

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

**Address** BOURNE COURT SITE BOURNE COURT RUISLIP

**Development:** Demolition of all existing single/two storey buildings including outbuildings within the site and construction of residential development comprising 69 residential units, 71 car parking spaces and associated works.

**LBH Ref Nos:** 11891/APP/2016/3583

**Drawing Nos:** 2016/D189/P/01 (Site Location Plan)  
2016/D189/P/08 (Block A Proposed Roof Plan)  
2016/D189/P/09 (Block B Proposed Ground Floor Plan)  
2016/D189/P/10 (Block B First Floor Plan)  
2016/D189/P/11 (Block B Second Floor Plan)  
2016/D189/P/12 (Block B Roof Plan)  
2016/D189/P/02 (Existing Site Plan Showing Topographical & Tree Survey),  
Affordable Housing Statement  
Transport Statement prepared by Paul Mew Associates dated December 2016  
2016/D189/P/03 Rev.C (Proposed Site Plan)  
2016/D189/P/05 Rev.B (Block A - Proposed Ground Floor Plan)  
2016/D189/P/06 Rev.B (Block A - First Floor Plan)  
2016/D189/P/07 Rev.B (Block A - Proposed Second Floor Plan)  
2016/D189/P/15 Rev.A (Southwest & Southeast Elevations)  
Arboricultural Impact Survey ref: 2011/D89/P/02, prepared by London Borough of Hillingdon  
Preliminary Assessment - Code for Sustainable Homes dated 10/01/14  
Energy Assessment, prepared by Eight Associates dated 10/01/14  
Noise Exposure Assessment ref: 8493-NEA-01, prepared by Clement Acoustics dated 13/09/13  
Design and Access Statement prepared by London Borough of Hillingdon dated September 2016  
2016/D189/P/04 Rev.C (Block C Proposed Floor & Roof Plans)  
2016/D189/P/13 Rev.A (Block C - Proposed Elevations)  
2016/D189/P/14 Rev.A (Northeast & Northwest Elevations)  
2016/D189/P/16 Rev.A (Southwest & Northeast Elevations)  
Flood Risk Statement ref: 17004/CB, prepared by Water Environment dated 09/06/17  
Sustainable Drainage Systems Assessment, prepared by Water Environment dated June 2017

**Date Plans Received:** 28/09/2016                      **Date(s) of Amendment(s):** 28/09/2016  
**Date Application Valid:** 28/09/2016                      27/06/2017

### 1. SUMMARY

This application seeks full planning permission for the redevelopment of the former Bourne Lodge, Phoenix Day Centre and Wren Centre sites, which are located at the north west end of Bourne Court in South Ruislip, to provide a residential scheme comprising 69 flats with associated amenity space and parking.

Planning permission (ref: 11891/APP/2014/91) was granted on 16/09/14 for the redevelopment of the site to provide residential accommodation with associated car parking and amenity space. The key differences between the two schemes relates to an increase in the number of units proposed from 49 to 69 through the replacement of previously proposed houses for flats.

No objections are raised to the principle of the development, which it is considered would achieve an acceptable appearance within the street scene, provide a suitable landscape setting, appropriate living conditions for future occupiers and have no undue unacceptable impacts on the amenity of nearby residential occupiers.

Subject to conditions and planning obligations the development would be acceptable in all other regards and is recommended for approval.

## **2. RECOMMENDATION**

**That delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to the following:**

**A) That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following::**

**i. Highways: S278/S38 agreement to secure highway works.**

**ii. Affordable Housing: The scheme to deliver 35% affordable housing on site or to demonstrate how equivalent provision can be delivered elsewhere through an in lieu contribution.**

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

**iv. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.**

**v. Travel Plan: Prior to occupation a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. A £20,000 Travel Plan bond is also to be secured.**

**vi. Parking Permits: A restriction preventing future residents from applying for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site.**

**B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and 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 the S106 agreement has not been finalised within 6 months, under the**

**discretion of the Head of Planning and Enforcement, the application is refused under delegated powers on the basis that the applicant has refused to address planning obligation requirements.**

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

**1 SP01 Council Application Standard Paragraph**

(This authority is given by the issuing of this notice under Regulation 3 of the Town and Country Planning General Regulations 1992 and shall enure only for the benefit of the land).

**2 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.

**3 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: 2016/D189/P/01, 2016/D189/P/03 Rev.C, 2016/D189/P/04 Rev.C, 2016/D189/P/05 Rev.B, 2016/D189/P/06 Rev.B, 2016/D189/P/07 Rev.B, 2016/D189/P/08, 2016/D189/P/09, 2016/D189/P/10, 2016/D189/P/11, 2016/D189/P/12, 2016/D189/P/13 Rev.A, 2016/D189/P/14 Rev.A, 2016/D189/P/15 Rev.A & 2016/D189/P/16 Rev.A, 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 (March 2016).

**4 RES5 General compliance with supporting documentation**

The development hereby permitted shall not be carried out in accordance with the specified supporting plans and/or documents:

Arboricultural Impact Survey ref: 2011/D89/P/02, prepared by London Borough of Hillingdon

Transport Statement, prepared by Paul Mew Associates dated December 2016

Energy Assessment, prepared by Eight Associates dated 10/01/14

Noise Exposure Assessment ref: 8493-NEA-01, prepared by Clement Acoustics dated 13/09/13

Flood Risk Statement ref: 17004/CB, prepared by Water Environment dated 09/06/17

Sustainable Drainage Systems Assessment, prepared by Water Environment dated June 2017

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

REASON

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

**5 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**6 RES7 Materials (Submission)**

No development shall take place until details of all materials and external surfaces, including details of balconies, 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**7 NONSC PV Panel details**

Prior to commencement of development, full details and specifications of how the development will achieve a 35% reduction in CO<sub>2</sub> (from 2013 Building Regulations) including a roof plan showing the inclusion of photovoltaic panels as set out in the approved energy strategy shall be submitted to and approved in writing by the Local Planning Authority. Any variation on the amount or recommended placement must be suitably justified with alternative provisions for reducing the required amount of CO<sub>2</sub> presented. The development must proceed in accordance with the approved details and specifications.

**REASON**

To ensure the development contributes at least a 35% reduction in CO<sub>2</sub> emissions in accordance with London Plan (March 2016) Policy 5.2.

**8 NONSC Ecological Enhancement scheme**

Prior to commencement of development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings. These shall include, living screens against walls of the development, bat and bird boxes, habitat walls and a range of plants to encourage and support wildlife. The scheme shall aim to include an area of land dedicated to wildlife habitat. The development must proceed in accordance with the approved scheme.

**REASON**

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 of the Hillingdon Local Plan: Part One Strategic Policies (November 2012) and Policy 7.28 of the London Plan (March 2016).

## **9 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

## **10 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 Covered and Secure Refuse Storage
  - 2.b Covered and Secure Cycle Storage (for 78 bicycles)
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts (to show 71 parking spaces, including 8 disability standard spaces, and 4 motorcycle parking spaces and including demonstration that 20% of all parking spaces are served by electrical charging points (10% to be active and 10% to be passive)
  - 2.e Hard Surfacing Materials
  - 2.f External Lighting
  - 2.g Other structures

### 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 surfacing/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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs), 5.17 (refuse storage) and 6.9 (cycling) of the London Plan (March 2016).

### **11 RES10 Tree to be retained**

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

Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

### REASON

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

## **12 RES15 Sustainable Water Management (changed from SUDS)**

Prior to commencement of development, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in the Sustainable Drainage Systems Assessment by Water Environment (ref: 17004 dated June 2017) and the Flood Risk Statement by Water Environment (ref: 17004/CD dated 9th June 2017) and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide information on all Suds features including the method employed to delay and control the surface water discharged from the site to greenfield run off rates and:
  - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
  - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
  - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
  - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.
- iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

- iv. incorporate water saving measures and equipment.
- v. provide details of water collection facilities to capture excess rainwater;
- vi. provide details of how rain and grey water will be recycled and reused in the development.

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

### **REASON**

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding, is handled as close to its source as possible and conserves water supplies in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1- Strategic Policies (November 2012), Policies 5.12, 5.13 and 5.15 of the London Plan (March 2016) and the National Planning Policy Framework (March 2012).

## **13 RES24 Secured by Design**

The dwelling(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No 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 (July 2011) Policies 7.1 and 7.3.

**14 RES26 Contaminated Land**

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

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

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

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

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

(iii) Any soils imported to the site shall be tested and certified as free from contamination.

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

**REASON**

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

**15 NONSC Imported soils**

No contaminated soils or other materials shall be imported to the site. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

**REASON**

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**16 RES13 Obscure Glazing**

The first and second floor windows in the south west elevation of Blocks B and A, overlooking Canfield Drive, 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**17 RES22 Parking Allocation**

No unit hereby approved shall be occupied until a parking designation and allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. This shall allow for free and allocated spaces to be provided for all two and three bedroom units as well as an allocation for visitors. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

REASON

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

**18 NONSC MoD condition**

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 compliance with policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**19 NONSC Accessibility**

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 is achieved and maintained in accordance with Policy 3.8(d) of the London Plan (March 2016).

**20 N11 Control of plant/machinery noise**

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 policies OE1 and OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

## INFORMATIVES

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

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

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

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) 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 (March 2016) and national guidance.

BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
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
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
AM2	Development proposals - assessment of traffic generation, impact

AM7	on congestion and public transport availability and capacity
AM9	Consideration of traffic generated by proposed developments. Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
LPP 3.10	(2016) Definition of affordable housing
LPP 3.11	(2016) Affordable housing targets
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.13	(2016) Affordable housing thresholds
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.17	(2016) Waste capacity
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.21	(2016) Trees and woodlands
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework

### **3            I59                    Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

### **4            I1                            Building to Approved Drawing**

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

### **5            I2                            Encroachment**

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

form of encroachment.

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

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

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

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

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

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

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

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

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

**8**            I21                    **Street Naming and Numbering**

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering Officer at [streetnamingandnumbering@hillingdon.gov.uk](mailto:streetnamingandnumbering@hillingdon.gov.uk).

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

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

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

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

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

#### **10            147            Damage to Verge**

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

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

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

#### **11**

You are advised that the Local Planning Authority will expect balcony details submitted in compliance with condition 5 to provide an appropriate solution with regard to the appearance of the building overall, both with respect to screening items which might be on the balcony and the overall appearance of the building. Consideration should be given to these matters prior to submitting any details in respect of this condition.

#### **12**

You are advised that the roads within the development will not be adopted by the Council and will be expected to remain in private ownership.

### **3.            CONSIDERATIONS**

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

The application site comprises an approximately 0.7 hectare broadly square shaped plot located at the north west end of Bourne Court, a residential cul-de-sac accessed off Station Approach in South Ruislip.

The site was formerly occupied by Bourne Lodge Care Home, which catered for people with learning difficulties, the Phoenix Day Centre, which catered for people with physical mobility and learning difficulties, and the Wren Centre, which comprised a multipurpose hall and ancillary facilities used by MENCAP Charity Organisation.

Bourne Lodge Care Home closed a number of years ago due to outdated accommodation and facilities which failed to meet with the current care home space standards. The Phoenix and Wren Centres relocated to new facilities in 2014. The site has remained vacant since that time and large parts of it are now overgrown with vegetation.

The site falls within a mixed use area. It is bounded to the south west by the rear gardens of two-storey predominantly terraced houses in Canfield Drive; it is bounded to the north west by Odyssey Business Park, which comprises office buildings and associated parking areas; it is bounded to the north east by commercial buildings located in The Runway; and

it is bounded to the south east by three-storey flats in Bourne Court.

The site falls within the 'developed' area as designated in the Hillingdon Local Plan. South Ruislip Local Centre is located to the north east and beyond Bourne Court to the south east. Station Approach is designated as a Local Distributor Road.

### 3.2 Proposed Scheme

This application seeks full planning permission for the demolition of the existing buildings and the redevelopment of the site to provide 69 residential units with associated car parking, amenity space and landscaping.

The development would comprise three residential blocks. Blocks 'A' and 'B' as shown on the submitted plans, would provide two and three storey 'U' shaped blocks, located in the eastern and southern corners of the site, respectively.

Block A would accommodate a total of 21 units, comprising 9 x 1-bedroom units and 12 x 2-bedroom flats.

Block B would accommodate a total of 18 units, comprising 9 x 1-bedroom units and 9 x 2-bedroom flats.

Block C would comprise a linear block located towards the rear of the site, parallel with its north west boundary. It would accommodate a total of 30 units comprising 3 x 1-bedroom units, 18 x 2-bedroom units and 9 x 3-bedroom units.

71 car parking spaces (including eight disability standard spaces) would be provided off the 'T' shaped access road, which would be created into the site. Cycle stores would be incorporated into each block.

Shared amenity space would be provided to the rear of each block. In addition, ground floor units to Blocks A and B would be provided with small private gardens. New tree planting would be provided within the amenity areas and car park to supplement the existing. The Design and Access Statement confirms that green roofs will be provided to the flat roofs.

### 3.3 Relevant Planning History

11891/APP/2014/91      Bourne Court Site    Bourne Court Ruislip

Demolition of all existing single/two storey buildings including outbuildings within the site and construction of residential development comprising of 49 residential units and 64 car parking spaces and associated works

**Decision:** 29-08-2014    Approved

#### Comment on Relevant Planning History

As summarised above, planning permission (ref: 11891/APP/2014/91) was granted on 16/09/14 for a similar redevelopment of the site to provide 49 residential units in the form of 18 x 1 bed flats, 21 x 2 bed flats and 10 x 3 bed dwellinghouses.

The key difference between that proposed scheme and the current application relates to the replacement of the previously proposed dwelling houses with an additional block of flats (Block C). The overall layout of the site would remain broadly similar to that previously proposed and no alterations are proposed to the design of blocks A and B. A small

increase in parking provision from 64 to 71 spaces is proposed.

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

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (2016)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document: Accessible Hillingdon  
Hillingdon Supplementary Planning Document: Residential Layouts  
Hillingdon Supplementary Planning Guidance - Community Safety by Design  
Hillingdon Supplementary Planning Guidance - Noise  
Hillingdon Supplementary Planning Document - Air Quality  
Hillingdon Supplementary Planning Document - Planning Obligations

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

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment  
PT1.CI1 (2012) Community Infrastructure Provision  
PT1.EM1 (2012) Climate Change Adaptation and Mitigation  
PT1.EM6 (2012) Flood Risk Management  
PT1.EM7 (2012) Biodiversity and Geological Conservation  
PT1.H1 (2012) Housing Growth  
PT1.H2 (2012) Affordable Housing

Part 2 Policies:

BE13 New development must harmonise with the existing street scene.  
BE19 New development must improve or complement the character of the area.  
BE20 Daylight and sunlight considerations.  
BE21 Siting, bulk and proximity of new buildings/extensions.  
BE22 Residential extensions/buildings of two or more storeys.  
  
BE23 Requires the provision of adequate amenity space.  
BE24 Requires new development to ensure adequate levels of privacy to neighbours.  
BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.  
OE1 Protection of the character and amenities of surrounding properties and the local area  
OE5 Siting of noise-sensitive developments  
H4 Mix of housing units  
H5 Dwellings suitable for large families

H8	Change of use from non-residential to residential
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
R16	Accessibility for elderly people, people with disabilities, women and children
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
LPP 3.10	(2016) Definition of affordable housing
LPP 3.11	(2016) Affordable housing targets
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.13	(2016) Affordable housing thresholds
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.17	(2016) Waste capacity
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.21	(2016) Trees and woodlands
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy



## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **11th November 2016**

**5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

Consultation letters were sent to 169 local owner/occupiers and the South Ruislip Residents' Association. Site and press notices were also posted. Seven letters of objection have been received, which raise the following concerns:

- i) Traffic along Station Approach and surrounding roads is constantly at grid lock and this is without the new development in Victoria Road opening (shops and residential). The area cannot cope with the addition of even further congestion/pollution/noise.
- ii) The reports included in this application seem to be based on traffic flow 2009-2013, which is out of date.
- iii) Loss of privacy to the properties in Canfield Drive.
- iv) This will affect people's ability to sell their homes.
- v) Location of the dustbins.
- vi) The area is already overpopulated with insufficient school places and health care facilities.
- vii) The Council does not listen to residents and is driving away people who care about the area.
- viii) Construction impacts.
- ix) Visual impact.
- x) Proximity to properties in Canfield Drive.
- xi) Contrary to statements in the Design & Access statement insufficient space of only 1m is provided between Block B and some properties in Canfield Drive.
- xii) The diagram in Appendix C of the PTAL Output Summary appears to show a viewpoint of flat 14 in block B overlooking 16,18,20 & 22 Canfield Drive, although this is not annotated.
- xiii) Impact on trees on boundary with 18 & 20 Canfield Drive, which currently provide valuable screening. One is shown on plan but the other is not. Off-site trees should be afforded the same protection as those to be retained on-site.

### **MINISTRY OF DEFENCE (MOD)**

The MOD has no safeguarding objections to this application subject to a conditional requirement for a crane management plan being included in any planning permission granted.

### **METROPOLITAN POLICE**

No objection subject to the standard Secured by Design condition.

### **Internal Consultees**

#### **HIGHWAY ENGINEER**

An updated Transport Assessment (by Paul Mew Associates dated December 2016) has been provided.

The updated material contains new traffic estimates (existing surveys plus growth factors applied) and new parking surveys along with new trip generation estimates. However due to lack of new data the trip generation estimates are in fact the same as the 2014 figures.

The net additional traffic is estimated to be approximately 200 vehicles per day which when

compared with the 20,000 vehicles per day in Station Approach suggests there is very little impact (1%).

The existing permission for the site had 40 flats and 64 car parking spaces which equates to 1.3 spaces per flat.

The latest proposal is for 69 flats and 71 car parking spaces (1.03 spaces per flat) so there is a drop in the parking ratio but the TS suggests that at the nearby ARLA site (6681/APP/2014/1600) the parking ratio of 1 space per flat was approved for a similar PTAL value. The site is only 200m from a railway station and within a CPZ.

The TS considered the local car ownership levels using the Census data which showed that as many as 83 car parking spaces would be required (some 12 more than is provided on site).

A Lambeth Methodolgy car parking survey was carried out within 200m of the site and the results of that survey indicated that low levels of on-street car parking stress occurred which provides ample on-street provision. On that basis there will be little impact on the on-street parking stress. I would suggest that the residents of the development are denied access to the surrounding CPZ scheme using the S106 process.

I would suggest that the following conditions are applied:

Car parking management scheme that allows free and allocated spaces to residents of all 2 and 3 bed flats as well as an allocation for visitors.

A Residents Travel Plan

At least 78 secure covered cycle parking spaces at various locations through the development.

Appropriate levels of refuse/recycling storage.

At least 4 motorcycle parking spaces.

20% active and 20% passive EVCP.

The Highway Authority will need to approve the final design of the highway connection to the existing Bourne Court.

The roads within the development will not be adopted by the Council and will remain in private ownership.

On the basis of the above comments with appropriate conditions applied I do not have significant highway concerns over the above application.

#### TREES/LANDSCAPE OFFICER

This site is occupied by a redundant day centre accessed at the north end of Bourne Court, off Station Approach in South Ruislip.

The existing building occupies the centre of the site and there are tall hedges / trees site around the boundaries - notably the north, east and west sides.

There are no TPO's or Conservation Area designations affecting this site.

The submission follows a previous 2014 application which was approved.

A Tree Survey, referring to BS5837:2005, dated 2011 has been submitted. The BS was re-published in 2012 and tree assessments made five years ago cannot be relied upon in terms of their assessment of condition / value, or for planning purposes.

Since the 2014 application, a topographical survey has now been submitted, which (should) accurately indicate the location and spread of the trees. However, this has not been provided to the tree surveyor for correlating with the tree assessment.

Notwithstanding the above, the proposed layout, dwg. No. 2016/D/189/03 appears to be very similar to the previous scheme. The most obvious difference is along the northern boundary, where five semi-detached houses have been replaced by a continuous row of flats. In terms of the external layout little has changed, in relation to the parking layout, access, amenity space, planting and tree retention.

As noted in 2014, there are no 'A' grade trees and many of the trees and hedges were graded 'C'. All of the conifer hedges will be removed to facilitate the development.

'B' graded trees shown to be retained as part of the development include, T12 Silver Maple, T13 Indian Bean, T14 Cider Gum and T15 Pillar Apple. The old survey cast serious doubt on the practicality / sustainability of retaining T12.

However, the layout provides space and opportunity for new /replacement tree planting as part of a comprehensive landscape scheme.

If the application is recommended for approval the tree information needs to be reviewed and updated with a Tree Constraints Plan, Arboricultural Method Statement and Tree Protection Plan. Full landscape details will be required to ensure that the application preserves and enhances the character of the area.

Recommendation: No objection subject conditions RES8, RES9 (parts 1,2,4,5 and 6) and RES10.

#### ACCESS OFFICER

The proposal seeks the demolition of the buildings formerly used as council owned facilities for people with physical and learning disabilities. Redevelopment of the site would provide a mixture of 1, 2 and 3 bedroom residential units, with 71 car parking spaces of which 8 would be designated accessible bays.

In assessing this application, reference has been made to the Further Alterations to the London Plan 2015, Policies 3.8 (Housing Choice), and Approved Document M to the Building Regulations 2015 (ADM 2015).

The Design & Access Statement makes reference to 7 units designed to wheelchair home standards, which is interpreted on plan as 3 wheelchair adaptable units, and for wheelchair accessible units. These have been interspersed throughout the development, and blocks A, B and C feature two, 13 person lifts.

Conclusion: acceptable, subject to the following condition:

"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."

#### CONSERVATION AND URBAN DESIGN OFFICER

This Council site has been the subject of a previous planning permission in 2014, and blocks A and B have remained unchanged since that time. In this application Block C, at the back of the site and adjacent to the Odyssey Business Park, replaces the houses approved in the first scheme.

The proposed Block C forms one long, unbroken mass, with two smaller blocks at either end, separated by lower staircase links. The design is very bland, with none of the visual interest of

Blocks A and B, with their deep parapets, flat roofs, areas of glazing and changes in materials for vertical emphasis, etc. Whilst it would be preferable to treat Block C in the same way as the other two, it is acknowledged that this is generally the least visible of the blocks from the public realm. However it would be relatively easy to break the central section of the front elevation of Block C vertically, whether through architectural device or changed materials to provide a more suitable end stop to the development.

Officer comment:

Amended plans have been received which fully address the above comments. The Conservation and Urban Design Officer has confirmed that the proposal is quite acceptable in light of the amendments.

#### ENVIRONMENTAL PROTECTION UNIT

The noise exposure assessment by Clement acoustics (report ref: 8493NEA01) dated 13 September 2013 has been reviewed.

Since the report was written the British Standard BS8233 referenced in the report has been updated. Although the report looked at the internal noise levels it did not address noise in external amenity areas such as balconies. The Council's recommended noise levels for outdoor living areas is as low as practicable, and <50 LAeq,T (free field) (LB Hillingdon Noise SPD, 2006).

A condition relating to noise affecting residential property and the standard informative relating to the control of environmental nuisance from construction work should be attached if approved.

#### DRAINAGE OFFICER

Recommendation: Condition - in Accordance with submitted SuDS Assessment

The management of Surface water is now a material planning consideration for all major development.

A Sustainable Drainage Systems Assessment by Water Environment Ref: 17004 dated June 2017 has been provided. This adequately demonstrates that Surface Water can be managed on site. A Flood Risk Statement by Water Environment Ltd Ref: 17004/CD dated 9th June 2017 has also been provided.

Comments on the Planning Application:

The Surface Water Drainage Strategy produced by Water Environment Ref: 17004 dated June 2017 shows that a suitable sustainable scheme can be provided onsite.

- Some consideration has been given to different SuDS methods. The most suitable for this site being permeable paving and crated storage.
- It proposes to limit runoff for the 1 in 100 year plus climate change storm event to 29.7 l/s. The existing runoff is rate is 123 l/s. For lower return periods the runoff rate will be controlled proportionally subject to design of the flow control device i.e. HydroBrake or similar.
- It has been calculated that 466m<sup>3</sup> of attenuation is required on site. This will be achieved through porous paving and crated storage.
- All roof and hardstanding will discharge via silt traps to the granular subbase beneath the access road and car park.
- Additional storage will be provided for rainwater harvesting beneath the invert of crated storage, the size of which will be determined at detailed design.
- The SuDS methods have been included in the drawings of Appendix A.

It is noted that maintenance of the SuDS methods will be the responsibility of the site freeholder and

that the management and maintenance plan will be arranged prior to the completion of the development. A plan for the maintenance and management of the whole drainage system including any underground pipework, water butts, rainwater harvesting and permeable paving is needed and must be submitted.

#### ENVIRONMENTAL OFFICER

##### Energy Comments:

The development provides an appropriate strategy for reaching the necessary 35% reduction in CO2 largely through the use of PV panels. Therefore the development must be constructed in accordance with the approved energy strategy. A condition seeking full details and specifications should be applied.

##### Ecology Comments:

The proposed development results in the natural areas lost and although the site is unlikely to have significant value for wildlife, the national planning policy framework requires a net gain in biodiversity value. The general loss of wildlife value requires the final designs to demonstrate a net gain. A condition seeking ecological enhancements is therefore necessary.

## **7. MAIN PLANNING ISSUES**

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

The principle of the development has already been accepted through the granting of planning permission in 2014 for the comprehensive redevelopment of the site to provide a similar residential scheme. In considering the principle of development at that time the officer's report stated:

"The site consists of three buildings used as a care home, day centre and hall used for people with physical mobility and learning difficulties. Bourne Lodge Care Home for people with learning difficulties has been vacant for some time. The remaining two buildings to the west of the site are Phoenix Day Centre for people with physical mobility and learning difficulties and the Wren Centre with a multipurpose hall and ancillary facilities used by MENCAP Charity Organisation. Both users of these buildings are relocating to other premises within the borough, less than a kilometre from the current site.

Saved Policy R11 of the UDP is therefore considered relevant. This policy states:

The local planning authority will assess proposals which involve the loss of land or buildings used or whose last authorised use was for education, social, community and health services by taking into account whether:

- (i) there is a reasonable possibility that refusal of permission for an alternative use would lead to the retention and continued use of the existing facility;
- (ii) adequate accessible alternative provision is available to meet the foreseeable needs of the existing and potential users of the facility to be displaced;
- (iii) the proposed alternative use accords with the other policies of this plan and contributes to its objectives

With regard to Saved Policy R11 (i) and (ii), the applicants have submitted a Planning Statement which provides a justification for the loss of the facilities from Bourne Court and the relocation of these elsewhere in the Borough. None of the current facilities that used the site are being displaced due to the proposed development.

Given the factors above, it is considered that the proposal satisfies the requirements of Policy R11 (i) and (ii).

With regard to Saved Policy R11 (iii), there is an identified need for additional housing within the borough. The proposed alternative use for the site supports the other policies in the UDP by providing much needed accommodation. No objections are therefore raised to the loss of the community use and redevelopment of the site for residential purposes."

There have been no significant changes in local, London Plan, or national planning policies relating to the existing or proposed uses since the time of the 2014 application which would deem the principle of development no longer acceptable. Accordingly, no objections are raised in this regard, subject to the scheme complying with other relevant site specific criteria.

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

Policy 3.4 of the London Plan (2016) advises that Boroughs should ensure that development proposals achieve the highest possible intensity of use compatible with local context and the site's public transport accessibility. The London Plan provides a density matrix to establish a strategic framework for appropriate densities at different locations.

The site has a PTAL of 2 and is located within a suburban setting. The London Plan 2016 range for residential sites with a PTAL of 2-3, which fall within a suburban area is 150-250 habitable rooms per hectare (hrph) and, based on an average of 3.9 habitable rooms per unit (noting rooms over 20m<sup>2</sup> are counted as 2 in compliance with the Council's SPD on Residential Layouts), 35-65 units per hectare (uph).

Based on a site area of 7,244m<sup>2</sup>, the proposed scheme would have have a density of 95 uph and 370 hrph.

Whilst this exceeds London Plan standards it is important to note that these act as a guideline only. Different guidelines apply for suburban, urban and central locations. The London Plan defines a suburban location as an area with predominantly low density development such as detached and semi-detached houses, typically of two-three storeys. It defines an urban area as one with dense development such as terraced houses, mansion blocks and mixed uses, typically of two-four storeys, within 800m of a district centre or along main arterial routes.

The site does not lie close to a district centre and the area to the south west is characterised by low density development and therefore the above mentioned density figures are based on the site falling within a suburban setting. It must however be acknowledged that it also falls on the edge of a mixed use area to the north east, characterised by two-three storey buildings and located close to a local centre, more akin to an urban setting. If urban density guidelines of 200-450 hrph and 45-120 uph were applied then the proposal would be fully compliant.

Notwithstanding the above, the development would provide an acceptable living environment for future occupants in compliance with other Council and London Plan standards, as detailed throughout this report. Accordingly, refusal could not be justified on grounds of density.

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

Not applicable. The site does not fall within a archaeological priority area, conservation area or area of special local character and there are no listed buildings within the vicinity.

#### **7.04 Airport safeguarding**

The MoD have been consulted on the application and they have confirmed that no objections are raised subject to a condition relating to a management plan for use of cranes on the site.

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

Not applicable. There is no green belt land within the vicinity of this site.

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

Local Plan: Part 2 Policies BE13 and BE19 seek to ensure that new development complements or improves the character and amenity of the area, whilst Policy BE38 seeks the retention of topographical and landscape features and provision of new planting and landscaping in development proposals. 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.

Blocks A and B would comprise two roughly 'U' shaped buildings located towards the south east side of the site, either side of the entrance. These would be part two/part three-storey with predominantly flat roofs, although a shallow pitched element would be added to create a focal point of the element containing the main entrance and stairwells. Block C would be located to the rear (north west) of the site and would comprise a three-storey block with a predominantly pitched roof.

The layout of the buildings within the plot has attempted to follow the predominant building lines of the surrounding buildings. The flats located along the frontage, continue the front building line of the adjacent three storey flats along Bourne Court, and maintain the visual gap from Station Approach. Block C is located to the rear of the site and provides a bookend to the development and a focal point to the end of the Bourne Court cul-de-sac.

The surrounding area consists of buildings which vary in scale from single to three storey buildings. The proposed buildings have been designed to be in keeping with the height of the three storey flats within Bourne Court and to the north east along Station Approach. Whilst it is acknowledged that the replacement buildings are significantly larger than the existing buildings within the site, it is not considered that their overall height, scale and siting is such that they would appear out of character with the surrounding area, or dominate the setting to an unacceptable degree that they would appear incongruous in their setting.

In terms of their detailed design the proposed residential blocks have sought to reflect features of surrounding buildings, with the use of hipped roofs and materials which would be in keeping with the character and appearance of surrounding properties.

The car parking layout is considered acceptable and would be interspersed with soft landscaping so help soften its visual impact. The layout is considered acceptable and to not detract from the design and layout of the site.

It is considered that overall the scheme would have an acceptable appearance within the street scene. As such, the development is considered to comply with Local Plan policies BE13 and BE19.

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

The application site falls within a predominantly residential area and is bounded by residential properties on all sides. Policies BE20, BE21, BE23 and BE24 of the Hillingdon Local Plan Part 2 seek to safeguard residential amenity of future and neighbouring occupants. The Council's Supplementary Planning Document (SPD) on Residential

Layouts sets out more detailed guidance aimed at avoiding developments which are overdominant or which cause unacceptable levels of overlooking or overshadowing.

The SPD states that in order to protect the daylight and sunlight available to adjoining properties, and to protect against potential over domination, a minimum distance of 15m should be maintained between adjoining two or more storey buildings. Furthermore, a distance of 21m should be retained in order to ensure there is no unacceptable overlooking. The guidance confirms that a 45 degree angle principle will be applied, taken from windows about ground floor level, when determining overlooking distances and when considering daylight and sunlight issues.

The nearest elevation of the proposed development would be located approximately 25m from the rear elevations of properties in Canfield Drive to the south west. Given this separation distance it is not considered that the proposed development would appear unduly dominant or overbearing when viewed from these properties or result in any unacceptable levels of overlooking or overshadowing such that refusal could be justified.

With regard to the impact of the proposed development on occupiers in Bourne Court to the south east, an approximately 12m separation gap would be maintained between the side elevation of those properties and the nearest elevation of Block B. However, there are no windows in the flank elevation of Bourne Court and the layout of the development is such that the building falls outside the 45 degree angle of vision from the rear windows of that block. Accordingly, in respect of Block B, it is not considered that the proposal would result in any unacceptable loss of outlook, privacy or daylight to those existing occupants of Bourne Court.

The nearest elevation of proposed Block A would be located only approximately 7m from the flank wall of properties in Bourne Court. Whilst there are no windows in the side elevation of Bourne Court the two storey rear projecting arm of the proposed development would encroach on the 45 degree line taken from the rear facing windows of Bourne Court, contrary to current planning guidance. Nevertheless, this application does not seek any alterations to the siting, layout, height, massing or design of Block A when compared to the previous 2014 application (ref: 11891/APP/2014/91). No objections were raised at that time on grounds of impact on residential amenity. Accordingly, in light of the previous consent, it is not considered that refusal could now reasonably be justified on these grounds.

To the north west and north east of the site are commercial properties and given the nature of these sites, no objection is raised in terms of loss of outlook.

On the basis of the above, and in light of the previous 2014 consent, it is not, on balance, considered, that the development would lead to such an unacceptable impact on residential amenity that refusal could be justified. The proposed is therefore considered to comply with the objectives of policies BE20, BE21, BE23 and BE24 of the Hillingdon Local Plan Part 2 and guidance contained with the Council's SPD on Residential Layouts.

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

Policies BE20, BE21, BE23 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to safeguard the residential amenity of future and neighbouring occupants. The Council's Supplementary Planning Document (SPD) on Residential Layouts sets out more detailed guidance aimed at avoiding developments which would be detrimental to residential amenity.

Matters relating to the relationship between the proposed development and existing



properties, in terms of outlook, daylight and privacy, have been addressed in part 7.08 of this report.

In terms of the internal floorspace, the DCLG Technical Housing Standards - Nationally Described Space Standard (March 2015) sets out minimum internal space standards which must be achieved, relating to room sizes, ceiling height and internal floor space requirements. These requirements are reiterated in London Plan 2016 policy 3.5.

In total, the development proposes 21 one-bedroom two person flats, 39 two-bedroom four person flats and 9 three-bedroom five person flats.

The above mentioned standards confirm that a minimum of 50m<sup>2</sup> internal floorspace must be provided for one-bedroom, two-person flats; 70m<sup>2</sup> for two-bedroom, four person flats; and 86m<sup>2</sup> for three-bedroom five person flats. The standards also set out minimum acceptable room sizes for single and double or twin bedrooms, confirming that at least 7.5m<sup>2</sup> should be provided for the former and 11.5m<sup>2</sup> should be provided for the latter.

Further to receipt of amended plans to make very minor adjustments to the 2014 approved floor areas in Block A only, the development would now fully accord with these standards.

With regard to amenity space the Council's SPD on Residential Layouts confirms that "developments should incorporate usable, attractively laid out and conveniently located garden space in relation to the flats they serve. It should be of an appropriate size, having regard to the size of the flats and the character or the area." It states that a minimum of 20m<sup>2</sup> usable external amenity space should be provided for one-bedroom flats, 25m<sup>2</sup> should be provided for two-bedroom flats and 30m<sup>2</sup> should be provided for three-bedroom flats. Accordingly, in total a minimum of 1665m<sup>2</sup> of usable amenity space should be provided.

Small areas of private garden would be provided to ground floor units and upper floor units would be provided with private balconies. Each of the three blocks would also be provided with areas of usable communal amenity space. In total 1777m<sup>2</sup> of amenity space would be provided. This exceeds minimum guidelines and is considered to be acceptable.

The scheme meets current standards relating to internal floor space and Council guidelines relating to external amenity space. It is considered that the proposal would adequately serve the needs of future occupiers in accordance with current policies and guidance relating to residential amenity.

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

Local Plan: Part 2 policies AM2 and AM7 seek to safeguard highway and pedestrian safety and ensure that developments do not have an adverse impact on the surrounding highway network. Policy AM9 seeks to ensure provision is made for cyclists and policies AM14 and AM15 seek to ensure appropriate levels of car parking are provided.

Since the 2014 application, and to address comments from the Council's Highway Engineer, an updated Transport Statement has been provided which takes into account the additional units proposed, changes to the local highway network since that time and local committed developments and the likely impact they will have on the highway network.

In terms of traffic generation, it must be acknowledged that given the proposed residential use of the development that trips will be spread across the whole day. Peak hour trips are likely to be lower than alternative uses. Furthermore, whilst it is noted that several large

development schemes have received planning permission since the 2014 application was approved, the traffic generation approved at that time does nevertheless carry some weight. Notwithstanding recently approved developments within the locality, it is not considered that the additional 20 units now proposed would lead to such a significant increase in traffic over and above that approved scheme that planning permission could now be refused.

With regard to access to the site, both vehicular and pedestrian access would be retained from Bourne Court.

Bin storage would be integrated into Blocks A and B. Separate external bin stores would be provided for Block C. The refuse stores are located a convenient distance from the residential units they serve and an appropriate distance from the public highway to enable collection on waste days.

71 car parking spaces, including eight disability standard spaces, would be provided across the development, in addition to 78 cycle parking spaces. The Council's Highway Engineer has raised no objection to the level of car parking proposed given the proximity of the site to South Ruislip local centre and its associated transport links.

The scheme is considered to comply with relevant planning policies and, notably, subject to relevant conditions to ensure parking is adequately provided and managed, the Council's Highway Engineer has raised no objections.

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

- Urban Design

Issues relating to design are addressed in section 7.07 of this report. Notably, following initial concerns raised by the Council's Conservation and Urban Design Officer over the design of Block C amended plans have been received which show greater articulation to the building to break up its mass. The Urban Design Officer has confirmed that these fully address the comments made and that now objections are now raised on design grounds. A condition requiring further details of materials and finishes would be attached should approval be granted.

- Access

Issues relating to access are addressed in section 7.12 of this report.

- Security

The applicant's Design and Access Statement confirms that a number of security measures have been incorporated into the scheme, including provision of secure boundary treatment, lighting of common areas, secure cycle storage, etc. A Secured by Design condition would be attached should approval be granted.

#### **7.12 Disabled access**

The applicant's Design and Access Statement confirms that the development would fully comply with the requirements of BS 8300:2009: +A1:2010 and Part M of the Building Regulations. It confirms that wheelchair accessible units will be provided in accordance with current regulations and that lifts will be provided to ensure all floors are fully accessible. The Council's Access Officer has notably raised no objections subject to a suitable condition to ensure the development complies with relevant Building Regulations.

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

Policy H2 of the Hillingdon Local Plan: Part One seeks to ensure that 35% of all new units are delivered as Affordable Housing.

The previous 2014 proposal relied on the provision of 100% affordable housing at the adjoining Acol Crescent site, which was granted planning permission for redevelopment to provide 28 residential units in June 2014 (ref: 65847/APP/2014/427). However, proposals to develop that site have not progressed and that permission has recently expired. Future proposals for that site are under review. Accordingly, in order to ensure affordable housing is delivered which best meets the borough's needs the applicant has sought flexibility over how this is provided to allow require on-site provision or to require an in lieu contribution towards the delivery of affordable housing elsewhere in the borough.

The applicant has provided a statement to justify this approach and has advised as follows:

"The Bourne Court site has historically been linked with the neighbouring council owned Acol Crescent but the joint S106 linking the sites hampered development of both. Separate planning applications are now proposed for each site.

The Local Plan Part 1 and Planning Obligations SPD 2014 require 35% affordable housing on all sites of 0.5 hectares or capable of providing 10 dwelling or more with the affordable housing to be provided on site and in perpetuity. Off-site provision and payment in lieu will only be considered in defined exceptional circumstances, with off-site provision being preferred.

On the Bourne Court site it is considered that a payment in lieu approach will improve the delivery of affordable housing and council stock within the borough if the commuted sum is ring fenced solely for the delivery of affordable housing.

The council is in a unique position as it owns a large portfolio of land and housing assets within the borough and is committed to investing in a Housing Development Programme that is delivering a range of homes to suit the needs of local residents.

This programme seeks to address priority need and includes supported housing for the elderly and those with learning disabilities, social rented homes that include larger 3 and 4 bedroom family houses and intermediate shared ownership housing to help people move into home ownership.

Phases 1 & 2 of the programme are already on site and in total 20 development sites have been identified throughout the borough with capacity for over 350 new affordable homes designed to meet the local housing demand.

The range of homes being delivered by the council Housing Development Programme is in line with [current policy requirements]."

The applicant goes on to confirm their commitment to the required 35% affordable housing delivery and advises that unlike private developers the Council is in a unique position as it can pool together funding from a range of sources (eg, S106 receipts, Right to Buy Receipts and Housing Revenue Account funds) to develop housing more cost effectively and thereby maximising the number of affordable housing units that can be delivered.

In light of the special circumstances highlighted and the Council's ability to consider this in the context of a much larger borough wide delivery programme, this approach is not

considered to be unreasonable in this instance. Provision of affordable housing either by way of delivery on-site or through payment of an lieu contribution would be secured by way of a S106 legal agreement, should planning permission be granted.

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

Landscaping:

Policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

The details submitted indicate that there are no 'A' category trees, there are 14No. 'B' category trees whose condition and value should normally be considered for retention as part of a new development. The remaining tree is a 'C' category which is not normally regarded as a constraint on development. Of the hedges, 4No. are 'B' category and one is 'C'.

The scheme proposes to removed 4 trees and all the hedges within the site. The remaining trees are to be retained subject to selective tree surgery and appropriate Tree Protection Plans and Arboricultural Method Statements designed to safeguard the root protection areas (RPA's) during all demolition and construction works.

In addition to the retained trees, the site plan indicates that there is space to plant replacement trees as part of a comprehensive landscape proposal. The landscaping proposed for the site is considered acceptable in the context and successfully softens and reduces the impact of the car parking spaces.

Subject to landscape conditions, the communal and other green spaces shown on the plans could all be landscaped which would give the development an appropriate appearance within the area, and provide a high quality environment for future occupiers. Accordingly, the development is considered to comply with Policy BE38 subject to landscaping conditions.

Ecology:

Whilst the site does not sit within an area identified as being of significant value to nature conservation, hedges and some trees would nevertheless be cleared to allow for the development. The site has also notably become overgrown with vegetation since it has become vacant and this would also need to be cleared. Accordingly, the development would result in the loss of some natural areas, which could be of some, albeit relatively limited, value to wildlife. The national planning policy framework requires a net gain in biodiversity value. Accordingly, whilst raising no objections to the scheme, the Council's Environmental Officer has recommended the imposition of a condition requiring the submission of a scheme of ecological enhancements should planning permission be granted.

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

The plans indicate that refuse storage facilities will be provided in a number of stores within the site. Subject to a condition the stores would provide for an appropriate appearance and are located in a convenient location for use by residents and for refuse collection.

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

Policy 5.2 of the London Plan (2016) requires development proposals to make the fullest contribution possible to reducing carbon emissions. Major development schemes must be accompanied by an energy assessment to demonstrate how a 35% target reduction in carbon dioxide emissions (from 2013 Building Regulations) will be achieved, where

feasible.

In accordance with this policy the applicant has submitted an Energy Statement to demonstrate how the London Plan objectives will be met. In addition to energy efficient building measures relating to the building fabric, lighting, ventilation, etc, photovoltaic (PV) panels will be incorporated into the scheme. These measures would achieve a reduction in carbon dioxide emissions in compliance with London Plan requirements.

The Council's Environmental Officer has notably raised no objections to the carbon reduction measures proposed subject to a condition requiring full details of the PV panels.

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

The site does not fall within a flood zone and no issues relating to flooding have been identified.

London Plan policy 5.13 states that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. In accordance with this requirement a Sustainable Drainage System would be provided. The Council's Drainage Officer has confirmed that the scheme meets national standards for design as surface water is restricted to reduce the run off from the site and, therefore no objections are raised subject to a condition, which seeks further information on the detailed design.

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

Noise

It is not considered that the proposed development would give rise to unacceptable levels of noise over and above that which would be expected from any residential development. Notably, officers in the Council's Environmental Protection Unit have raised no objections to the development subject to a condition to ensure an appropriate internal noise environment for future occupants, following an update in legislation since the 2014 scheme.

Air quality

It is not considered that the development would give rise to such an increase in traffic to/from the site that it would have any significant adverse impacts on local air quality. Notably, officers in the Council's Environmental Protection Unit have raised no objections in this regard.

There are not considered to be any noise or air quality issues associated with this development.

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

Seven letters of objection have been received as summarised in part 6.1 of this report.

Points (i) and (ii) suggest the traffic surveys are out of date. An amended and up to date Transport Assessment has been provided which takes current traffic conditions and committed developments into consideration.

Points (iii), (x), (xi) and (xii) relating to residential amenity have been addressed in the report.

Point (iv) raised concerns over impact on property values. This is not a material planning consideration.

Point (v) raises concerns over the location of the dustbins. This is addressed in the report.

point (vi) raises concerns over impact on local infrastructure. This is addressed by CIL requirements and planning obligations.

Point (vii) suggests residents are not listened too and moving from the area. This is noted.

Point (viii) raises concerns about construction impacts. These would be addressed by Environmental Health legislation.

Point (ix) relating to visual impact has been addressed in the report.

Point (xiii) raises concerns over impact on trees. This is addressed in the report and by way of condition.

## **7.20 Planning obligations**

Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the Local Planning Authority will, where appropriate, seek to supplement the provision of recreational 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 Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

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

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

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request contributions towards the following:

Non-monetary contributions:

. Affordable Housing: The scheme to deliver 35% as Affordable Housing either on site or via an off site provision (final details to be agreed).

. S278/S38 for highways works

. Parking Permits: A restriction preventing future residents from applying for parking permits within the Parking Management Areas in the vicinity of the site.

Monetary contributions:

. Construction Training: £2500 for every £1m build cost + Coordinator costs= 49/160 x £71,675 or in kind scheme

. Travel Plan: Full Travel Plan plus a £20,000 Travel Plan bond to be secured.

. Project Management & Monitoring: 5% of total cash contributions.

The proposal would also be liable for the Mayor of London and Hillingdon CILs, which would be collected by the Council after implementation (if permission were to be granted).

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

Not applicable.

#### **7.22 Other Issues**

##### Contamination

Whilst the Council's Environmental Protection Unit have not provided any contamination specific comments on this application it is noted that conditions in this respect were requested at the time of the 2014 application and attached to that consent. There has been no change in circumstance or change to planning policy since that time which would deem these no longer relevant. Accordingly, for reasons of consistency and to safeguard future occupants, it is recommended that those same conditions are attached again in this instance, should approval be granted.

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

#### General

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

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

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

#### Planning Conditions

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

Not applicable.

#### **10. CONCLUSION**

The proposed development by reason of its acceptable design, scale, size, siting and massing, is not considered to have a detrimental impact on the character, appearance and setting of the surrounding area. The scheme is considered acceptable on highway grounds and it would provide a sufficient level of car parking for future residents. The proposed buildings are considered to be located a sufficient distance from neighbouring properties and of an acceptable design, that would not give rise to unacceptable amenity issues to the surrounding residential occupiers. The development is considered to comply with relevant local, London Plan and national planning policies and guidance and, accordingly, approval is recommended.

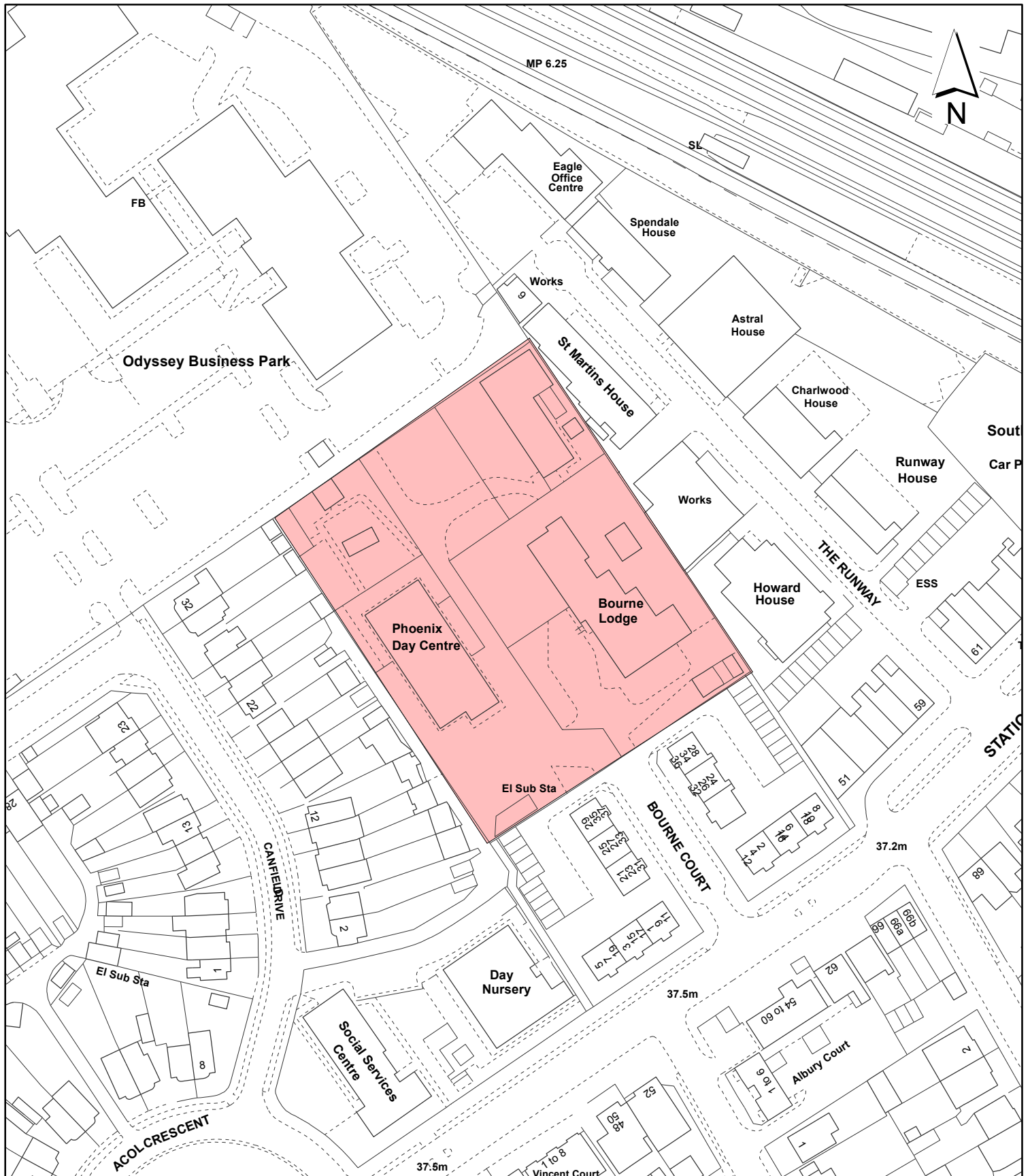
#### **11. Reference Documents**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (2016)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document: Accessible Hillingdon  
Hillingdon Supplementary Planning Document: Residential Layouts  
Hillingdon Supplementary Planning Guidance - Community Safety by Design  
Hillingdon Supplementary Planning Guidance - Noise  
Hillingdon Supplementary Planning Document - Air Quality  
Hillingdon Supplementary Planning Document - Planning Obligations

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**Notes:**

 Site boundary

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Site Address:

**Bourne Court**

Planning Application Ref:  
**11891/APP/2016/3583**

Planning Committee:  
**Major**

Scale:  
**1:1,250**

Date:  
**June 2017**

**LONDON BOROUGH OF HILLINGDON**  
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