

## Report of the Head of Planning, Sport and Green Spaces

**Address** FANUC HOUSE 1 STATION APPROACH RUISLIP

**Development:** Demolition of existing office building and re-development of the site to provide a 4 storey building with basement parking comprising 40 residential units with associated car parking, amenity space and landscaping. Amended plans and supporting information received.

**LBH Ref Nos:** 26134/APP/2016/1987

**Drawing Nos:** 5695/ASP2 Rev. F  
Amenity Space Provision Schedule  
PL-03 Rev. A  
PL-04 Rev. A  
Noise and Vibration Impact Assessment Report, dated 28/1/16  
PL-24  
Schedule of Accommodation Rev. F, dated 2/2/17  
PL-21 Rev. E  
Existing 100 Year Flood Plan  
Proposed 100 Year Flood Plan  
PL-22 Rev. E  
PL-23 Rev. D  
PL-25 Rev. B  
PL-14 Rev. I  
PL-16 Rev. G  
Agent's covering email dated 17.3.17  
PL-17 Rev. I  
PL-18 Rev. G  
PL-19 Rev. F  
PL-20 Rev. F  
PL-01 Rev. B  
PL-02 Rev. B  
PL-05 Rev. A  
LNA/2042/500 Rev. P2  
LNA/2042/501 Rev. P2  
001 (Site Logistics Plan)  
DM-01 Rev. A  
DM-02 Rev. A  
Construction Management Statement  
Archaeological Desk-Based Assessment, Updated May 2016  
Geo-Environmental Site Assessment, May 2016  
Arboricultural Impact Assessment, May 2016  
Flood Risk Assessment, 5/12/16, Version 3.0 (inc. Appendices)  
Drainage Specification & Maintenance / Management Plan, October 2016  
Landscape Management Plan, Dec. 2016  
Covering Letter dated 24/5/16  
Planning Statement, May 2016  
5695/ASP1.1 Rev. M  
5695/ASP1.0 Rev. M  
PL-06 Rev. J  
PL-07 Rev. J

PL-08 Rev. L  
 PL-09 Rev. L  
 PL-10 Rev. M  
 PL-11 Rev. L  
 PL-13 Rev. K  
 PL-15 Rev. I  
 Sustainability Statement, Rev. 1.0, dated 27/5/16  
 Transport and Highways Impact Assessment, May 2015  
 Air Quality Assessment, May 2016  
 Preliminary Ecological Appraisal and Preliminary Bat Roost Assessment,  
 Version 1.0, dated 18/12/15  
 Heritage and Townscape Appraisal, March 2016  
 LNA/2042/502 Rev. P3  
 LNA/2042/503 Rev. P2  
 Energy Statement, Rev. 2.0, dated 8/8/16  
 Design and Access Statement, Revision C

<b>Date Plans Received:</b>	25/05/2016	<b>Date(s) of Amendment(s):</b>	03/02/2017
<b>Date Application Valid:</b>	25/05/2016		02/02/2017
			08/12/2016
			25/05/2016
			06/12/2016
			08/06/2016
			17/03/2017

**DEFERRED ON 14th March 2017 FOR FURTHER INFORMATION .**

Members will recall that this application was deferred from the Major Applications Planning Committee on 14th March 2017 in order to allow for the content on the Addendum Sheet to be incorporated into the officer's report and to allow further amendments to be made to the scheme, following the various concerns raised by Members during their discussion of the scheme:

- The proximity of units and particularly balconies to the bus terminus and the detrimental impact this would have on the amenities of future residents as a result of noise nuisance and poor air quality.
- Not appropriate to have disabled parking in the basement.
- Revised ground floor plan removing requirement for an obscurely glazed window to the bedroom in unit to the rear.
- Amended landscaping scheme to show some defensible space between ground floor habitable room windows and the communal garden.
- Confirmation that the concerns of Hillingdon's Flood Risk Officer have been dealt with.
- Confirmation that the scheme cannot deliver affordable housing.
- Proximity of units to the bus terminus.

The projecting balconies fronting Station Approach have been removed, replaced by 'Juliette' balconies. With the removal of the balconies, the opportunity has also been taken to increase the width of planting along Station Approach.

The agents on their email of 17/3/17 also note that the removal of the balconies is fully in line with Members request and that whilst reducing the overall provision of amenity space, was not regarded as an issue in this town centre location and due to the small size of the units. They go on to advise that the principle of residential development in such locations is in line with Government thinking and in the Government issued "Fixing the foundations: Creating a more prosperous nation" at Paragraph 9.12 on page 45, it states:

"Areas around commuter transport hubs offer significant potential for new homes.....The Government will consider how policy can support higher density housing around key commuter hubs.....".

The agent goes on to note that any urban area has residential development being constructed close to public transport and cites a number of examples. Importantly, the application was accompanied by Noise/Vibration and Air Quality Assessments which concluded that subject to appropriate mitigation, the development would not be impacted upon by noise or air conditions, which have been endorsed by Council's Environmental Health Officers.

- Disabled Parking

The scheme has been amended by replacing the four accessibility spaces from the lower ground floor/ basement with standard spaces and re-siting the accessibility parking provision adjacent to the access road.

- Revised ground floor plan & defensible planting.

The internal layout of Unit 8 has been revised, so that only non-habitable or secondary windows are sited on the eastern elevation of the building. This has also removed the requirement for defensible planting to the ground floor of that elevation.

- Flood Risk

The applicants response to concerns raised by the Council's Water and Flood Risk Officer set out in the addendum at the last Major's Committee meeting has now been incorporated into the main body of the report. To summarise the Water and Flood Risk Officer is satisfied that with appropriate conditions the scheme meets relevant policy requirements for sustainable drainage and the mitigation of flood risk.

- Affordable housing

A Financial Viability Appraisal has been submitted which has been independently assessed. The assessment confirms that scheme currently would not support affordable housing. However a review mechanism is included in the recommended Heads of Terms for the S106 Agreement should permission be granted.

## 1. SUMMARY

The application site is located at the southern end of Ruislip town centre and lies adjacent to the Grade II Listed Ruislip Underground Station and to the south of the Ruislip Village Conservation Area which in this vicinity focuses upon the parade buildings fronting the High Street. The site comprises a modest two storey office building.

There are no objections to the loss of the office use or the building, which has little architectural or historical merit and there are no objections in principle to the site's residential re-development.

Although there are large buildings in the vicinity of the site, including the 8 storied Kings Lodge building on the opposite side of Station Approach, the application site is subject to various constraints, including the need to maintain the setting of the historic Station and the character and appearance of the adjoining conservation area, the need to safeguard the amenities of the occupiers of the adjoining flatted blocks to the east which have habitable room windows facing onto this site and the need to mitigate surface water ponding that this area is susceptible to.

There are no objections to the loss of the building or the office use on this site and residential use is supported in town centres.

Following a number of pre-application submissions and a number of revisions to the current application, it is considered that the proposed building achieves an appropriate scale, massing and design for this prominent and sensitive site. The Council's Conservation/ Urban Design Officer raises no further concerns with the scheme, subject to detailed design considerations and use of materials which are controlled by condition.

The scheme would not harm the residential amenities of adjoining occupiers. Although the scheme is slightly deficient in terms of satisfying amenity space standards, this scheme would predominantly provide studio and one bedroom flat accommodation within a town centre location where in such circumstances design guidance advises that amenity space standards can be applied more flexibly. Bearing this in mind, it is considered that the scheme, with all the units having good sized balconies and a good sized communal space being provided which together, amount to approximately 90% of the amenity space required to be compliance with standards, it is considered that the scheme would provide an appropriate amount of amenity space and the standard of residential amenity afforded for its future occupiers would be satisfactory. The scheme also makes appropriate accessibility provision.

The scheme would provide an appropriate level of off-street parking in this area which has a high PTAL score and the trip generation would not be detrimental to highway efficiency and/ or safety as compared to the existing trip generation of the office building.

The scheme has also been carefully designed, with the building raised, allowing on its southern end for flood waters to flow underneath and provides appropriate mitigation so that the development would not result in flooding elsewhere.

The scheme would also safeguard the more important trees and ecological features on site and would provide additional trees and comprehensive landscaping and includes a green roof.

Although the scheme does not provide any affordable housing, the scheme is supported by a Financial Viability Appraisal which has been independently assessed and it has been confirmed that although the scheme including affordable homes would not currently be viable, if the scheme is delayed, a review mechanism is needed to review the finances of the scheme at that time. This forms part of the S106 Agreement.

The scheme does make a commensurate contributions as part of the S106 Agreement.

The application is recommended accordingly.

## 2. **RECOMMENDATION**

**That delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to no additional responses being received to**

the notice in the local paper that raise material planning objections to the scheme that have not already been dealt with in this report and the following:

1. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status and Highway Engineers Comments
2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs or an in kind scheme to be provided.
3. Travel Plan to include £20,000 Bond.
4. Delivery and Servicing Plan.
5. Affordable Housing Review Mechanism
6. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions Note to the planning officer: - Please note that to encourage in kind construction training schemes within the Borough the planning officer is expected to seek to promote and facilitate the contact between the applicant/ developer and the LBH Construction Training - Team once the development is considered acceptable in principle.
7. A £50,000 contribution towards town centre/highway improvements in the immediate vicinity.

B) That the applicant meets the Council's reasonable costs in the preparation of the S106/S278/S38 Agreement and any abortive work as a result of the agreement not being completed.

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 9th May 2017, or any other period deemed appropriate that delegated authority be given to the Head of Planning and Enforcement to refuse the application for the following reason:

'The development has failed to secure obligations relating to highway improvements and transport, further review of the provision of affordable housing if the project is delayed, construction and employment training and project management and town centre improvements. Accordingly, the proposal is contrary to policies R17, OE1, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and Policies H2 and EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policies 3.12 and 5.12 of the London Plan (March 2016) and the NPPF.'

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

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

1            RES3            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 RES4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers PL-05 Rev. A, PL-06 Rev. J, PL-07 Rev. J, PL-08 Rev. L, PL-09 Rev. L, PL-10 Rev. M, PL-11 Rev. L, PL-13 Rev. K, PL-14 Rev. I, PL-15 Rev. I, PL-16 Rev. G, PL-17 Rev. I, PL-18 Rev. G, PL-21 Rev. E, PL-22 Rev. E, PL-23 Rev. D, PL-24, PL-25 Rev. B, 5695/ ASP2 Rev. E, 5695/ ASP1.0 Rev. M, 5695/ ASP1.1 Rev. M, 5695/ ASP1.2 Rev. F, LNA/2042/500 Rev. P2, LNA/2042/501 Rev. P2, LNA/2042/502 Rev. P3 and LNA/2042/503 Rev. P2 and shall thereafter be retained/maintained for as long as the development remains in existence.

**REASON**

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

**3 RES5 General compliance with supporting documentation**

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

Refuse and Recycling Storage [Drw. No. PL-08 Rev. H]

Construction materials and techniques and waste minimization [Sustainability Statement]

Green Roof and rainwater harvesting [Flood Risk Assessment]

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

**REASON**

To ensure that the development complies with the objectives of Policy 5.17 of the London Plan (March 2017).

**4 RES6 Levels**

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

**REASON**

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

**5 RES7 Materials (Submission)**

No development shall take place until details of all materials and external surfaces, including details of balconies; the entrance porch, external doors and windows; full details of flood water vents; PVs and high level plant; and details of the boundary treatment and means of enclosure have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

#### REASON

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

### **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.

#### REASON

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

### **7 RES9 Landscaping (car parking & refuse/cycle storage)**

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

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Car Parking Layouts (including demonstration that 6 parking spaces would provide active electrical charging points and a further 6 spaces passive electrical charging point provision)

2.d Hard Surfacing Materials

## 2.e External Lighting

### 3. Living Walls and Roofs

#### 3.a Details of the inclusion of living walls and roofs

#### 3.b Justification as to why no part of the development can include living walls and roofs

### 4. Details of Landscape Maintenance

#### 4.a Landscape Maintenance Schedule for a minimum period of 5 years.

#### 4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

### 5. Schedule for Implementation

### 6. Other

#### 6.a Existing and proposed functional services above and below ground

#### 6.b Proposed finishing levels or contours

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015).

## **8 NONSC Retention of separate car parking area**

The 5 proposed parking spaces provided within the separate smaller area of the application site shown on Drw. No. PL-06 Rev. J shall be retained for use by the occupiers of the proposed flatted block for so long as the development remains in existence.

### REASON

To ensure that adequate parking facilities are provided for the development, in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

## **9 NONSC External Amenity Space**

The external amenity space shown on the approved plans shall be implemented prior to the units being brought into use.

### REASON

To ensure that appropriate amenity space is provided, in accordance with Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

## **10 RES13 Obscure Glazing**

The side bathroom and secondary kitchen/dining room and bedroom windows of Unit 8 on the ground floor, side studio window(s) of Units 9, 10, 19 and 20 on the first floor, Units 21, 22, 31 and 32 on the second floor and Units 33 and 40 on the third floor facing Metropolitan and Central Houses shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.



REASON

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

**11 NONSC Privacy Screens**

Prior to the units being brought into use, details of the siting, design and materials of side privacy screens to the balconies shall be submitted to and approved in writing by the Local Planning Authority.

The screens shall be retained on site for so long as the development remains in existence.

REASON

To ensure that the proposal provides a acceptable standard of residential amenity, in accordance with Policy BE24 of the of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**12 NONSC Accessibility Provision**

The development hereby approved shall ensure that 10% of the residential units are constructed to meet the standards for Category 3 M4(3) dwelling, with all remaining units designed to the standards for Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON:

To ensure an appropriate standard of housing stock in accordance with London Plan Policy 3.8d, is achieved and maintained.

**13 NONSC Details of foundations/ ground works**

The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- provide details on all structures
- accommodate the location of the existing London Underground assets
- the balconies proposed on the proposed section A-A plan which are within the 2m exclusion zone will be subject to agreement with London Underground
- demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering our land or airspace
- accommodate ground movement arising from the construction thereof

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

REASON

To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2015 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

**14 NONSC Construction Management Strategy (including Crane Use**

**Etc)**  
Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. Such a strategy shall also include the details of cranes and other tall construction equipment (including the details of obstacle lighting). It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

**REASON**

To safeguard the amenity of surrounding areas and to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems in accordance with Policy OE5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012 and and Policy 7.7 of the London Plan (March 2016).

**15 RES17 Sound Insulation**

Development shall not begin until a scheme for protecting the proposed development from road traffic, rail traffic and internally generated noise from adjoining units has been submitted to and approved in writing by the Local Planning Authority. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

**REASON**

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

**16 NONSC Vibration Insulation**

Development shall not begin until a scheme for protecting the proposed development from vibration has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of land separation, vibration control techniques and other measures, as are agreed by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

**REASON**

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by vibration in accordance with Policy OE5 of the Hillingdon Local Plan: Part Two

Saved UDP Policies (November 2012).

**17 NONSC Noise Rating Level**

The rating level of noise emitted from the plant and/or machinery hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 "Method for rating industrial noise affecting mixed residential and industrial areas".

**REASON**

To safeguard the amenity of the surrounding area in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**18 NONSC Mechanical Ventilation**

No development shall commence until the design of the mechanical ventilation is approved in writing by the local authority. The mechanical ventilation is required for all residential units of the proposed development at the ground and first-floor levels, as well as those close to Pembroke Road at the second-floor level. Inlets for the ventilation should draw in clean air from the third-floor or higher, where nitrogen dioxide concentrations will be below the annual mean objective. Alternatively, inlets may be located at the ground to second-floor levels if the air is cleaned using NO<sub>x</sub> filtration to ensure that the occupants will receive clean air with annual mean nitrogen dioxide concentrations below 40 ug/m<sup>3</sup> (below the objective). Care should be taken to locate the inlets away from any other sources of pollution, such as the Energy Centre exhaust flue and kitchen extracts.

**REASON**

To ensure the development complies with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy 7.14 of the London Plan (2016) and paragraph 124 of the National Planning Policy Framework.

**19 NONSC Low Emission Strategy/ Air Quality Action Plan**

Prior to the commencement of development a Low Emission Strategy, with associated Air Quality Action Plan, demonstrating the management, control and significant reduction of NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall identify all sources of emissions associated with the proposal and the measures and technology to reduce and manage them. In addition, the strategy shall quantify the reductions estimated for each measure. The action plan will aim to implement the strategy and will indicate how and when the measures will be implemented and how their effectiveness is quantified. The measures shall include but not limited to:

**Technology**

Use of low emission boilers that comply with the GLA Sustainable Design and Construction SPD

**Emissions**

The action plan must include forecasts for the emissions associated with the development and set annual reduction targets.

**Reporting**

The action plan must include details for reporting the results of the monitoring to the Local Authority.

REASON

To ensure the development reduces and manages its air quality impacts in an area that currently exceeds minimum EU limit values for health and in line with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and 7.14 of the London Plan (March 2016).

**20 NONSC Details of car lift and maintenance/repair strategy**

Full details of the car lift, including the manufacturer's specifications and performance data, together with a maintenance and repair strategy in the event of breakdown, shall be submitted to and approved in writing by the Local Planning Authority.

The car lift shall be retained, maintained and repaired when necessary in accordance with the approved details.

REASON

To ensure that car lift efficiency is maximized to reduce the frequency and time period of any breakdowns and the basement car park remains accessible, in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**21 NONSC Revised Cycle Parking Provision**

Notwithstanding the details submitted on Drawings No. PL-07 Rev. J, revised details of the provision to be made for cycle parking to include a total of at least 49 long stay and 1 short-stay spaces shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be implemented in accordance with the revised details and the cycle parking spaces shall be permanently retained for so long as the development remains in existence.

REASON:

To ensure that adequate facilities are provided in accordance with Policy 6.9 of the London Plan (March 2016).

**22 RES22 Parking Allocation**

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

REASON

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

**23 RES26 Contaminated Land**

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance 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 Two - Saved UDP Policies (November 2012).

## **24 NONSC Sustainable Water Management**

### 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 RAB dated Rev 3 Ref 1263B.

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 identified in an area at risk of surface water flooding, include additional provision within calculations for surface water from off site

iv. 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.

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

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

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 and flooding 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).

lii 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.

iii. 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 the development does not increase the risk of flooding contrary to:

· Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012),

· Policy 5.12 Flood Risk Management of the London Plan (March 2016) and

· To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and

· Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016).

· National Planning Policy Framework (March 2012), and the

· Planning Practice Guidance (March 2014).

## 25 NONSC Flood Risk Prevention

Unless otherwise agreed in writing by the Local Planning Authority, the development

permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) Version 3 dated December and the additional amended drawings submitted in February and March 2017 and the following mitigation measures detailed within the FRA.

Prior to commencement, a scheme for the management of flooding within the site shall be submitted to, and approved in writing by the Local Planning Authority. It will include:

- i) Provision of a Flood Action Plan to all future residents including plan and locations of appropriate refuge and evacuation routes etc, and explanations that the site is at risk.
- ii) Finished floor levels are set at 47.25m. A survey shall be submitted to and approved by the Local Planning Authority showing the as built levels comply.
- iii) Provision of the detail so the proposed screen will be submitted
- iv) A revised proposal for the reducing the extent of ground floor amenity to reduce the void space required
- v) Provision of compensatory flood storage on the site to ensure sufficient space is retained to control the surface water flood risk. As built ground level information submitted.

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 minimise the impact of flooding on the proposed development and future occupants and

To minimise the impact of the proposed development on the surrounding area.

- i) by ensuring the satisfactory storage of/disposal of surface water from the site.
- ii) by ensuring that compensatory storage of flood water is provided.

To comply with Policy 5.13 of the London Plan (March 2016) and to ensure the development does not increase the risk of flooding in compliance with:

Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012),

Policy DMEI 9 Management of Flood Risk in emerging Hillingdon Local Plan Part 2 - Development Management Policies, and

Policy 5.12 of the London Plan (March 2016), and

National Planning Policy Framework (March 2012), and the Planning Practice Guidance (March 2014).

#### **26 NONSC Energy Assessment**

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 CO<sub>2</sub> levels (KgCO<sub>2</sub>) 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, and
5. Identify methods to monitor and maintain the development to ensure the targets are achieved and met consistently.

The development must proceed 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 (March 2016).

### **27 NONSC Ecological Protection and Enhancement Scheme**

Prior to the commencement of development a scheme for the protection of existing ecological features and the landscaping on the eastern boundary along with the creation of new 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 proceed in accordance with the 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 One - Strategic Policies (November 2012) and Policy EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

### **28 RES24 Secured by Design**

The dwelling(s) shall achieve 'Secured by Design' accreditation, adhering to the New Homes 2016 Design Guide awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No dwelling 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 (March 2016) Policies 7.1 and 7.3.

## INFORMATIVES

### **1 I52 Compulsory Informative (1)**

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

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

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

NPPF1

NPPF - Delivering sustainable development

NPPF2

NPPF - Ensuring the vitality of town centres



NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF8	NPPF - Promoting healthy communities
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF12	NPPF - Conserving & enhancing the historic environment
LPP 2.15	(2016) Town Centres
LPP 3.2	(2016) Improving health and addressing health inequalities
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 3.8	(2016) Housing Choice
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.13	(2016) Affordable housing thresholds
LPP 4.7	(2016) Retail and town centre development
LPP 4.8	(2016) Supporting a Successful and Diverse Retail Sector and related facilities and services
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 6.10	(2016) Walking
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 7.8	(2016) Heritage assets and archaeology
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 7.21	(2016) Trees and woodlands
LPP 8.2	(2016) Planning obligations
EC5	Retention of ecological features and creation of new habitats

BE4	New development within or on the fringes of conservation areas
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H4	Mix of housing units
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
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
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

### 3 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

You are advised to consult the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](http://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.

### 4

The Council's Waste Services Manager provides the following general advice:

#### Design Considerations

a) The bin enclosures must be built to ensure there is at least 150 mm clearance in between the bulk bins and the walls of storage area. The size and shape of the bin enclosures must also allow good access to bins by residents, and if multiple bins are installed for the bins to be rotated in between collections. The dimensions of an 1,100 litre bulk bin are shown below: -

Height: 1,370mm

Depth: 990mm

Width: 1,260mm

b) Arrangements should be made for the cleansing of the bin stores with water and disinfectant. A hose union tap should be installed for the water supply. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than 1:20) towards the drainage points.

c) The material used for the floor should be 100 mm thick to withstand the weight of the bulk bins. Ideally the walls of the bin storage areas should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.

d) The gate / door of the bin stores need to be made of metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Please ensure the doorway should allow clearance of 150 mm either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are

being moved in and out of the chamber.

e) Internal bin chambers should have appropriate passive ventilators to allow air flow and stop the build up of unpleasant odours. The ventilation needs to be fly proofed.

f) If the chambers are inside the building they should have a light. The lighting should be a sealed bulked fitting ( housings rated to IP65 in BS EN 60529:1992).

g) The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).

h) The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.

i) The roadway should be strong enough to withstand the load of a 26 tonne refuse collection vehicle.

#### General Points

The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

#### 5

The Secure by Design Officer provides the following generic advice:

Where relevant, I would expect this development to incorporate all of the Secured by Design requirements detailed in the New Homes 2016 Guide.

The following measures have been developed to minimise the risk of crime in a visually acceptable manner and meet the specific security needs of this site:

#### Public Realm

- Routes for pedestrians, cyclist and vehicles should be open, direct and not segregated from one another.
- Public footpaths should not run to the rear of, and provide access to gardens, rear yards or dwellings.
- Communal areas, such as playgrounds, seating or drying areas should be designed to allow supervision from nearby dwellings with safe routes for users to come and go.
- Windowless gable end walls adjacent to spaces for which the public have access should be avoided, as this prevents natural surveillance.

#### Boundaries / Gates

- Side and rear boundaries should be 2.1m in height (minimum), be positioned where possible at the front of the building line (if a recess is necessary, then not to exceed 600mm) and designed to avoid climbing aids. This can be achieved in a variety of different ways, i.e. close board, panel, etc. but if a trellis topping is to be used, this should be diamond style trellis.
- Fencing between rear gardens should be 1.8m in height (minimum) and designed to avoid climbing aids.
- Chain link style fencing is not an acceptable option.

- Side gates should provide vision, be positioned where possible at the front of the building line, (if a recess is necessary, then not to exceed 600mm) 2.1m in height (minimum) and designed to avoid climbing aids, particularly around the hinges and locking mechanism.

#### Doors / Windows

- Recessed doorways should not exceed 600mm.
- Communal doorsets should be certificated to either PAS 24:2012, LPS 1175 Issue 7:2010 Security Rating 2 or STS 202 Issue 3:2011 Burglary Rating 2.
- Communal doorsets should incorporate an automatic closing mechanism, automatic deadlock, with internal thumb turn, knob or handle - external entry should be restricted by key, key code, key fob, proximity reader or combination thereof.
- All easily accessible doorsets, including front, back, french, patio and balcony doors, should be certificated to either PAS 24:2012, LPS 1175 Issue 7:2010 Security Rating 2, STS 201 Issue 4:2012, STS 202 Issue 3:2011 Burglary Rating 2, or LPS 2081 Issue 1:2014 Security Rating B. Due to crime problems associated with letter plate apertures, such as arson, hate crime, lock manipulation and 'fishing', Secured by Design strongly recommends, where possible, mail delivery via a secure external letter box or delivery 'through the wall' into a secure area of the building.
- All sliding and bi-fold doorsets not designated as the primary access/egress route should meet the same physical attributes as above.
- A door chain or opening limiter and internal letterbox shield should be fitted to all individual dwelling front doors.
- A door viewer should be fitted at a height of between 1200mm to 1500mm from the bottom of all front doors (not required with adjacent unobscured glazing).
- All easily accessible windows should be certificated to either PAS 24:2012, LPS 1175 Issue 7:2010 Security Rating 1, STS 204 Issue 3:2012, or LPS 2081 Issue 1 Security Rating A.
- All easily accessible windows should have key operated locks. Where windows are required under Building Regulations to act as a fire escape route, the opening window must not have key operated locks.
- Windows that form an integral part of the doorframe should be shown to be part of the manufacturer's certificated range of doorsets. Alternatively where windows are manufactured separately from the doorframes, they should be certificated to either PAS 24:2012, LPS 1175 Issue 7:2010 Security Rating 1, STS 204 Issue 3:2012 or LPS 2081 Issue 1:2014. In such cases the window should be securely fixed to the doorset in accordance with the manufacturer's requirements.
- All glazing in and adjacent to communal, front, back and doors and ground floor windows and windows that are easily accessible above ground floor level, should incorporate one pane of laminated glass meeting the requirements of BS EN 356:2000 class P1A.
- Communal entrance doors should have vandal resistant audio, visual access control panels, with electronic lock release - tradesperson release buttons are not permitted. Electronic access control proximity 'keys' and readers should be security encrypted to protect against unauthorised copying.
- Secure external mailboxes to serve each property should be fixed to the external face of the building.

#### Balconies / Terraces

- Enclosures to balconies at all levels should be designed to exclude handholds and to eliminate the opportunity for climbing up, down or across between balconies.
- Drainpipes/soil pipes that provide access to flat roofs or balconies will require metal shrouds to prevent climbing (regardless of whether they are PVCu or not).

#### Parking

- Car parking areas should be close to the properties they serve, with good natural surveillance from regularly habitable rooms of adjacent properties, i.e. living rooms and kitchens.
- Basement parking facilities should have secure, controlled access, incorporating full height gates or barriers, accessed via key, key code, key fob, proximity reader or combination thereof. Electronic access control proximity 'keys' and readers should be security encrypted to protect against unauthorised copying.

#### Refuse / Cycle Storage

- Bin storage areas should be enclosed and incorporate a self-closing mechanism and slam-shut BS 8621 lock with internal thumb turn.
- Cycle storage areas should, ideally be enclosed and built into the fabric of the building, be visibly permeable, incorporating a self-closing mechanism and slam-shut BS 8621 lock with internal thumb turn.
- Where this is not possible, it should be sited in a secure communal area, with good natural surveillance from regularly habitable rooms of adjacent properties, i.e. living rooms and kitchens.

#### External Lighting / Alarm Systems, etc

- All street lighting for both adopted highways and footpaths, private estate roads, footpaths and car parks, should comply with BS 5489.
- The overall uniformity of light is expected to achieve 40% and should never fall below 25%. The colour rendering qualities should achieve 60 (minimum) on the Colour Rendition Index - certification will be required.
- External lighting should be switched using a photoelectric cell (dusk to dawn) with a manual override.
- Utility meters should, where possible, be sited outside the front of the dwelling - alternatively they should be sited on the ground floor, between access-controlled doors (air lock system).
- A 13amp non-switched fuse spur, suitable for an alarm system, should be provided - if a full alarm system is provided, it should comply with: BS EN 50131 & PD6662 (wired system)/ BS 6799 (wire free system).
- If complete systems are installed and a police response is required, reference should be made to the ACPO Security Systems Policy, a copy of which can be obtained from the SBD website - [www.securedbydesign.com](http://www.securedbydesign.com)

### **3. CONSIDERATIONS**

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

The application site lies towards the southern end of Ruislip town centre and comprises two sites. The main 0.19ha rectangular site of Fanuc House forms a corner plot located to the north of Ruislip Underground Station, on the eastern side of Station Approach, to the south of its junction with Pembroke Road and a small 90sq.m rectangular hardstanding area located to the east of the site, to the north of the access to the Station car park.

Fanuc House forms a two storey modern office building which fronts Station Approach with car parking at its rear, accessed from Pembroke Road and surrounding landscaping, the main area being on the south side of the building. The site slopes gently towards the south and there are a number of trees on site, mainly along the site's eastern and southern boundaries. The building is currently vacant.

Immediately to the south of the site is a small private car park, beyond which is the Grade II listed South Ruislip Underground Station and signal box on the Metropolitan and Piccadilly lines which is separated from the private car park by an access road which serves the station car park adjacent to the railway line further to the east. Metropolitan House (fronting Pembroke Road) and Central House (to its rear) immediately adjoin the site to the east which form part of an in-depth flatted re-development scheme, essentially comprising three / four storey blocks with accommodation in the roof, including some double floor roof elements. To the west, on the opposite side of Station Approach is Kings Lodge, an 'L' shaped 6 to 8 storey residential building. On the opposite side of Pembroke Road to the north is a 4 - 5 storey flatted block known as Pembroke House, the 3 storey Neyland Court and more traditional residential properties including bungalows to the east.

The town centre boundary runs along the eastern boundary of the site and also includes the railway and its car park to the south. The Ruislip Village Conservation Area is also located to the north west of the site and at its nearest point includes the parade buildings fronting High Street to the north of Pembroke Road. The site is covered by TPO 332 (although it appears that none of the protected trees remain) and has a Public Transport Accessibility (PTAL) Level of 4/5 (on a scale of 1 to 6, where 6 represents the highest level of accessibility).

### **3.2 Proposed Scheme**

The proposal is to demolish the existing two storey office building and erect a part three, part four storey building comprising 40 units with basement parking, access and landscaping.

The proposed building would have a 'C'-shaped footprint and its west and north elevations would retain similar building lines along Station Approach and Pembroke Road to those of the present office building. The roof would comprise gabled and crown roof elements, including a green roof on the central flat roofed section. The building would comprise 12 studio, 19 x one bedroom and 9 x two bedroom units, with 4 of the units on the ground floor would be wheelchair accessible.

All of the units would have their own private balconies, with a communal amenity area, including a children's play area at the rear (east) of the building.

The proposed building would be raised above ground level so that on its southern end a void would be created to maintain the flow route for surface waters during heavy rainfall events.

Parking for 20 cars would be provided within the lower ground floor/ basement on site, including 4 disabled spaces, accessed via a car lift with vehicles utilising the existing access from Pembroke Road, 6 spaces sited adjacent to the access road, with a further 5 spaces being provided on the smaller area of the application site. Also provided within the basement would be two motorcycle parking spaces and 41 cycle parking spaces.

The application is supported by the following documents:-

Design & Access Statement:

This provides an introduction to the statement, outlining the key objectives of the scheme and relevant planning policy and guidance. A site analysis is presented and the design strategy for the development is identified. The outcome of pre-application discussions with

officers are outlined and the design proposals are presented, including an assessment of the amenity space and landscaping. It goes on to provide an access statement and refuse strategy and sustainability issues are discussed. The statement concludes that the proposal would enhance the site and character of Ruislip town centre, provides good quality housing and would secure the long term sustainable use of the site.

#### Planning Statement:

This provides an overview of the development proposals, including a commentary on the pre-application discussions (noting that an earlier pre-application scheme including commercial units on the ground floor was not feasible due to LUL objections to access from Station Approach on health and safety grounds) and assessment of relevant planning policy. A brief analysis of the planning matters raised by the scheme is provided and the statement concludes by stating that the scheme accords with latest policy and the high quality, sustainable provision of new housing should be granted permission accordingly.

#### Noise and Vibration Impact Assessment Report:

This summarises the results of a noise and vibration assessment that was carried out to measure prevailing background noise levels and to assess the vibration impacts from rail and road traffic from the adjacent railway line and bus station. It goes on to provide the building performance requirements for specific elements that would be needed to provide a suitable residential environment to satisfy relevant current standards.

#### Construction Management Statement:

#### Archaeological Desk-Based Assessment:

This assesses the archaeological potential of the site.

#### Geo-Environmental Site Assessment, May 2016:

This provides an introduction to the report, describes the development and identifies the aims and objectives of the study. It describes the report's methodology and goes on to assess the likely contamination within the site and identifies its geotechnic properties to enable outline parameters to be established for foundation design and drainage. Results are presented, including a shallow water body being encountered in all the monitoring wells and asbestos, PAHs and heavy metals associated with the made ground associated with the office development and its car park exceeding adopted criteria for residential land use. It recommends additional groundwater monitoring is required to establish whether there is a persistent groundwater body present in order to finalise the type of foundation and additional quantification of the contamination is required to confirm classification for disposal and a verification plan is likely to be needed.

#### Arboricultural Impact Assessment, May 2016:

This assesses the impact of the development upon existing trees within and adjoining the site and makes recommendations on the proposed scheme.

#### Flood Risk Assessment, 5/12/16, Version 3.0:

This provides an introduction which notes that although the site is within Flood Zone 1, it has been identified as being at risk from surface water flooding and therefore the site specific FRA has been prepared to ensure that the development is safe and will not increase the risk of flooding elsewhere. It goes on to describe the site and the development proposals. It goes on to assess flood risk, advising that the NPPF does not require a



sequential test to be undertaken, describes flooding events on site and assesses the sources of flooding. It goes on to construct a simple surface water model to assess flow paths which informs the mitigation measures required to minimize the risk of flooding to residents and surrounding areas.

Drainage Specification & Maintenance / Management Plan, October 2016:

This document provides a detailed management and maintenance plan for the various elements of the drainage system.

Landscape Management Plan, Dec. 2016:

This provides a detailed management and maintenance plan for the planted landscaping.

Sustainability Statement, Rev. 1.0, dated 27/5/16:

This provides an overview of the approach taken to incorporate and improve sustainability within the scheme's design. It focuses on the key topics of pollution and air quality; construction materials; energy/carbon emissions; waste; water and flooding and adapting to climate change.

Transport and Highways Impact Assessment, May 2015:

This introduces the study and outlines relevant national, regional and local planning policy as it relates to transport issues. It goes on to describe the site and the local transport network. The proposed development is described, including its access, parking and servicing arrangements. The report goes on to assess the trip generations and its impact, making a comparison with the existing office use. The report goes on to describe resident's travel initiatives, advising that the development will provide appropriate infrastructure to encourage sustainable travel, including provision of a resident's travel pack. The report continues by describing the Delivery and Servicing Plan, refuse collection arrangements and a Construction logistics Plan. The assessment concludes by stating that the site has an excellent level of accessibility by sustainable modes of travel with a PTAL rating of 5 and there is a wide range of education, leisure, employment and retail facilities within a 10 minute walking and cycling catchment area and that there are no reasons to refuse the proposal on highway capacity or safety, impact on the transport network or sustainability grounds.

Air Quality Assessment, May 2016:

This provides an assessment of the air quality impacts of the development, both in terms of the construction and operational phases of the development. The report makes recommendations for the various mitigation measures required to result in the construction and operational phases to have a negligible impact upon the surrounding area and for suitable air quality environment to be created for future residents.

Preliminary Ecological Appraisal and Preliminary Bat Roost Assessment, Version 1.0, dated 18/12/15:

This provides an introduction to the study, describes the scope of the report, provides the site context and outlines the development proposals. The methodology is described, including a desk study, extended field survey, including internal and external building inspections for bats and a protective species assessment. The report concludes that Fanuc House itself has negligible potential to support roosting bats due to its metal roof, although 2 trees within the wider site have medium potential due to the presence of 2 bat boxes but these would not be affected by the proposals. Scattered trees, scrub and introduced shrubs also have medium potential to support breeding birds, requiring mitigation. The site has negligible potential to support other protective species. Further ecological enhancement measures are recommended for the site.

Heritage and Townscape Appraisal, March 2016:

This provides an introduction to the study, and goes on to describe the site and its local and historical context, before considering the heritage and townscape context of the site. Relevant national, regional and local planning policy is outlined and the development proposals described before the report goes on to assess the impacts of the development on its surroundings. The study compares the impacts for compliance with relevant planning policy and concludes that the existing building has no heritage or townscape merit, but being in a sensitive location, the re-development of the site has implications for the setting of the Ruislip Village Conservation Area and the Grade II listed Underground Station, but with the regeneration of the site with this high quality architectural scheme, significant planning benefits accrue whilst preserving the heritage and townscape significance, compliant with planning policy and guidance.

Energy Statement:

This revised report assesses the various energy technologies available and makes recommendations for the preferred option.

### **3.3 Relevant Planning History**

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

There is no recent, relevant planning history concerning the re-development of the site other than a number of pre-applications enquiries concerning its residential redevelopment, the first for 40 sheltered units on site (26134/PRC/2015/7 refers), with three subsequent enquiries for standard residential units, which have involved the flatted block being reduced in size (26134/PRC/2015/41, 107 and 200 refer).

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

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

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

Part 1 Policies:

- PT1.E7 (2012) Raising Skills
- PT1.H2 (2012) Affordable Housing
- PT1.HE1 (2012) Heritage
- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.T1 (2012) Accessible Local Destinations
- PT1.CI1 (2012) Community Infrastructure Provision

Part 2 Policies:

- NPPF1 NPPF - Delivering sustainable development

NPPF2	NPPF - Ensuring the vitality of town centres
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF8	NPPF - Promoting healthy communities
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF12	NPPF - Conserving & enhancing the historic environment
LPP 2.15	(2016) Town Centres
LPP 3.2	(2016) Improving health and addressing health inequalities
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 3.8	(2016) Housing Choice
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.13	(2016) Affordable housing thresholds
LPP 4.7	(2016) Retail and town centre development
LPP 4.8	(2016) Supporting a Successful and Diverse Retail Sector and related facilities and services
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 6.10	(2016) Walking
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 7.8	(2016) Heritage assets and archaeology
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 7.21	(2016) Trees and woodlands
LPP 8.2	(2016) Planning obligations
EC5	Retention of ecological features and creation of new habitats
BE4	New development within or on the fringes of conservation areas
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H4	Mix of housing units
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
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
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

## 5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- **13th July 2016**
- 5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

191 neighbouring residential and commercial properties were initially consulted on the application, 3 site notices were displayed around the site on 6/7/16 and the application was advertised in the local press on 6/7/16. 17 initial responses have been received from individual consultees, making various comments which are summarized as follows:-

- (i) Building is too imposing on the surrounding area, particularly the historic Ruislip Station.
- (ii) In its listing, Ruislip Station described as 'one of the best preserved of the country stations'. With high buildings opposite and on Station Approach, the single storey station building is already dominated and would be viewed as if looking down a tunnel. New building height should be limited to the roofline of the new 4th floor - this would involve the loss of 2 flats and should include the screening of all conditioning plant, solar panels etc,
- (iii) Proposed plans do not specify the height of the proposed building and building exceeds height of other recent developments,
- (iv) Windows and glass doors would have a direct view into windows of No. 38 Kings Lodge, ruining current privacy,
- (v) Pluvial drainage is a major concern as this area has flooded 4 times in last 20 years. Along this part of Pembroke Road, with 106 apartments replacing approximately 12 houses with gardens in last 10 years, flooding has become worse, with flooding in July 2014 and June 2016 when the adjoining Central House and car park was under over two foot of water at its worst with ground floor flats and cars being ruined, lift stopping and landscaping being badly affected. Proposal acknowledges that there is a 234sqm decrease in the permeable area. A further property development with basement would exacerbate the flooding issue as adequate drainage is already lacking so adequate attenuation measures and upgrade of Thames Water drains is imperative,
- (vi) Proposal would put extra strain on the existing sewage system which has had problems in the past,
- (vii) Entrance to proposed block is next to Station Approach, a busy terminus for buses and is in continuous use from early morning till late at night and with high volumes of traffic on Pembroke Road, particularly after adjoining flatted developments, including that at London Square. Traffic

poses a danger to pedestrians, especially children that travel to and from school. Increasing number of vehicles will add further congestion and pollution to a gridlocked area, especially during peak times and school runs,

(viii) Building work would cause noise and disruption. Large vehicles would be bad during the construction period which would disrupt buses,

(ix) More congestion on tube,

(x) Parking for 33 cars (24 underground) would be inadequate given that each unit would be occupied by up to 4 persons and there is restricted parking around Fanuc House,

(xi) Where will delivery and service vehicles park,

(xii) Already vast number of apartments in Ruislip,

(xiii) Proposal would block natural sunlight to surrounding area and adjoining flats,

(xiv) The 'child play area' does not make up for the current green space that would be lost. Play area in adjoining development is not used,

(xv) Existing building should be converted instead - with less environmental disruption and impact,

(xvi) New residents could generate noise,

(xvii) Value of adjoining properties will decrease,

(xviii) No site notices have been displayed,

(xix) Flood Risk Assessment is incomplete on Council's system with pages missing.

Surrounding properties were re-consulted on 30/9/16, following the submission of revised plans. 13 responses were received, mainly re-iterating previous comments but also raising the following additional points which are summarized as follows:-

(xx) Residents are in the middle of an investigation with Thames Water and Hillingdon Council as regards flooding and should wait for these results before further building is allowed,

(xxi) Four storey development with roof garden could overlook adjoining development,

(xxii) Children's play area needs to be private for residents only with secure entrance,

(xxiii) Use of bark on landscaping should be avoided as blocks drains,

(xxiv) The pavement where the bus layovers are is very narrow and disabled users would struggle to use this, especially with street furniture in the way. All footways should be a minimum of 2m, the TA states some are 1.8m.

(xxv) The number of buses at the layover reaches maximum capacity on a daily basis during peak hours. Buses are seen to be queuing in the yellow box on Pembroke Road. Vehicles exiting the development would only add to this.

(xxvi) Existing office (1 car driver trip in AM and PM peaks), proposed residential (6 AM and 3 PM car driver trips) so the impact should be (5 AM and 2 PM car driver trips) - incorrect figures provided,

(xxvii) TRICS data - sites have been used in central London boroughs where there are likely to be less car driver trips. The site could have recorded traffic movements into and out of the new residential schemes on Pembroke Road as this would have provided a more robust trip generation assessment and therefore would impact the car driver trips.

(xxviii) The method of travel to work data for the local COA show 46% of residents drive to work. By using the all person trips from the sites they selected in TRICS there would be 29 car driver trips in the AM and 20 in the PM which is a substantial increase than their 6 in the AM and 3 in the PM predicted. This would also have a further impact on the local junction.

(xxix) 33 car parking spaces are provided for the 41 units - LBH require maximum of 1.5 spaces per dwelling for flats, will 33 be enough? Especially when 30 of the flats have 2 or more people? On adjoining development there is an issue of people parking on street or in front of the car park or in other peoples spaces within the car park despite entrance security,

(xxx) No servicing trip generation - where will delivery vehicles wait and where will the refuse be collected?

A further round of public consultation took place on 19/12/16 following the submission of further revised plans. 6 responses have been received, again mainly re-iterating previously raised concerns but also including the following comments:

(xxxix) There is substantial discussion of the risk from rainwater flooding, much of it based on false assumptions. "LBH have not identified any specific risk in this area" - this may be true but only represents a failure of information flow. There has been substantial rainwater flooding in this area over the years, specifically to the east and north of the property with Nos. 19 and 27 being substantially damaged. The rainwater gully to the north of the property is regularly blocked and floods the street,

Much of the mitigation identified is to move water to the east of the property which is an area already vulnerable to flooding, and to prevent water entering the basement and if necessary to pump it out - into an area already flooded. Development should only be undertaken after work by Thames Water to increase the capacity of their surface water drain which is currently unable to cope with heavy rainfall,

(xxxvii) Would only support proposals if no more than three stories and on same footprint as existing building so did not block light to adjoining property,

(xxxviii) More greenery needed in area to soak up the rainwater, not more residents,

(xxxix) Underground parking needs to be risk assessed,

(xl) Ruislip needs more affordable houses not flats which encourage overcrowding and no or minimal outdoor space, reducing quality of life, with increases in noise, pollution, congestion, accidents and strain on services,

(xli) Ruislip is being overwhelmed and is losing its community feel,

(xlii) Ruislip station now operates 24 hours which would impact on the new residents. Buses disturb existing residents so new properties with open windows would experience noisy buses, loud commuters and bus staff smoking on the road,

(xliii) It is noted that the proposed building is 1.075 metres higher than the adjoining Metropolitan House,

(xliv) LU 'No build zone' serves to maintain views of station.

#### RUISLIP RESIDENTS' ASSOCIATION:

Original comments:

We would like to make some late comments with regard to this planning application in the hope they may still be considered before a decision is made. We understand that this case will go before your major applications committee for recommendation.

Firstly we are concerned over the location of the building within the plot as it is currently right up against its western boundary (ie the bus station) which means that the proposed patio doors and balconies of many of the 41 flats are next to the double-decker diesel bus stands. The diesel fumes/pollution generated in the continual starting process and buses engines still running whilst standing will be a negative factor as will privacy with top deck bus passengers looking directly onto first floor properties at a distance as near as six feet. Should the building be moved back from the western boundary to allow more of a gap between the building and the bus stands and a hedge be planted it would be more in keeping with meeting quality housing standards particularly as the site adjoins our local conservation area.

The plans require the removal of a large number of trees including better quality ones towards the southern end of the plot and this will affect the environs of the Grade 2-listed Ruislip Underground Station (1903). This is a key entrance point to our town bearing in mind that it was originally designed for access by train and not car. So the visual entrance to Ruislip is very important given creating first impressions.

The underground car park design needs to incorporate flood protection systems as the bus station is liable to flash flooding and an underground car park there would run a serious danger of water inundation a subject very much in the news recently. It would be appreciated if our comments could be taken into account in your deliberations. It is noted that this application is up for decision by 24th August.

#### Comments on Revised Plans:

We would refer to the amended planning application for this site and whilst amended drawings for the site layout and internals have since been submitted it does not change our view that this application remains unsuitable for purpose with none of the proposed changes appearing to make a material difference and we believe the main points made previously hold good. We trust that as the case is still to be decided our latest views may still be taken into account in the decision process. Please advise us of your decision in due course.

#### RUISLIP VILLAGE CONSERVATION PANEL:

The Fanuc building stands very close to the Ruislip Village Conservation Area and more importantly from the point of view of the character and suburban history of Ruislip, in the station yard of Ruislip Metropolitan Line Station, which, along with the associated footbridge and Signal Box is a Grade II listed building.

The station, built in 1903 and opened the following year, was built to the same design as the original station at Uxbridge. It is a rare survivor of these single storey station buildings with a central gabled ticket hall erected on the Metropolitan Line. The design harmonised with the surrounding low level cottages and farmhouses, whilst hinting at the Arts and Crafts influenced houses soon to be built in Kingsend, the first new road leading from the station. The station became the hub of suburban Ruislip as Manor Farm and St Martin's at the other end of the High Street formed the focal point of rural Ruislip. Both these historic areas need to be preserved.

The station's surroundings have already suffered for more than fifty years from unsympathetic developments.

Last year planning permission was granted for the Fanuc Building to be converted from B1 to C3 use to provide 11 comfortable flats. The Conservation Panel members were happy to see an apparently empty building being put to practical use.

This present application, to demolish the existing building and replace it with a far bulkier and higher one is a completely different matter. The designer has looked only to existing unsuitably high recent developments along Pembroke Road and forgotten to even consider the listed station building.

Much could be said about the cramped living conditions in many of the 41 contemplated new flats, not to mention the obvious traffic problems they would engender, but our main concern is with the character of the station and its surroundings.

This application should be refused.

#### RUISLIP, NORTHWOOD AND EASTCOTE LOCAL HISTORY SOCIETY:

The Society is very concerned about this application to demolish FANUC House and replace it with a four storey block of flats as the location is so close to a grade II listed building and the boundary of the Ruislip Village Conservation Area.

The present building is two storeys high but the proposed replacement building will be four storeys high plus a roof top plant, which will be over dominant and too obtrusive. It will compromise and be unsympathetic to the Grade II listed Ruislip Station and signal box situated behind FANUC House. These buildings, which opened in 1904, were listed after much work by the Society as they represent a rare surviving example of a Metropolitan Line station in the original 'country style'.

On either side of this development there are already three storey and six storey flats, and a further



four storey building will add to an over development of this end of Pembroke Road, which adjoins the Ruislip Village Conservation Area. The remainder of the road which is still lower density housing will also be detrimentally affected.

For all these reasons we ask that this application be refused.

Local Ward Councillor:

Objection.

The height and bulk of the building would result in overdominance impacting on the locally listed Ruislip station opened in 1905.

The parking provision is inadequate and access and egress is likely to be risky on a main road with heavy traffic.

GLAAS:

There are no objections to this proposal.

THAMES WATER:

Waste Comments:

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](http://thameswater.co.uk/buildover).

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. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

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

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimize the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

We would expect the developer to demonstrate what measures he will undertake to minimize 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 minimize groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)."

#### 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.

#### LONDON UNDERGROUND LTD.

Though we have no objection in principle to the above planning application there are a number of potential constraints on the redevelopment of a site situated close to railway infrastructure. This site is adjacent to and shares a property boundary with London Underground surface assets which include a 2 metres exclusion zone.

Therefore we request that the grant of planning permission be subject to conditions to secure the following:

The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- provide details on all structures
- accommodate the location of the existing London Underground assets
- the balconies proposed on the proposed section A-A plan which are within the 2m exclusion zone will be subject to agreement with London Underground
- demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering our land or airspace
- accommodate ground movement arising from the construction thereof

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2015 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

## MOD SAFEGUARDING:

This application is seeking full planning permission to demolish an existing office building and replace it with a 4 storey building with basement parking comprising 40 residential units with associated car parking, amenity space and landscaping.

The application site resides in the statutory safeguarding zone RAF Northolt and occupies the statutory aerodrome height 15.2m, birdstrike and technical statutory safeguarding zones surrounding the aerodrome.

The proposed development site occupies the statutory height and technical safeguarding zones that ensure air traffic approaches and the line of sight of navigational aids and transmitters/receivers are not impeded. The airspace above and around aerodromes is safeguarded to maintain an assured, obstacle free environment for aircraft manoeuvre and need to be kept free of obstruction from tall structures to ensure that aircraft transiting to and from or circuiting the aerodrome can do so safely.

On reviewing the application plans, I can confirm that the MOD has no safeguarding objections to this proposal.

However, the MOD recognises that cranes may be used during the construction of tall buildings at this site. These may affect the performance of the Precision Approach Radar (PAR) and air traffic safety. If the redevelopment of this site does progress, it will be necessary for the developer to liaise with the MOD prior to the erection of cranes or temporary tall structures.

The MOD would request that a condition such as the one below be included in any planning permission granted to ensure that the MOD is notified of when and where cranes will be erected.

### Submission of a Construction Management Strategy

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the details of cranes and other tall construction equipment (including the details of obstacle lighting). The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems.

In conclusion, I can confirm that the MOD maintains no safeguarding objection to this application subject to the inclusion of the above conditions and provided the overall height of the planned building does not exceed the 17m height stated, as part of any permission granted.

## Internal Consultees

### CONSERVATION/ URBAN DESIGN OFFICER:

This site lies on the southern approach to the Ruislip Village Conservation Area and close to the grade II listed station and signal box. There are no objections to the demolition of the modern office block that currently occupies the site. There have been pre-application discussions re this development. Following further extensive negotiations on the current application, there are no objections in design or conservation terms to this application. If minded to approve, please ensure that conditions are attached that require details of all external materials for the new buildings to be agreed; details of the entrance porch, external doors and windows; PVs and high level plant; and details of the boundary treatment and means of enclosure to be submitted for approval before the start of relevant work.

## HIGHWAY ENGINEER:

### Initial Highway Comments

#### - Site Access

The new access to the proposed development would be located along Pembroke Road, in the same position as the existing access. However, the access would be redesigned in order to cater for the proposed land use.

With reference to the design of the proposed access the following additional details are required:

- Visibility splays at the junction between the site access and Pembroke Road should be shown on the submitted drawings, to be constructed in line with recommendations set out in Section 7.7 of the Manual for Streets. Recommended distances are  $x = 2.4m$ ;  $y = 23m$ , which appear adequate to the nature of Pembroke Road and prevailing vehicle speeds;

- The applicant must ensure that an unobstructed visibility above the height of 1.05m should be maintained from the site access for vehicles at least 2.4m in both directions along the back edge of the footway. Any fencing / hedging above 1.05m would have to allow drivers to be able to see through it. This is for the safety of pedestrians along the footway;

- In relation to the visibility requirements raised in the two paragraphs above, details of landscaping and fencing around the site entrance should be submitted, in order for LBH to evaluate whether these requirements are met;

-The submitted plans should clearly show any works to be carried out on the footway along the Pembroke Road site boundary to accommodate the new entrance. Such works should be funded by the developers;

- The submitted plans should also include swept paths, with a 300mm error margin, to demonstrate that the access can accommodate an incoming and exiting vehicle together, without obstruction traffic on Pembroke Road.

### Parking and Internal Layout

The width of the proposed ramp is 4.2m, which appears too narrow to provide efficient two way operations. It is recommended that the width be increase to 5.0m (preferred), with 4.5m an absolute minimum. Any width between 5.0 and 4.5m should be supported by swept paths of large cars travelling in opposite directions.

As an alternative to a wider ramp, shuttle operations may be proposed by the applicant.

Cross sections for the ramp should be provided in order to highlight any pinch point between cars and the garage roof. The preferred maximum gradient is 1:10.

Proposed parking spaces are as follows:

- 28 on-site car parking spaces and 5 off-site spaces (opposite side of Station Approach from Fanuc House) of which 20% will be suitable for electric vehicles with a further 20% suitable for future conversion. All car parking spaces will be a minimum 2.4m by 4.8m; 3 parking spaces would be designed as disabled bays. The on-site parking spaces would be located in an underground car park accessed by a ramp.

- Minimum 41 cycle parking spaces (all to be secure);

- 2 motor cycle spaces;

The proposed ratio of parking spaces to residential units is 0.8, which is in line with the ratio agreed at pre-application stage. All other parking provisions are in line with current policy and standards.

Concerns are raised with respect to the proposed parking provision:

- The applicant should specify current ownership and current use of the 5 proposed off-site parking bays. The applicant needs to demonstrate that the parking bays will be available to future residents for the duration of the development;

- The location of parking bays 26, 27, 28 and 29 is not supported by the LBH. These bays are located too close to the entrance and vehicles manoeuvring in and out would be in conflict with vehicles accessing and exiting the site, thus creating a safety hazard. These parking bays need to be moved to a different location. If necessary, stackers can be used in the car park to increase the number of parking spaces;

- Swept paths have been supplied to demonstrate manoeuvrability inside the basement car park. These should show a 300mm margin error. For some manoeuvres, there appears to be limited space available. The addition of the required error margin may result in the layout having to be revisited in order to ensure adequate internal manoeuvrability. More specifically, parking spaces 11 and 12 appear difficult to access;

- An allocation plan will need to be supplied in order to show which parking space will be allocated to which flat. This allocation should be retained in perpetuity through a legal agreement. It is recommended that, when allocating parking spaces, precedence should be given to larger units, as these are more likely to be occupied by families with greater requirement for use of private vehicles;

- A S106 agreement will be required to restrict eligibility of residents of dwellings (not allocated car parking), to apply for parking permits.

With reference to the cycle storage room, the applicant should provide more details as to how the room will be accessed and ensure that routes to and from the storage are convenient and attractive, in order to promote cycle use.

The servicing and delivery plan does not specify an area where delivery vehicles may be able to park on site. Drawing PL-06 Rev B (Proposed Site Plan) does not show an area suitable for delivery vehicles to park. The submitted layout should provide an area suitable for the temporary parking of delivery vehicles and swept tracks (with 300mm error margin) submitted in order to demonstrate sufficient manoeuvrability.

#### Refuse Bin Store

The location of refuse bin stores appears too far from the highway. Maximum walking distances for residents and for refuse collection operatives should be designed in compliance with recommendations set out in Building regulations 2010, Part H, Section H6, Paragraph 1.8.

#### Transport Impact

##### Trip Generation

A transport and highways impact assessment has been submitted in support of the application, prepared by Entran Ltd on behalf of the applicant.

There are some concerns regarding the submitted trip generation, specifically:

- It is not clear how the figures shown in Table 5.3 were estimated;

- The pre-application advice specifically required that TRIP generation be based on database sites that are comparable in terms of scale, parking provision and accessibility to the proposed development. However, the figures shown in Table 5.4 were derived using comparison sites located in areas such as Fulham, Regent's Park, Islington, Kensington and Bethnal Green. Of the 9 selected comparison sites, only a minority can be considered to be located in a truly suburban environment. Developments located in London inner zones are known to generate less vehicular trips when

compared to similar developments in suburban areas;

- There is no indication of existing parking provisions at the comparison sites.

In light of this, it is possible that the trip generation presented by Entran Ltd might significantly underestimate actual vehicle trip generation at the site.

It is therefore recommended that different sites be selected, more representative of a suburban environment similar to Ruislip, in order to achieve a more robust estimate of future trip generation representing a worst case scenario. The selected sites should have a parking ration comparable to that agreed for the present development.

An explanation should be given as to how the figures shown in Table 5.3 were estimated.

#### Traffic Impact Assessment

The development site is very close to the Pembroke Road / West End Road / Kingsend / High Street junction, which is signal controlled and currently experiences congestion during peak hours.

Previous planning advice requested the impact of the proposals be assessed through the development of a LINSIG model to represent junction operations. The advice also specified that baseline conditions should be thoroughly assessed and base models calibrated and validated against site observations.

It is proposed that the issue of modelling be revisited after the revised trip generation has been submitted and agreed. Once the generated car trips have been estimated to a satisfactory level of accuracy, it will be possible to determine whether modelling of the nearby the Pembroke Road / West End Road / Kingsend / High Street junction will be necessary.

#### Additional Highway Comments

##### General

The following additional comments are provided in response to revised layout plans received in support of the application for the redevelopment of Fanuc House, 1 Station Approach, Ruislip. This document should be read in conjunction with the original comments.

##### Revised Car Park Layout

Under the new proposals, shown on drawing no. 15-271-PL-07 Rev F, the underground car park would be accessed via a lift rather than a ramp. Parking spaces provided at basement level would reduce from 22 to 20. As a result of these changes, access and manoeuvrability would improve for the underground car park.

The parking spaces provided at ground floor level (nos. 21 to 27 on drawing no. 15-271-PL-08 Rev G) raise a number of concerns: manoeuvre of vehicles parked on nos. 21 and 22 would conflict with vehicles entering and exiting the site, the manoeuvring area for nos. 24 to 27 would be 4m and therefore less than the recommended 6m minimum, and the visibility of parking space 27 would be obscured by the car lift.

For these reasons the proposed ground floor layout does not appear to provide the required level of safety and manoeuvrability.

The overall number of parking spaces has reduced by 1 under the new proposals. This is not ideal as it would bring the ration below the agreed threshold of 0.8 agreed at pre-application stage.

#### Conclusions

With the exception of improved access and manoeuvrability of the basement car park, the revised proposals fail to address the initial comments. Failure to address those issues would result in an objection raised in relation to the highway aspect of the proposals, as it would not be possible to determine its compliance with Policies AM7 and AM14 of the adopted Hillingdon Local Plan, 2012, (Part 2).

#### Further Additional Highway Comments

##### General

The following additional comments are provided in response to revised layout plans received in

support of the application for the redevelopment of Fanuc House, 1 Station Approach, Ruislip.

#### Revised forecourt Layout

A revised ground floor plan drawing has been received showing new arrangements for the parking bays at ground floor level on the side of the access road.

The revised layout provides improved manoeuvrability for all the proposed parking bays. The revised layout would result in the loss of one space. While not ideal, it is considered that the loss of one parking space would not significantly reduce the overall parking ratio and the transport viability of the scheme.

The new layout is supported by swept paths for the least accessible bay (no. 21). It is considered that, overall, the parking and internal layout are now satisfactory.

#### Latest Highway Comments

I have now reviewed all the information and the previous comments on the subject.

The site is at the boundary of zones with PTAL 4 and 5, so the level of public transport accessibility is comparable with Central London locations. As a result, we can conclude that the site selected for the trip generation provide a reasonable estimate of future trip rates for the proposed development.

It is still unclear how the data presented in Table 5.3 of the Transport Assessment was obtained but, even if a sensitivity factor were applied to the net trip generation, these figures would still represent a small fraction of the total average traffic using the Pembroke / West End / Kingsend junction.

It is therefore anticipated that the predicted impact of the proposed development on the Pembroke / West End / Kingsend junction do not warrant a more detailed investigation.

#### TREES AND LANDSCAPE OFFICER:

This site is occupied by a former office block situated to the south of Pembroke Road and at the junction of Station Approach.

In the course of pre-application meetings it has been agreed with the design team that the only trees on the site which are to be retained are the selected specimens along the east boundary.

Prior to the current submission, a number of schemes have been proposed and amended.

#### Comment

The current Ground Floor Amenity Provision Plan by WCEC, dated 19/12/2016, refers to the narrow strip of land between Station Approach and the flats as 'Private Amenity Space'. This land is neither useable nor maintainable by the ground-floor residents, due to their raised balconies and the proposed use of this space as part of the drainage strategy. It should not be labeled 'private garden / amenity space' because it will need to be managed as part of the communal estate - albeit it should be gated to retain the privacy and security of the occupants of the ground floor flats.

My email of 7 February 2017 (to Chris Watts, Aspect Landscape and Darren Brown, Planning Consultant) confirms that a secure boundary (steel railings) should be provided along Station Approach together with an instant hedge which should be maintained to provide a tall but slimline living barrier.

Cross-sections and details of the levels and treatment of this boundary are required. Once agreed the Management Plan should be amended to address the future maintenance requirements.

On the planting plans the tree locations planted along the Station Approach boundary should be adjusted to ensure that the Carpinus are not directly opposite windows - from which they will block light. Ideally they should be positioned opposite blank walls.

#### Recommendation

No objection subject to the previously requested / amended detailing of the west boundary (hard and soft) and further fine tuning in accordance with conditions RES8, RES9 (parts 1, 2, 4, 5 and 6) and RES10.

#### WATER AND FLOOD MANAGEMENT OFFICER:

#### Recommendation

The site is shown to be at considerable surface water flood risk. An FRA has been undertaken to manage this risk and ensure that the site does not increase risk and provides more space for water within the site.

#### Comments

Drawings have been amended and additional information submitted in February has been submitted to address previous concerns.

Existing 100 Year CC 2m Flood Plan received 2/2/17

Proposed 100 Year CC 2m Flood Plan received 2/2/17

PL-23 Rev. A Ground Floor Amenity Space Provision Plan received 3/2/17

PL-22 Rev. B Proposed Flood Mitigation Plan received 3/2/17

As well as amendments to elevation and other drawings to reflect the requirements of the FRA.

#### Surface Water flood risk

A substantial area to the south of the current building is subject to surface water ponding of 300mm - 900 mm.

Information has been provided by the RAB FRA dated 5th December 2016 and provides sufficient reassurance on the impact of the proposal on the surrounding area, and that it reduces flood risk in accordance with the NPPF.

The flow route is maintained by the creation of a void underneath the south portion of the proposed building.

The proposed Drawing PL-18 Sections A-A are now revision E and Drawing PL-21 now rev C Section B-B and still do not include the levels of the bottom of the underfloor slab and its depth. However it does include further detail of the actual ground levels and those proposed so it can be clearly seen that the proposals of the FRA are incorporated into the design.

Further provision of the supports required to maintain the southern part of the structure have been provided to ensure the therefore the obstruction that may cause to any flow routes is minimised Drawings PL-18- Rev E.

The more detailed assessment of the volumes and depths and therefore levels is caveated with the wording that this modelling should not be relied upon to determine exact depths and impact. However that is exactly what this FRA uses it to do, this is misleading to the public as modelling is often used to indicate areas at risk and determine appropriate mitigation. This modelling information represents a more detailed analysis of the issues on the site.



The proposal also includes a basement and there is no site investigation to determine the groundwater risks to the site, that may increase risk elsewhere if not mitigated, and so a condition is requested.

It is supported that a green roof is to be provided within the sustainable drainage design. Details of this in cross section should be provided.

Clear calculations should be provided to demonstrate the provision of appropriate storage for the site.

The rainwater harvesting as recommended must also be included in the design.

#### Management Plan

A Drainage Specification & Maintenance / Management Plan (To be read in conjunction with UK Water Industry Research Ltd 'Civil Engineering Specification for the Water Industry' 7 th Edition, the Building Regulations 2000 Approved Document H and all relevant Engineers and Architects drawings) BWB Consulting 5 th Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ Ref: LNA2042 Date: October 2016

This plan does not yet include any clearance or inspection of grills on the east side of the site to ensure they are not damaged and/or are functioning.

There is concern about the ability to remove debris from the swale which runs along the west of the site between the railings and the overhanging balcony and the distance between the private amenity space and the railings to the south.

As it appears that the critical space which forms the flow route to the south is partially voided to provide just amenity space for a resident, this should be limited to only a balcony, of similar size to those on the first floor. The same situation occurs with the private amenity space to the centre of the east side of the building. Any walkways should also be at ground level reducing the voided areas, and making areas critical for flood storage open and much more accessible.

In addition as no detail of the screen has yet been provided a condition to require the detail of this is requested.

A plan for managing the water within the site during construction will also be required.

#### CONDITIONS required:

##### 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 RAB dated Rev 3 Ref 1263B.

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 identified in an area at risk of surface water flooding, include additional provision within calculations for surface water from off site
- iv. 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.
  - ii. Where infiltration techniques (soakaway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).
  - iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.
- 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 and flooding 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.
  - iii. 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 the development does not increase the risk of flooding contrary to:

- Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012),
- Policy 5.12 Flood Risk Management of the London Plan (March 2016) and
- To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and
- Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016).
- National Planning Policy Framework (March 2012), and the
- Planning Practice Guidance (March 2014).

#### Flood Risk

Unless otherwise agreed in writing by the Local Planning Authority, the development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) version3 dated December and the additional amended drawings submitted in February 2017 and the following mitigation measures detailed within the FRA.

Prior to commencement, a scheme for the management of flooding within the site shall be

submitted to, and approved in writing by the Local Planning Authority. It will include:

- i). Provision of a Flood Action Plan to all future residents including plan and locations of appropriate refuge and evacuation routes etc, and explanations that the site is at risk.
- ii). Finished floor levels are set at 47.25m. A survey shall be submitted to and approved by the Local Planning Authority showing the as built levels comply.
- iii) Provision of the detail so the proposed screen will be submitted
- iv) A revised proposal for the reducing the extent of ground floor amenity to reduce the void space required
- v). Provision of compensatory flood storage on the site to ensure sufficient space is retained to control the surface water flood risk. As built ground level information submitted.

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 minimise the impact of flooding on the proposed development and future occupants and  
To minimise the impact of the proposed development on the surrounding area.

- i) by ensuring the satisfactory storage of/disposal of surface water from the site.
- ii) by ensuring that compensatory storage of flood water is provided.

To comply with Policy 5.13 of the London Plan (March 2016) and to ensure the development does not increase the risk of flooding in compliance with:

Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012),  
Policy DMEI 9 Management of Flood Risk in emerging Hillingdon Local Plan Part 2 - Development  
Management Policies, and

Policy 5.12 of the London Plan (March 2016), and  
National Planning Policy Framework (March 2012), and the  
Planning Practice Guidance (March 2014).

#### ACCESS OFFICER:

In assessing this application, reference has been made to the 2016 London Plan, Policy 3.8 (Housing Choice), and Approved Document M to the Building Regulations (2016 edition). 10% of the proposed residential units should meet the standards for M4(3) Category 3 - wheelchair user dwellings, with all remaining units designed to the standards for Category 2 M4(2) - accessible and adaptable, as set out in ADM 2015.

As the proposed ground floor level would be some 800mm above the ground level one Station Approach, a sloping pathway would lead to both entrance lobbies.

Whilst the Design & Access Statement refers to an accessible pedestrian environment using pavers that are evenly laid and slip resistant, it remains unclear how the required gentle gradient could be integrated into the landscaping scheme.

Of the 28 parking spaces proposed, it is noted that only three would be designated accessible bays. To achieve a good standard of accessibility, each of the four required M4 (3) wheelchair accessible dwellings should have a parking space.

The supporting Design & Access Statement states that the proposed development would be accessible in accordance with Approved Document M, but no details appear to have been submitted, particularly in respect of the M4(3) units.

Further details are requested as follows:

1. Plans should be received to demonstrate how a gentle gradient could be integrated into a

landscaping scheme to facilitate step free access.

2. The location of the four required M4 (3) units on the ground floor should be clearly shown on plan. Plans should be amended accordingly.

3. Floor plans at a scale of at least 1:100 should be submitted which clearly demonstrate the access zones and other provisions as set out in Approved Document M to the Building Regulations.

4. Drawing no: PL-11 Rev. I, should be amended to confirm that lift access would be provided to all floors.

Conclusion: revised plans should be received as a prerequisite to any planning approval. The following

Condition should be attached to any planning permission:

The development hereby approved shall ensure that 10% of the residential units are constructed to meet the standards for Category 3 M4(3) dwelling, with all remaining units designed to the standards for Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

#### REASON:

To ensure an appropriate standard of housing stock in accordance with London Plan Policy 3.8d, is achieved and maintained.

#### ENVIRONMENTAL PROTECTION OFFICER (NOISE):

There are no objections to this application, subject to conditions requiring the submission of a noise protection scheme, vibration protection scheme, noise rating level and a Construction Environmental Management Plan.

Officer comments.

The requested conditions form part of the officer's recommendation.

#### ENVIRONMENTAL PROTECTION OFFICER (AIR QUALITY):

The application site falls within Ruislip Town Centre Focus Area. No objections are raised to the scheme, subject to conditions to ensure the provision of:-

- 1) mechanical ventilation - mechanical ventilation with suitable NOx/NO2 filters is required for all residential units of the proposed development at specific locations,
- 2) electric car parking spaces,
- 3) All Non Road Mobile Machinery (NRMM) must meet meet Stage IIIA criteria of EU Directive 97/68/EC and registered online on the NRMM website at <http://nrmm.london/> and
- 4) A Low Emission Strategy, with associated Air Quality Action Plan.

Officer's comment

Although these conditions have been requested by the EPU Officer, this is a residential scheme where they would either have minimal impact other than during the construction phase where Condition 14 (Construction Management Plan) would cover these matters or could not control the type of vehicles residents used. Condition 19 is still required to control the gas fired central boiler system, but electric charging points are covered by Condition 7 (Landscape Scheme) and the Green Travel Plan would be more appropriate to deal with reducing travel demand and therefore emissions. The recommended conditions have been omitted/revised as such.

#### EPU (LAND CONTAMINATION):

I refer to the previous application for prior approval when a garden soil condition was advised on the

basis of a refurbishment to residential. In the new application demolition and rebuild is proposed so a site investigation is necessary in addition to the desk study from 2015. The site investigation by WDE Consulting is submitted and involves 4 boreholes and 5 dynamic probes (engineering probes) around the building. The boreholes show that there is made ground of about 1 metre depth around the building perhaps from the car park, tennis court use and previous demolitions. Below this is natural ground consisting of the Lambeth Group (clay, silt, sand) which is a Secondary (A) Aquifer as regards groundwater. The testing of the ground did show some elevated levels of contamination including metals (arsenic, zinc and lead), poly aromatic hydrocarbons and one hot spot of asbestos. The boreholes are restricted to around the building and there may be unknown contamination below the building found after demolition.

It is essential that the gardens and landscaped areas have a clean soil cover and possibly a geotextile. It may be that some made ground will be removed. A verification plan / remediation strategy will be required prior to development starting.

No gas was found in one round and as there was no gas generating material no further gas tests are proposed by the consultant.

The report can be submitted in compliance with the contaminated land conditions of any permission given for the site. I would advise adding a recommended land contamination condition, which includes need for all imported soils for landscaping purposes to be clean and free of contamination.

Officer's comment

The EPU officer's recommended land contamination condition has been included in the officer's recommendation.

SUSTAINABILITY OFFICER:

Energy

I have no objection to the proposed development subject to a condition requiring the submission of a detailed energy assessment that specifies the annualised baseline energy demand (kWhr) and CO<sub>2</sub> levels (KgCO<sub>2</sub>) of the development built to 2013 Building Regulations; the design measures and features that reduce the baseline emissions relative to the London Plan Hierarchy (be lean, be clean, be green); provides the impacts of the measures and features from [2] on the baseline energy demand and emissions [1]; provides full details, including (but not limited to), types of lighting, boiler specifications, Combined Heat and Power networks and plant technology, zero carbon technology including roof plans and PV specifications and methods to monitor and maintain the development to ensure the targets are achieved and met consistently.

The recommended condition forms part of the officer's recommendation.

Ecology

There are currently bat boxes within trees on the eastern boundary. The proposed layout allows for the retention of landscaping in this area. Accordingly the likely impacts to bats is negligible and any Natural England license would most likely be forthcoming.

The following condition is however required:

Condition

Prior to the commencement of development a scheme for the protection of existing ecological features and the landscaping on the eastern boundary along with the creation of new 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 proceed in accordance with the approved plans.

#### 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 Local Plan.

#### SECURE BY DESIGN OFFICER:

In principle I have no objections, however, I would like this development to achieve Secured by Design adhering to the New Homes 2016 Design Guide, and as such, I would request a planning condition to this effect.

#### WASTE SERVICES MANAGER:

The two bedroom (average) flats would each generate 170 litres of weekly and recycled waste giving a total weekly of 6,800 litres from all 40 households.

Minimum number of 1,100 litre bins required = 6

Therefore the 12 eurobins shown gives very good capacity for waste and recycling storage.

Suggest that initially 7 eurobins are on site for refuse only owing to contamination issues, then recycling bins can be added later.

#### Officer comment:

Further detailed comments are provided which have been added as an informative.

#### S106 OFFICER:

##### Heads of Terms

1. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status and Highway Engineers Comments
2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.
3. Travel Plan to include £20,000 Bond.
4. Affordable Housing Review Mechanism subject to verification of the FVA (if applicable)
5. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions Note to the planning officer: - Please note that to encourage in kind construction training schemes within the Borough the planning officer is expected to seek to promote and facilitate the contact between the applicant/ developer and the LBH Construction Training - Team once the development is considered acceptable in principle.

## **7. MAIN PLANNING ISSUES**

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

#### Loss of Office Space

There is no specific policy objection to the loss of office accommodation within the NPPF, London Plan or the Hillingdon Local Plan other than a strategic objective within the latter that employment land should be protected (Policy SO15, Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)). Within the emerging Development Management Policies (Revised Proposed Submission Version, October 2015), Policy DME3: Office

Development at D) does advise that proposals involving the loss of office floorspace within designated town centres should be supported by evidence of continuous vacancy and marketing over a 12 month period. As the document has not been adopted, only limited weight can be attached to it.

#### Loss of building

The site does not fall within a designated conservation area and the existing building is of only limited architectural interest. As such, no objections would be raised to the loss of the building.

#### Housing

Policy H4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advises that a mix of housing units should be provided with one and two bedroom units within town centres being preferable. As this scheme provides a mix of studios, one and two-bedroom units, no objections are raised to the proposed housing mix.

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

#### Density

Policy 3.4 of the London Plan (March 2016) seeks to ensure that new residential developments achieve the maximum intensity of use compatible with the local context and character of the site and the capacity of local public transport. This site has a Public Transport Accessibility Level (PTAL) of 4 (where 6 represents the highest level of public transport accessibility and 1 the lowest), and Table 3.2 of the London Plan advises that an appropriate residential density for this urban site would be in the range of 70 - 260 units per hectare (u/ha), (where units have a typical size of 2.7 - 3.0 hr/unit) and 200 -700 habitable rooms per hectare (hr/ha). The proposal would have a unit density of 216 u/ha and an habitable room density of 558 hr/ha, well within the Mayor's recommended range.

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

The application site is located outside, but close to the south eastern edge of the Ruislip Village Conservation Area and at the southern end of Station Approach, is the Grade II listed Ruislip Underground Station buildings, footway bridge and signal box on the opposite side of the railway line.

#### Ruislip Village Conservation Area

The north western corner of the site is sited some 40m from the boundary of the Ruislip Village Conservation Area which at this point comprises 2 storey parade buildings (with accommodation in the roof) which front the High Street to the north of Pembroke Road. The proposed building would respect the building line along this side of Pembroke Road and with a part three, part four storey height, would sit comfortably between the 6 - 8 storey Kings Lodge building to the west and the 3 storey Metropolitan House (with accommodation in the roof) to the east. Furthermore, the building would be of an appropriate design that reflects the character of the surrounding area so as not to be harmful to the character and appearance of the adjoining conservation area.

#### Ruislip Underground Station

Ruislip Underground Station, together with its footway bridge and a signal box located at the eastern end of the southern platform are Grade II listed. Following advice from the Council's Conservation/ Urban Design Officer, the scheme has undergone various revisions and is now three storey in height at the rear so as to reduce its impact of the listed Station building. The proposed building would be sited approximately 30m from the

nearest part of the listed Station building and be separated by the mini-roundabout at the end of Station Approach that is used as a turnaround facility by the buses. As such, the proposed building would not be sited nearer to the station building than the adjoining Kings Lodge, nor be sited nearer to the railway line than the adjoining three storey Central House. The proposal would therefore maintain a similar space around the station and its three storey height would not have any greater impact on the station building as compared to existing buildings. The design of the building with a hipped roof facing the station would also mimic the adjoining development and subject to detailed design elements and appropriate materials which would be controlled by condition, would harmonise with the station building. The roof form would also allow any roof mounted photovoltaic panels and plant to be concealed and boundary landscaping would be retained. Therefore, the proposals would not appear unduly dominant and would fit within the surrounding context of the site so as not to harm the setting of the listed Ruislip Station buildings.

#### Archaeology

An Archaeological Desk-Based Assessment has also been submitted with the application. GLAAS advise that they have no objections to the scheme.

The Council's Conservation / Urban Design Officer advises that subject to the approval of detailed design elements and materials, the scheme is acceptable. The scheme is considered to comply with Policies BE3, BE4 and BE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **7.04 Airport safeguarding**

MoD Safeguarding advise that the application site is located within the statutory safeguarding zone for RAF Northolt and the proposal occupies the statutory aerodrome height 15.2m, birdstrike and technical statutory safeguarding zones surrounding the aerodrome.

They advise that MOD has no safeguarding objections to this proposal provided the overall height of the planned building does not exceed the 17m height stated, but recognise that cranes may be used during the construction of tall buildings at this site which may affect the performance of the Precision Approach Radar (PAR) and air traffic safety and therefore recommend a construction management strategy condition that would include details of cranes and other tall construction equipment (including the details of obstacle lighting). This has been included in the officer recommendation.

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

No green belts issues are raised by this proposed town centre re-development.

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

Policy 7.1 of the London Plan (March 2016) sets out a series of overarching design principles for development in London and Policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7, London Plan policies relating to optimizing the housing potential/density of sites (Policy 3.4) and sustainable design and construction (Policy 5.3) are also relevant.

Saved Policies BE13 and BE19 of the Hillingdon Local Plan seek to ensure that new development complements or improves the character and amenity of the area, Policy BE35 requires developments adjacent to or visible from major rail connections to be of a high standard of design, layout and landscape, and that where the opportunity arises, important local landmarks are opened up from these transport corridors. The scale, bulk and siting of buildings are key determinants in ensuring that the amenity and character of established residential areas are not compromised by



new development.

The re-development of this site has formed the subject of a number of pre-application enquiries and the scheme has seen a number of revisions, following officer advice.

The current proposals respect the front building line along Pembroke Road. Although this is a predominantly residential street, with a strong suburban character over most of its length, in this vicinity within and on the periphery of Ruislip town centre, the residential character does mainly comprise higher density residential development, the main example of which is the adjacent, albeit converted former office building, Kings Lodge. Fanuc House sits between this and the adjoining flatted block development to the east. As discussed in S. 7.03 above, it is considered that the part three, part four storey height of the proposal would sit comfortably between the 6 to 8 storey height of Kings Lodge and the main 3 storey height of the adjoining Metropolitan House which does also have accommodation in the roof and to the typical suburban scale of development along Pembroke Road beyond. Due to the need to safeguard the residential amenities of this and the adjoining site, the proposed building would also maintain a large undeveloped gap of some 15m in the Pembroke Road frontage with a good depth of landscaping along the frontage that would assist with the assimilation of the building in the street scene. The design of the building incorporates staggered elements and a pitched roof which would mimic the design of surrounding buildings. The building would incorporate balconies along the frontage, but these have been discretely sited and designed and would be set back from the road frontage, with an element of screening provided by the landscaping.

Although there is no defined building line along this side of Station Approach, with Fanuc House being the only building present, the proposed building would maintain a similar set back from the road. As such, the view of the listed Station building would be maintained. The balconies on this frontage would also have some screening, provided by the boundary tree planting.

The Urban Design Officer raises no objections to the scale, height, massing and design of the proposed building and subject to the submission of detailed design and materials raises no further concerns with proposals.

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

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to protect the amenities of surrounding residential properties from new development in relation to loss of sunlight, dominance and loss of privacy respectively. The Council's Supplementary Planning Document HDAS: Residential Layouts provides further clarification in that it advises that buildings of two or more storeys should maintain at least a 15m separation distance from adjoining properties to avoid appearing overdominant and a minimum 21m distance should be maintained between facing habitable room windows and private amenity areas such as balconies and patio areas (considered to be a 3m deep area adjoining the rear elevation of a property) in order to safeguard privacy.

The nearest residential properties to the application site are the flatted blocks immediately to the east (Metropolitan House and Central House). These are sited quite close to the shared side boundary, which reduces to approximately 5.7m in the case of Metropolitan House and these blocks have main habitable room windows facing the application site. In terms of the separation distances, the proposed main block would maintain a minimum separation distance of 15.0m between the projecting northern rear wing and the nearest

part of Metropolitan House and 15.4m between the southern projecting rear wing and Central House, with the main bulk of the proposal maintaining a minimum distance of 21.2m between the neighbouring flatted blocks. Given that this is a town centre site, where development densities can reasonably be expected to be higher as compared to other areas, the bulk of the proposal would mainly be viewed against the existing bulk of Times House from west facing habitable room windows in Metropolitan and Central Houses and the bulk of the proposed building has been broken up from these neighbouring properties and at its nearest point, it does satisfy the Council's minimum 15m separation distance, it is considered that the relationship between the blocks is acceptable, particularly as there is an existing mature hedge and tree screen along the boundary that would assist in softening the impact of the block, particularly during the summer months.

The only part of the proposed building that would be within 15m of the neighbouring properties is the basement car park entrance block at some 11.0m, but this is only a small single storey element that would largely be screened from ground floor windows by the existing boundary hedge.

Given the relationship and separation distances between the blocks, there would also not be any significant overshadowing of the neighbouring properties.

In terms of privacy, the proposed east facing windows in the projecting wings would be secondary or serve non-habitable rooms so that they can be made non-openable and obscure glazed and the windows in the main bulk of the block would be more than 21m from the habitable rooms windows in Metropolitan and Central Houses (although these neighbouring blocks have a ground floor amenity area adjacent to their windows, this area is not particularly private as it is already overlooked by neighbouring flats within these blocks and the boundary fencing and the existing hedge would afford some privacy to this ground floor amenity area from the proposal.

As regards the surrounding properties to the north of Pembroke Road and those within Kings Lodge, these elevations already front busy road frontages and the north elevation of the proposed block would be sited some 30m from the nearest properties opposite on Pembroke Road and the west elevation would be some 23m from the nearest Kings Lodge flats/ elevation fronting Station Approach.

On this basis, it is therefore considered that the scheme would not result in any significant loss of residential amenity to surrounding residential properties, by reason of loss of lighting, dominance or loss of privacy and the scheme complies with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)'.  
On this basis, it is therefore considered that the scheme would not result in any significant loss of residential amenity to surrounding residential properties, by reason of loss of lighting, dominance or loss of privacy and the scheme complies with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)'.

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

- Internal living space

The proposed flats would have internal floor areas ranging from 39.6sqm to 42.9sqm in the case of the studio units; 50.9sqm to 58.9sqm in the case of the 1 bed, 2 person units; 64.0sqm to 66.9sqm in the case of the 2 bed, 3 person units and 70.6sqm to 77.3sqm in the case of the 2 bed, 4 person units. These floor areas are sufficient to satisfy the London Plan's minimum internal floor areas of 39sqm, 50sqm, 61sqm and 70sqm respectively for each type of flat unit.

All the habitable rooms would have a good outlook from their main habitable room patio doors/windows. Furthermore, the majority of the units would have their main aspect facing either south, east or west, with some dual fronted units. A total of 7 units would have a

mainly northern aspect, but of these, two would also have a large clear glazed window serving the open plan dining room/kitchen facing west (Units 18 and 30), with all the other units (Units 9, 19, 21, 31 and 33) having at least one good sized window serving the open plan dining room/kitchen facing east, which although needing to be obscure glazed, would still permit direct sunlight to enter the main habitable room. As such, it is considered that the units would provide a suitable outlook and adequate sunlight to their main habitable rooms to ensure that a reasonable standard of residential amenity would be afforded.

- External amenity space

The proposal includes a communal garden area at the rear of the block, including a children's play area and all the units would have a private balcony/terrace areas. The balconies would range in size from 4.9sqm to 10.5sqm and have a minimum depth of some 1.5m.

The Council's amenity space standards would require a total of 845sqm of external amenity space (31 x 20sqm and 9 x 25sqm). The proposal would provide some 488sqm of usable communal amenity space, whilst the areas of the private balconies/terraces would total 278sqm which give a total of 766sqm. The Council's HDAS 'Residential Layouts' at paragraph 4.19 does state that 'Exceptions to garden area requirements will only apply in special circumstances such as the provision of small non-family housing, predominantly made up of 1 bedroom units, in town centres or the provision of small non-family housing above shops. However, even in these areas, care should be taken to provide some usable and reasonable private outdoor amenity space, perhaps in the form of balconies. Larger flatted developments in town centres, in excess of 10 units, will be expected to provide adequate private amenity space, having regard to the above guidelines.' This is a town centre scheme where the majority of the units would be studios/one bedroom flats. All the units would have their own good sized balcony/terraced area and there would be a good sized communal garden at the rear. Furthermore, the site is located within 500m walking distance of the recreation ground on Pond Green to the east and within 720m walking distance of the park at the end of Shenley Avenue to the east. As the amount of amenity space would account for approximately 90% of that required by the Council's standards, it is considered that the scheme would provide an adequate amount of amenity space, having sufficient regard to the Council's standards. However, as discussed in Section 7.17, the size of the ground floor balconies may need to be altered to allow adequate access for the maintenance of the surface water vents on the southern portion of the building and this issue will be a matter for update on the Addendum Sheet.

A number of the balconies/terraced areas would be less than ideal in terms of the quality of the space provided, notably those fronting Station Approach on the ground and first floors as a result of the proximity of the road frontage and adjacent bus stop(s)/ terminus in terms of their privacy and possible exposure to noise and vibration and other emissions. The agent has provided a number of examples around London, where residential units and balconies have a similar relationship with adjoining bus stops and main roads. Furthermore, most of the ground floor balconies/terraced areas would be raised above pavement level and would have an 'instant' hedge along the frontage which will help to mitigate their lack of privacy, particularly those on the ground floor. Furthermore, the Council's Environmental Protection Officer did not raise objection to the provision of these balconies on noise exposure or air quality grounds and importantly, Station Approach does not provide a through route, and only provides access to the parking facilities provided by adjoining residential developments and the Station car park. As compared to main roads, it is therefore only lightly trafficked and in terms of the buses, engine idling is increasingly

being discouraged and it is also likely to be only a matter of time before buses become electric with little noise or emissions.

It should also be noted that building works within 2m of Station Approach would also be subject of a license agreement with London Underground Limited (LUL) which would include the balconies fronting Station Approach. The agent was asked to pursue this with LUL, but they have been advised by LUL that agreements can not be pursued until planning permission has been granted. LUL in their comments on this application only mention the license agreement and do not raise objection to the scheme on this basis. A condition has been added to ensure that the external amenity space provision is provided on site prior to the occupation of the units.

It is therefore considered that overall, the scheme would provide an acceptable quantitative and qualitative standard of amenity space, in accordance with Policy BE23 of the Hillingdon Local Plan: Part Two Saved UDP Policies (September 2012).

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

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

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Policy AM2 requires development proposals to be assessed on their contribution towards traffic generation, policy AM7 requires the traffic generation of proposed development to be acceptable in terms of the capacity and safe and efficient functioning of existing roads and policies AM9 and AM14 require development proposals to satisfy cycle and car parking standards.

The application has been supported by the submission of a Transport and Highways Impact Assessment. The Council's Highway Engineer has assessed the scheme and the submitted information and advises that Pembroke Road is a classified road on the Council Road Network whereas Station Approach is within private ownership. There are footpaths on both road frontages. The site has a PTAL value of 4/5 (good) which is a result of the bus services nearby and the proximity to Ruislip Station. The site is surrounded by parking restrictions in both Pembroke Road and Station Approach.

In the light of initial officer comments, the scheme has been revised, with a significant amendment being the replacement of a ramped access to the basement with a level access, allowing the adjoining parking spaces to be accessed, but this has resulted in the need for a car lift. A condition has been added to ensure that details of the car lift are provided and an appropriate maintenance/repair strategy is in place in the event of breakdown.

The proposal involves utilizing the existing access from Pembroke Road.

Traffic generation

The Council's Highway Engineer advises that having reviewed the traffic generation figures

provided, the estimated traffic flows from the proposed development are likely to be very slightly (ie. less than 5 trips in the peak hour) in excess of that from an 650 sq.m office use. The TRICS values obtained for the existing use were low given the on-site car parking provision so were re-adjusted but how this was achieved was not clear. However, the Highway Engineer advises that even with a sensitivity factor applied it is unlikely that the impacts on the nearby Pembroke Road/West End Road junction would be significant. The TS suggested that with such low additional trips the impact of the development would be negligible given the peak flows through the junction are in excess of 1500 vehicles per hour. The TS makes initial comments on a Residents Travel Plan and outline comments on a Construction Logistics Plan along with a Delivery and Servicing Plan which should the application be approved detailed documents should be conditioned for all three documents.

## Parking

The revised proposal would include a total of 31 parking spaces, with 20 spaces, including 4 disabled person spaces within the basement, 6 spaces adjacent to the access road and a further 5 spaces provided on the separate part of the application site accessed from the service road leading to the Ruislip Station car park. This equates to a parking ratio of 0.775 spaces per unit. The Council's standards would allow for a maximum provision of 1.5 spaces per residential unit, but as the site has a high PTAL score of 4/5, being next to the underground station and bus terminus, the proposed ratio is only marginally less than the 0.8 ratio of provision (which would require 32 spaces) previously accepted on the adjoining flatted re-development scheme to the east (App. No. 66985/APP/2011/3049 refers), the Highway Engineer advises that no objections are raised to level of provision, given the high level of accessibility of the site. As such, it is considered that the application complies with UDP Saved Policies AM14 and AM15.

In order to comply with London Plan standards, 20% of the car parking spaces should be served with active electric charging points, with a further 20% being easily capable of conversion in the future. This has been dealt with by condition.

The applicant has shown plans for the provision of 41 cycle parking spaces in the basement along with 2 motorcycle parking spaces. The London Plan (March 2016) standards require 49 long stay spaces (1 space per studio and 1 bed-room units and 2 spaces per all other units) and 1 short term space (1 space per 40 units) . The scheme is marginally deficient but a condition has been added to ensure London Plan compliant cycle parking provision is provided.

The scheme would also provide 2 motorcycle parking spaces in the basement which is acceptable.

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

### URBAN DESIGN

This issue is addressed in Section 7.07 of the report.

### ACCESS

This issue is addressed in Section 7.12 of the report.

### SECURITY

The Metropolitan Police's Secure by Design Officer has reviewed the application and

raises no objections subject to the development adhering to the security principles of Secured by Design and to this end, recommends a condition. This forms part of the officer recommendation.

#### **7.12 Disabled access**

The Council's Access Officer has reviewed the application and advises that 10% of the proposed residential units should meet the standards for M4(3) Category 3 - wheelchair user dwellings, with all remaining units designed to the standards for Category 2 M4(2) - accessible and adaptable, as set out in ADM 2015. Each of the four required M4 (3) wheelchair accessible dwellings should have a parking space.

The officer goes on to advise of a number of detailed areas where further clarification/details are required to ensure full compliance with relevant policy. Amended plans are awaited. The Access Officer's recommended condition forms part of the officer recommendation.

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

##### Affordable Housing

The London Plan (March 2016) sets the policy framework for affordable housing delivery in London. Policy 3.12 requires boroughs to seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, having regard to their affordable housing targets. Policy 3.13 sets the threshold for seeking affordable housing as schemes with 10 or more units.

The development would introduce a total of 40 dwellings, thereby triggering the Mayor's affordable housing requirement threshold. Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies relates to Affordable Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. The Council's Planning Obligations Supplementary Planning Document (supplementary planning guidance) adopted in July 2014 notes at paragraph 4.16 that subject to the provision of robust evidence, it will adopt a degree of flexibility in its application of Policy H2 to take account of tenure needs in different parts of the borough as well as the viability of schemes.

On this basis, approximately 14 units of the 40 units proposed would have to be provided as affordable housing to comply with the requirements of Policy H2, to be secured by way of the S106 Agreement.

The NPPF states that planning obligations should not be so onerous as to make schemes unviable, and that where appropriate the development economics of proposals should be taken into account.

A full Financial Viability Assessment (FVA) has been carried out in support of this application, which has been reviewed by an appropriately qualified, third party, financial consultant. The FVA has confirmed that the scheme is not capable of providing any affordable housing on site, which has been verified by the third party assessor and is therefore considered acceptable. However, the assessor recommends a review mechanism to ensure that if the scheme is delayed, its viability is re-assessed in the light of future economic conditions. This forms part of the S106 Agreement.

In this case there would be benefits arising from bringing a vacant town centre site back into use, which would outweigh the limited provision of affordable housing.

#### **7.14 Trees, landscaping and Ecology**

## Trees and Landscaping

Policy BE38 of the of the Hillingdon Local Plan: Saved UDP Policies (November 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.

The site is covered by TPO 332, although it appears that none of the protected trees remain. The Council's Tree/ Landscaping Officer advises that in the course of pre-application meetings, it has been agreed that the only trees on the site which are worthy of retention and are to be retained are the selected specimens along the east boundary of the site.

The officer does not raise any objections to the revised landscaping scheme, including the play area which now includes a narrow strip between the ground floor balconies on Station Approach providing access so the instant hedge along this boundary can be maintained by the management company of the flatted block to provide a tall but slimline living barrier, interspersed with Carpinus trees which will not be directly opposite windows, but positioned opposite blank walls so as not to block sunlight.

The officer raises no objections to the revised plans, subject to conditions RES8, RES9 (parts 1, 2, 4, 5 and 6) and RES10.

## Ecology

The application has been supported by the submission of a Preliminary Ecological Appraisal and Preliminary Bat Roost Assessment. In terms of the likely ecological interest on the site, the report advises that Fanuc House itself has negligible potential to support roosting bats due to its metal roof, although 2 trees within the wider site have medium potential due to the presence of 2 bat boxes, but these would not be affected by the proposals. Scattered trees, scrub and introduced shrubs also have medium potential to support breeding birds which would require mitigation. The site concludes that the site has negligible potential to support other protective species and recommends that further ecological enhancement measures are undertaken on the site.

The Council's Sustainability Officer has assessed the submitted report and advises that in terms of the bat boxes within trees on the eastern boundary of the site, the proposed layout allows for the retention of landscaping in this area and accordingly the likely impacts to bats is negligible and any Natural England licence would most likely be forthcoming.

The officer does advise of the need for a scheme for the protection and enhancement of existing ecological features which has been conditioned as part of the officer's recommendation.

### **7.15 Sustainable waste management**

London Plan Policy 5.17 requires adequate provision to be made for refuse and recycling facilities for new development.

The proposal includes the provision of 12 eurobin store enclosure adjacent to the entrance to the building.

The Council's Waste Services Manager advises that as the minimum number of 1,100 litre bins required is 6, the 12 eurobins shown gives very good capacity for waste and recycling

storage.

As such, the proposals therefore accord with planning policy requirements.

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

Policy 5.2 of the London Plan (March 2016) establishes the energy hierarchy for minimizing carbon dioxide emissions, Policy 5.3 states that the highest standards of sustainable design and construction should be employed, Policy 5.6 requires an assessment of the use of Combined Heat and Power systems, Policy 5.7 seeks to increase the use of renewable energy and Policy 5.9 seeks to address impacts of overheating and excessive heat generation.

A revised Energy Statement has been submitted in support of the application. This provides an outline specification, including a PV array on the roof and a gas fired central boiler system that would provide a minimum 35% reduction in carbon emissions over Part 1 of the 2013 Building Regulations.

The Council's Sustainability Officer has reviewed the revised assessment, following making initial comments and raises no further objections to the scheme, subject to a condition to ensure that details of the energy efficiency measures are submitted.

This forms part of the officer recommendation.

#### **7.17 Flooding or Drainage Issues**

Policy OE7 of the Saved Policies UDP seeks to prevent development in areas liable to flood unless appropriate flood protection measures are proposed and Policy OE8 seeks to resist developments that would result in an increased risk of flooding elsewhere. Policy 5.13 of the London Plan (March 2016) also requires development proposals to utilize sustainable drainage techniques.

The application is supported by a revised Flood Risk Assessment.

The Council's Water and Flood Risk Officer advises that the site is shown to be at considerable risk of surface water flooding with a substantial area to the south of the current building subject to surface water ponding of 300mm - 900 mm. However the FRA provides sufficient reassurance on the impact of the proposal on the surrounding area, and that it reduces flood risk in accordance with the NPPF by providing more space for water within the site.

Following review by the Council's Water and Flood Risk Officer, the assessment has been revised and additional information has been submitted. The current FRA advises that in order to mitigate the risk of pluvial flooding on site, a simple surface water model was constructed to estimate flow paths on site. In order to not to obstruct these flow paths and to ensure the building would not be susceptible to flooding, the finished floor level would be 47.25 AOD which would accommodate the 1% AEP plus a 40% allowance for climate change. Due to the sloping ground levels, this would involve raising the building above ground level on the southern portion of the building to create a void underneath through which surface water can flow. The basement would be vulnerable below this level, and in order to safeguard this area, the car lift access would have waterproof walls on three sides, with an automated flood gate on the entrance. The basement itself would have a pump to expel any excess accumulation of water. The access road would be slightly raised and the surface waters would be directed to two swales running to the east, through the amenity area and a smaller one to the west (passing under the ground floor balconies) of the building. It is estimated that the swales would provide an additional 18 cubic metres of



water storage on site as compared to the current situation. Also SuDs drainage techniques are considered and would be implemented where possible, such as a green roof. The FRA also advises that although the evacuation route to the north west could potentially be under water during a flooding event, this represents an acceptable risk, although more vulnerable residents may require assistance from emergency services.

The officer supports the green roof that is to be provided within the sustainable drainage design and the inclusion of rainwater harvesting. A condition requiring the submission of a plan for managing the water within the site during construction will also be required.

The officer raised a number of matters where further detail is required, including a site investigation to determine the groundwater risks to the site of the basement which may increase risk elsewhere if not mitigated and clear calculations should be provided to demonstrate the provision of appropriate storage for the site, but the officer advises that these matters can be dealt with by conditions, which form part of officer's recommendation.

On this basis, it is considered that the scheme complies with Policies OE7 and OE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 5.13 of the London Plan (March 2016).

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

Policies 7.14 and 7.15 of the London Plan (March 2016) requires development proposals amongst other criteria, to be at least 'air quality neutral' and to manage noise respectively and Policies OE1 and OE3 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012) advise that planning permission will not normally be granted for uses and structures that are likely to be detrimental to the area or amenities of surrounding properties due to amongst other criteria, noise and vibration or the emission of dust, smell or other pollutants unless sufficient mitigation measures are utilised.

##### Noise

A Noise and Vibration Impact Assessment Report has been submitted with the application which advises of the building performance, including specifications for the non-glazed building facade and the glazed elements, including any trickle vents that would be needed to provide a suitable residential environment to satisfy relevant current standards.

One particular element that was not assessed, both in terms of noise and air quality were the balconies, notably the balconies fronting Station Approach which would be particularly susceptible to noise, vibration and other pollutants from traffic and waiting buses. However, it would be a matter of choice for the residents as to whether they choose to use them or not at a particular time and it is considered that the scheme is better with this provision than not ( also see comments regarding balconies in Section 7.09 above).

The Council's Environmental Health Officer has reviewed the application, including the supporting Noise and Vibration Assessment and advises that the scheme is acceptable, subject to conditions requiring the submission of a noise protection scheme, vibration protection scheme and a Construction Environmental Management Plan, together with a condition which specifies the noise rating level. These form part of the officer recommendation. As such, the scheme complies with Policy 7.15 of the London Plan (March 2016) and Policies OE1 and OE3 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012).

## Air Quality

An Air Quality Assessment has been submitted with the application which advises that the surrounding study area has poor air quality, particularly as regards nitrogen dioxide levels along the High Street, close to the application site. The study goes on to advise that there would be a medium risk of dust generation during demolition works, with a low risk during the rest of the construction phase. The study recommends various mitigation measures to reduce dust so that any impacts would not be significant. After the flats are brought into use, the proposed development would affect air quality, but the impact of the traffic movements would be negligible and the emissions from the energy centre would be insignificant. Air quality conditions for new residents are predicted to be above the nitrogen dioxide annual mean objective at the ground and first floor levels as well as second floor level close to Pembroke Road. Mitigation is therefore recommended, including mechanical ventilation. With these measures in place, the construction and operational air quality impacts of the proposed development have been assessed as not significant and the development would meet the London Plan's requirement that new developments are at least 'air quality neutral.'

The Council's EPU Officer (Air Quality) has reviewed the application and the submitted Air Quality Assessment and advises that the application site falls within Ruislip Town Centre Focus Area, but there are no objections to the proposal, subject to conditions to ensure that mechanical ventilation with suitable NOx/NO2 filters is required for all residential units of the proposed development at the specific locations, provision of electric car parking spaces, all Non Road Mobile Machinery (NRMM) must meet Stage IIIA criteria of EU Directive 97/68/EC and registered online on the NRMM website at <http://nrmm.london/> and a Low Emission Strategy, with associated Air Quality Action Plan is provided.

These conditions form part of the officer's recommendation and therefore it is considered that the proposal complies with Policy 7.14 of the London Plan (March 2016) and Policies OE1 and OE3 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012).

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

Comments (i), (ii), (iv) - (viii), (x), (xi), (xiii), (xiv), (xvi), (xviii), (xxi), (xxii), (xxv), (xxvii) - (xxxiii), (xxxv) - (xxxvii) of individual responses and those of the Ruislip Residents' Association, Ruislip Village Conservation Panel and Ruislip, Northwood and Eastcote Local History Society have been addressed within the officer's report.

As regards point (iii), the submitted plans have been drawn to scale. In terms of Point (ix), the scheme would contribute toward public transport improvements through the Mayoral CIL contribution. Point (xii) regarding proliferation of flatted blocks in Ruislip is noted but policy encourages additional residential units in town centres and applications need to be considered on their individual merits. As regards Point (xv), this is noted but still need for planning applications to be considered on their planning merits. Point (xvii) is not a planning matter. As regards (xix), the incomplete FRA was resolved soon after the application was received and there have been further re-neighbour consultations since. As regards point (xx), there is no current investigation between Hillingdon and Thames Water. Points (xxiii) and (xxxviii) are noted. As regards (xxiv), the Highway Engineer advises that the current proposals do not alter the existing adjoining footways nor would it result in any material greater use as compared to the current use of the site and therefore this is not an issue that would require mitigation. In terms of Point (xxxix), the restriction is therefore to safeguard Station Approach and adjoining bus stops.

### **7.20 Planning obligations**

Policy R17 of the Hillingdon Local Plan (November 2012) states that:

'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals'.

The Council's S106 officer has advised that the S106 needs to cover/seek contributions for the following:-

Heads of Terms

1. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status and Highway Engineers Comments
2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs or an in kind scheme to be provided.
3. Travel Plan to include £20,000 Bond.
4. Delivery and Servicing Plan.
5. Affordable Housing Review Mechanism subject to verification of the FVA (if applicable)
6. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.
7. A £50,000 contribution towards town centre/ highway improvements in the immediate vicinity.

The scheme is also Mayoral and Council CIL liable.

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

There are no enforcement issues raised by this application.

#### **7.22 Other Issues**

Land Contamination

The Council's Environmental Health Officer (Land Contamination) advises that the site investigation undertaken shows that there is made ground of about 1 metre depth around the building (perhaps from the car park, tennis court use and previous demolitions) and below this is natural ground consisting of the Lambeth Group (clay, silt, sand) which is a Secondary (A) Aquifer as regards groundwater. The testing of the ground did show some elevated levels of contamination including metals (arsenic, zinc and lead), poly aromatic hydrocarbons and one hot spot of asbestos. The boreholes are restricted to around the building and there may be unknown contamination below the building found after demolition. The report advises that no gas was found in one round and as there was no gas generating material no further gas tests are proposed by the consultant.

The officer advises that the report is sufficient to support the application. Although contamination is present at the site, it is not at a level that cannot be remediated for the proposed use. The officer does advise that a contaminated land condition is required and it is essential that the gardens and landscaped areas have a clean soil cover and possibly a geotextile. It may be that some made ground will be removed. A verification plan / remediation strategy will be required prior to development starting.

The officer's recommended condition forms part of the officer's recommendation.

#### **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**

## 10. CONCLUSION

This scheme seeks the residential re-development of this brownfield site within the Ruislip town centre.

There are no objections to the loss of the office use or the building, which has little architectural or historical merit and there are no objections in principle to the site's residential re-development.

The site does have a number of constraints which impinge upon its redevelopment, namely, the need to maintain the setting of the adjoining Grade II listed Ruislip Station building and the character and appearance of the adjoining Ruislip Village Conservation Area, safeguard the amenities of the adjoining residential occupiers and with the site being susceptible to pluvial flooding, mitigate flood risk to this and surrounding sites.

It is considered that the scheme satisfactorily deals with these constraints, subject to the recommended conditions. Although the scheme is slightly deficient in terms of the overall amount of amenity space provided on site, it is considered that it would satisfy design guidance which advises that amenity spaces standards can be applied more flexibly for mainly non-family accommodation in town centre locations. The scheme also does not provide any affordable housing but the application has been supported by a Financial Viability Assessment which has been reviewed and accepted by a third part assessor, subject to a review mechanism should the scheme be delayed.

The scheme does make a commensurate contributions as part of the S106 Agreement.

The application is recommended accordingly.

## 11. Reference Documents

NPPF (March 2012)

London Plan (March 2016)

Hillingdon Local Plan: Part One (November 2012)

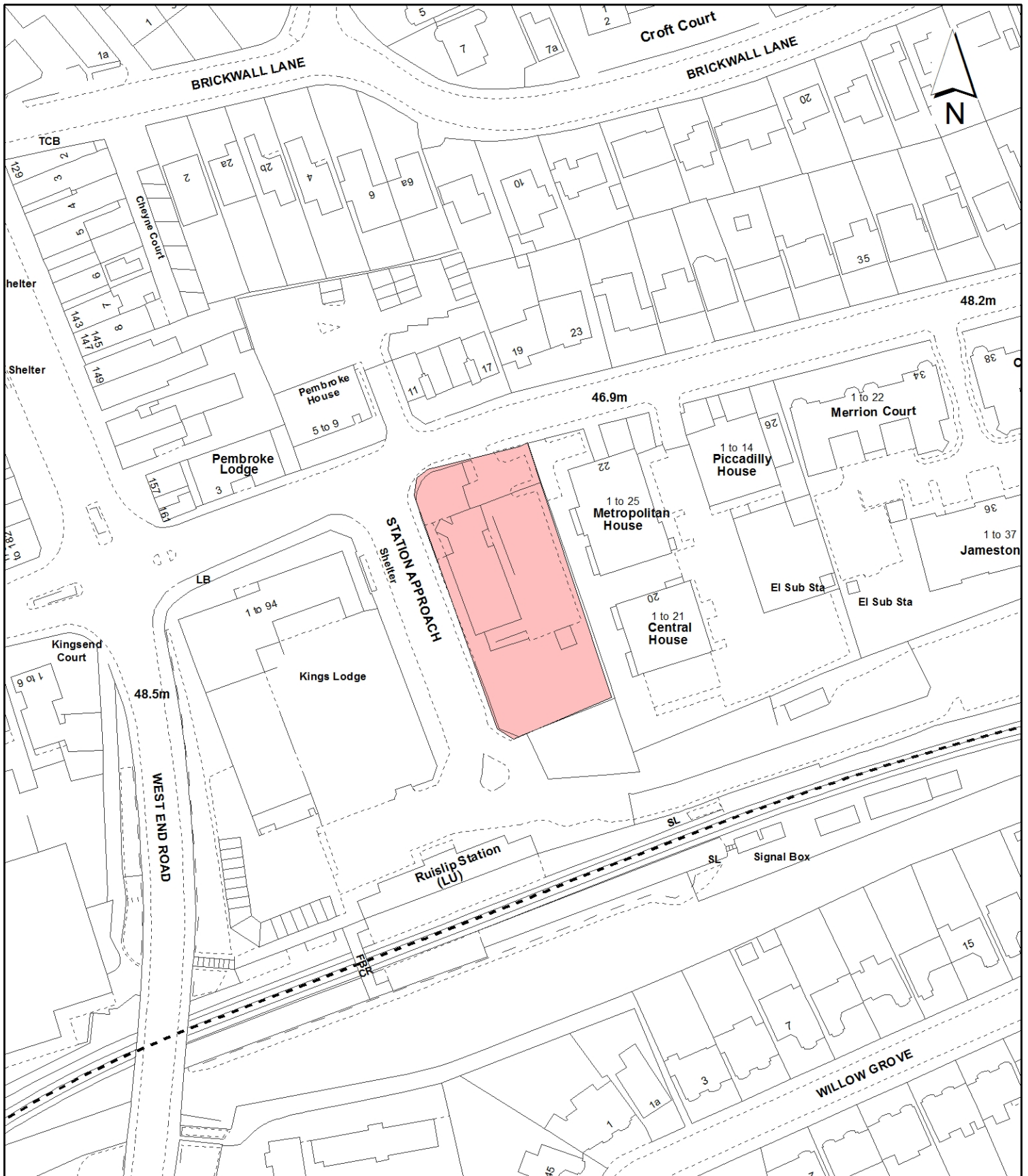
Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)

Planning Obligations Supplementary Planning Document (July 2014)

**Contact Officer:** Richard Phillips

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).  
 Unless the Act provides a relevant exception to copyright.  
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**Fanuc House**

Planning Application Ref:  
**26134/APP/2016/1987**

Planning Committee:  
**Major**

Scale:  
**1:1,250**

Date:  
**April 2017**

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



**HILLINGDON**  
 LONDON