the refuse collection plan.

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 and improvements to the access.

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 20 surface parking spaces, inclusive of 2 disabled spaces. There would also be provision of 2 motorcycle spaces. The Highway Engineer has not raised an objection to the level of car or motorcycle parking provision, subject to conditions to secure them and a parking allocation management plan.

The Highway Engineer has requested that a condition be imposed to secure cycle parking, which has been added. A Travel Plan has also been requested. However, given the scale and nature of the development for family houses, there is not practically any suitable objectives/targets by which to achieve a greater level of sustainable transport. Subject to condition, the development would provide a compliant level of cycle storage spaces and

Electric Vehicle Parking (EVP), which would be realistic and achievable to promote sustainable transport. On this basis, it is not considered necessary to require a Travel Plan.

Given the site has a PTAL of 3, the overall level of parking provision would be considered 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

In terms of 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 (DOC), 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. It requires that reasonable provision be made to resist unauthorised access to any dwelling. Subject to condition, the proposal is considered to be acceptable with regards to security, in accordance with policy 7.3 'Designing Out Crime' of the London Plan (2016).

For details of urban design please see section 7.07, and for details of access please see sections 7.9, 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 development would be accessed off an existing, albeit, improved vehicular access point on Station Road. The site would incorporate a clear route for vehicles and pedestrians. 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 plans indicate that the development could accommodate 4 disabled car parking spaces which is more than the 10% required by policy. However, only 2 spaces are marked out as such. Therefore, a condition should be imposed to secure an appropriate level of disabled parking spaces.

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 (Nov 2012).

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's third party FVA consultant considers that the maximum affordable housing contribution that could be sought would be 2 units. On this basis, the Head of Planning is satisfied to accept an affordable housing contribution of 2 houses.

In addition, the legal agreement shall provide for the Council to review the finances of the scheme at a set time in order to ensure that the maximum amount of affordable housing is being sought.

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'.

This site is adjacent to TPO 540 and also the West Drayton Green Conservation Area. There are several large, mature trees on / near to the perimeter. Most of the trees appear

to be far enough away from the proposals to be unaffected (directly). However, the trees could be indirectly affected by construction-related activities / storage of materials etc. The Council's Tree and Landscaping Officer has been consulted and raises no objection subject to conditions relating to tree protection and provision of a landscaping scheme. On this basis, 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 contains features of ecological interest and has a number of trees that could support a range of species. The Council's Sustainability (Ecology) Officer has stated that a condition is necessary to ensure that these features are enhanced. Subject to a condition to secure a scheme for wildlife/biodiversity enhancement, 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 for each dwelling has been provided at ground level near their entrances. 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 application is not accompanied by a complete energy assessment in accordance with the London Plan (Policy 5.2). The development needs to achieve a 35% reduction in CO₂ from a 2013 Building Regulations baseline as the application was submitted and considered before 1 October 2016 and therefore the higher Zero Carbon standard in the London Plan does not apply.

Notwithstanding the above, the Council's Sustainability Officer considers the design of the development to be sufficiently flexible to be able to provide carbon reduction measures that would achieve the 35% reduction target. Therefore, subject to condition to secure these measures, the proposal would comply with policy 5.2 of the London Plan (2016).

7.17 Flooding or Drainage Issues

The Council's Flood and Water Management Officer has reviewed the details submitted and is satisfied that subject to a condition, the development would not raise any flood risk or drainage issues, 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 be more noise sensitive than the existing use and a Noise Statement has been submitted in support of this application. It identifies a need for extra sound insulation. However, it fails to provide sufficient details of their proposals. The Council's Environmental Protection Unit is satisfied that the proposal would be acceptable subject to conditions to safeguard future residents from excessive 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, subject to conditions to safeguard the amenity of future occupiers, 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).

7.19 Comments on Public Consultations

Please see 'External Consultees' section of this report for consideration of comments from the public.

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: 2 housing units.
- Affordable Housing Review Mechanism: The legal agreement shall provide for the Council to review the finances of the scheme at a set time in order to ensure that the maximum amount of affordable housing is being sought.
- Highway works to the access - Section 278

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 13 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

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

In terms of principle of development, there is local and London Plan support for the provision of additional family sized houses and the loss of the existing community use is

considered acceptable, given that there is suitable alternative provision nearby and as the existing building is in a poor state of repair and not viable in its current use.

The new buildings are well designed and will make a positive contribution to the location and surrounding area. In addition, it will not adversely impact the setting of the West Drayton Green Conservation Area or nearby Grade II Listed Building, Drayton Hall.

The development has been positioned away from neighbouring properties and its height and bulk can be satisfactorily accommodated in this location without appearing overbearing on the surrounding area or unacceptably detracting 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.

In terms of transport, the Council's Highway Engineer is satisfied with the parking arrangements, along with the access arrangements.

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.

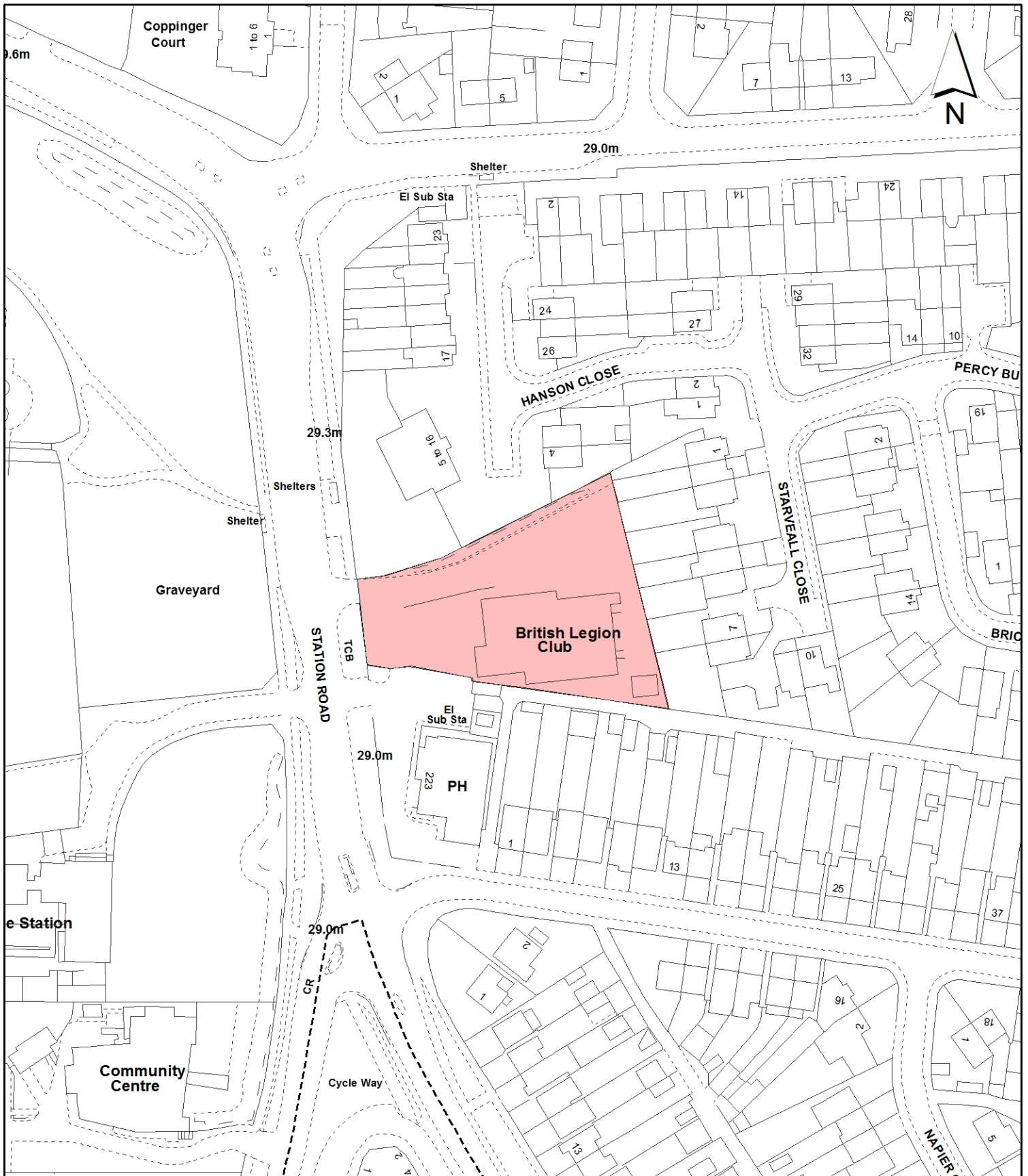
It is therefore recommended that planning permission be granted subject to conditions and the completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 to secure the items referred to in section 7.20 of this report.

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:

**Former Royal British Legion
 Station Road**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
11332/APP/2016/1595

Scale:
1:1,250

Planning Committee:
Major

Date:
March 2017

