

Report of the Head of Planning, Sport and Green Spaces

Address 297 LONG LANE HILLINGDON

Development: Redevelopment to provide a 4 storey residential building containing 33 residential flats comprising 3 x studios, 17 x 1-bedroom, and 13 x 2-bedroom units with associated access, car parking and landscaping (Amended description following reduction in units from 35 to 33).

LBH Ref Nos: 4860/APP/2017/2394

Drawing Nos: Drainage Strategy - 170894-DS-01 Rev A
Noise Exposure Assessment - 12544-NEA-01
Drainage Strategy - 170894-DS-TS-KBL-01
Transport Statement - 170894-TS-TS-KTP-01
Viability Appraisal
Commercial Viability Report
Proposed Site Plan
Proposed First Floor Plan Rev A
Proposed Ground Floor Plan Rev A
Proposed Second Floor Plan Rev A
Proposed Third Floor Plan Rev A
Proposed North Elevation
Proposed East Elevation
Proposed South Elevation
Proposed West Elevation
254-PL-010-00 Site Location Plan
254-PL-041-00 Existing Site Sections C & D
254-PL-011-00 Existing Site Plan
254-PL-012-00 Demolition Plan
254-PL-040-00 Existing Site Sections A & E
Design & Access Statement

Date Plans Received:	30/06/2017	Date(s) of Amendment(s):	23/10/2017
Date Application Valid:	31/07/2017		24/10/2017
			21/12/2017
			30/06/2017
			05/12/2017
			05/07/2017

1. SUMMARY

The proposed development would make efficient use of an existing brownfield site that is no longer considered appropriate, or viable, for employment use.

The proposed building would not appear disruptive within surrounding streets and would be of an appropriate design and scale.

The amenities of neighbouring residents would be preserved whilst the development itself would provide satisfactory living conditions for future occupants.

Adequate car parking and site access would be provided and the amount of traffic generated by the development would not be at a level that would result in the local highway

network being over burdened.

2. RECOMMENDATION

That delegated powers be given to the Director of Planning and Community Services to grant planning permission, subject to the following:

A) That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure:

MONETARY CONTRIBUTIONS:

(i) AFFORDABLE HOUSING:

**The applicant will provide a contribution of £100,000 towards off site affordable housing provision; and
An affordable housing review mechanism.**

(ii) AIR QUALITY & HIGHWAY WORKS:

The applicant will provide a contribution of £130,000 towards Air Quality and Highway Improvement works.

The development would increase vehicle emissions along the local road network at a location with high nitrogen dioxide levels, therefore a contribution is required to support the Air Quality Local Action Plan and/or provide appropriate mitigation measures.

The S278/S38 is required for all highways works at the site access, including, but not limited to:

- a) Access works to the site;**
- b) Provision of new kerbing and tactile paving on the public footpath;**

(iii) ENERGY

Contribution of £32, 580

NON-MONETARY CONTRIBUTIONS:

(iii) PARKING PERMITS:

The Section 106 agreement must include a legal agreement to prevent future occupants from applying for car parking permits.

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 278 Agreements and any abortive work as a result of the agreement not being completed.

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

D) If the Legal Agreement/s have not been finalised by the 10th of April 2018, or such other date as agreed by the Head of Planning and Enforcement, delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reasons:

'The applicant has failed to deliver necessary offsite highway works and to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of delivery of affordable housing and necessary offsite highway and landscaping works). The proposal therefore conflicts with the National planning Policy Framework, Policy 7.4 of the London Plan (March 2016), Policies AM 7 and BE 38 of the adopted Local Plan and the Council's Planning Obligations SPG.'

'The applicant has failed to provide acceptable mitigation measures to address the increase in nitrogen dioxide emissions that would result from the proposed development. As such, the proposed development is in conflict with Policy 7.14 of the London Plan (2016).'

'The applicant has failed to provide measures to mitigate the impacts of the development to prevent additional highway impacts which could result in undue demand on existing car parking facilities. The proposal therefore conflicts with the Policies AM 2, AM 7 and AM 9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 6.13 of the London Plan (March 2016).'

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

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:-

254-PL-010-00 Site Location Plan;
254-PL-012-00 Demolition Plan;
Proposed Site Plan;
Proposed First Floor Plan Rev A;
Proposed Ground Floor Plan Rev A;
Proposed Second Floor Plan Rev A;
Proposed Third Floor Plan Rev A;

Proposed North Elevation;
Proposed East Elevation;
Proposed South Elevation;
Proposed West Elevation;

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 COM5 General compliance with supporting documentation

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

Noise Exposure Assessment - 12544-NEA-01;
Drainage Strategy - 170894-DS-TS-KBL-01;
Transport Statement - 170894-TS-TS-KTP-01;

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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

4 COM6 Levels

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

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE 13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 B21 Noise Insulation of Residential Development

The noise insulation and ventilation measures shown on the approved plans shall be implemented before occupation of the development and thereafter retained.

REASON

To ensure that the amenity of the occupiers of the proposed development is safeguarded in accordance with Policy OE 1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) .

6 COM8 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 BE 38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

7 COM9 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 Refuse Storage

2.b Cycle Storage for 34 bikes

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including demonstration that 20% of all parking spaces are served by active electrical charging points and a further 20% by passive electrical charging points) showing 36 spaces;

2.e Hard Surfacing Materials

2.f External Lighting

3. Living Walls and Roofs

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

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

4. Details of Landscape Maintenance

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

4.b Proposals for the replacement of any tree, shrub, or area of 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 BE 13, BE 38 and AM 14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2016)

8 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 BE 13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

9 RES22 Parking Allocation

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

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM 14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

10 H8 Surfacing and marking out of access/parking/servicing areas

The development shall not be occupied until the access roads, parking and servicing areas shown on the approved plans have been drained, surfaced and marked out in accordance with details to be submitted to and approved in writing by the local planning authority. Thereafter these areas shall be permanently retained and used for no other purpose.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM 14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

11 M3 Boundary treatment - details

Boundary treatment shall be completed before the building is occupied and development shall be carried out in accordance with approved details for boundary treatment.

REASON

To safeguard the visual amenities of the area in accordance with Policy BE 13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

12 RPD14 Glazing to balconies

Details of balcony privacy screen shall be submitted to, and approved, by the Local Planning Authority prior to commencement of development. The approved screening shall be retained for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE 24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

13 HH-RPD2 Obscured Glazing and Non-Opening Windows (a)

All windows shown as obscure glazed on the plans hereby approved shall be glazed with permanently obscured glass and non-opening below a height of 1.7 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 BE 24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

14 COM31 Secured by Design

The building shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2016) Policies 7.1 and 7.3.

15 OM11 Floodlighting

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

REASON

To safeguard the amenity of surrounding properties in accordance with policy BE 13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

16 NONSC Non Standard Condition

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority.

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

a) Suds features:

- i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change. This rate should be presented per hectare as well as the total for the whole site.
- iii. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
- iv. Where infiltration techniques (soakaway) a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

b) Minimise water use.

- i. incorporate water saving measures and equipment.
- ii. provide details of how rain and grey water will be recycled and reused in the development.

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

- i. Provide a management and maintenance plan
- ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
- iii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
- iiii. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner.

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to: Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (March 2016) and to be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016). National Planning Policy Framework (March 2012), and the Planning Practice Guidance (March 2014).

17 NONSC Non Standard Condition

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON

The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to negatively impact on local underground sewerage utility infrastructure in conflict with Policies 5.13 and 5.15 of the London Plan (2016)

18 NONSC Non Standard 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 accordance with Policies 6.6 and 7.7 of the London plan (2016) and Policy A 6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

19 OM19 Construction Management Plan

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

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

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

REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE 1 of the Local Plan: Part Two Saved UDP Policies (November 2012).

20 COM30 Contaminated Land

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

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

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

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

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

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE 11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

21 COM21 Sound insulation /mitigation

The development shall not begin until a scheme for the control of noise transmission between adjoining units has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of sound insulation and other measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON: To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE 1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

22 HO7 No roof gardens

Access to the flat roof area to the south of third floor units 30 & 33 hereby approved shall be for maintenance or emergency purposes only and the flat roof shall not be used as a

roof garden, terrace, balcony, patio or similar amenity area.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE 24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

23 SUS1 Energy Efficiency Major Applications (full)

The measures to reduce the energy demand and carbon dioxide emissions of the development and to provide renewable energy generation contained within the submitted report entitled Energy & Sustainability Statement shall be integrated into the development and thereafter permanently retained and maintained.

REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with London Plan (2016) Policies 5.1, 5.3, 5.4, 5.5, 5.7, 5.9 and 5.10

24 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 (2015) Policies 7.1 and 7.3.

25 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 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).

2 153 Compulsory Informative (2)

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

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.
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
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
H4	Mix of housing units
H8	Change of use from non-residential to residential
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
LPP 3.1	(2016) Ensuring equal life chances for all
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 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.8	(2016) Housing Choice

LPP 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2016) Trees and woodlands
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF7	NPPF - Requiring good design
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

3 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.

4 I12 Notification to Building Contractors

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

5 I13 Asbestos Removal

Demolition and removal of any material containing asbestos must be carried out in accordance with guidance from the Health and Safety Executive and the Council's Environmental Services. For advice and information contact: - Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (Tel. 020 7556 2100).

6 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

7 118 Storage and Collection of Refuse

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

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

8 119 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).

9 124 Works affecting the Public Highway - General

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

10 13 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as -

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

11 I43 Tree(s) Protected by a Tree Preservation Order

Within the application site there is a tree that is / there are trees that are subject of a Tree Preservation Order (TPO). You are advised that no tree that is the subject of a TPO may be lopped, topped, felled or uprooted without the permission of the Local Planning Authority. Please contact the Trees and Landscapes Officer, Residents Services, 3N/02, Civic Centre, Uxbridge, UB8 1UW for further advice.

12 I43 Keeping Highways and Pavements free from mud etc

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.

13 I47 Damage to Verge - For Council Roads:

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).

14 I5 Party Walls

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

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

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

Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

3. CONSIDERATIONS

3.1 Site and Locality

The site lies within North Hillingdon Local Centre and adjacent to a core shopping area. It is accessed from Long Lane (A437) which is a London Distributor Road.

The site was formerly in use as a dairy distribution depot but is now vacant. The site envelope is largely covered by interconnected buildings, with a small area of hard surfacing to part of the frontage. There is no soft landscaping on site.

The local centre in which the site is located is characterised by parades of ground floor shop, restaurant and service units, many of which have residential accommodation above, which extend towards the cross roads to the north of the site on both sides of the road. To the south and to the rear of shops to the east and west of the site is residential development which includes a group of two-storey terraced retirement apartments, Magnolia Court, which is to the immediate north of the site and three-storey blocks of flats on Auriol Drive which are to the immediate west of the site.

The western part of the site faces towards the rear of properties on Tudor Way. There is an annexed green area to the rear of 2, 2a and 2b Tudor Way, which have shorter rear gardens than the majority of other dwellings. However, it appears that the rear garden of 2 Tudor Way may have extended into part of this area. Trees within this green buffer are covered by a Tree Preservation Order (TPO 89).

The site has a designated access from Long Lane, which includes a turning bay for traffic turning right in to the site.

The site incorporates an electricity substation which is to be retained in its current position.

3.2 Proposed Scheme

The proposal involves the demolition and clearance of all buildings from the site and the erection of a four-storey building which will accommodate a total of 33 residential units, consisting of the following:-

- 3 x studio flats
- 17 x 1 bedroom flats
- 13 x 2 bedroom flats

The proposed building would be a flat roof structure, with the fourth-storey being recessed from the building edges. The building would be positioned towards the western end of the site with a total of 36 off-street car parking spaces provided to the front. Vehicular access would be obtained via the existing access from Long Lane, with a gate provided in a position set back from the carriageway. Landscaping would be provided to the side and rear of the building, within private and communal outdoor amenity areas.

The proposed building would be L-shaped and measure approximately 31.6 metres in width by 25.5 metres in depth at the base of the L and 17.5 metres at the top. Height to the third-storey roof top would be approximately 9.3 metres with the top of the recessed fourth-

storey being at approximately 11.55 metres.

The proposal does not include the provision of affordable housing although a sum has been offered towards offsite provisions. A Financial Viability Assessment was submitted with the application which has been reviewed.

3.3 Relevant Planning History

Comment on Relevant Planning History

No relevant planning history.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing

Part 2 Policies:

- 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.
- 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
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.

- BE23 Requires the provision of adequate amenity space.

BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
H4	Mix of housing units
H8	Change of use from non-residential to residential
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
LPP 3.1	(2016) Ensuring equal life chances for all
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 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.8	(2016) Housing Choice
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2016) Trees and woodlands
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development

NPPF7	NPPF - Requiring good design
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **19th September 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application was advertised by way of a press notice, site notices displayed on Long Lane, Auriol Drive and Tudor Way, and letters that were sent directly to the owners / occupants of neighbouring properties that informed them of the proposed development and invited comments.

A petition of objection with 48 signatories has been received. The petition includes the following comments:-

- The building, at 4 storeys, would be overbearing and result in a significant intrusion of privacy.
- There are no other buildings in the adjacent area that have the same impact.
- The new access point to the site and the vantage point offered by the building may compromise security.

22 Letters of objection from 14 separate addresses have been received, a summary of comments is provided below:-

- Fourth floor balconies will overlook Tudor Way.
- The site allocation and designation document recommends only 25 units for the site. The removal of one floor would allow the development to comply with this level.
- Will appear out of keeping within surrounding area.
- Would allow overlooking of properties on Tudor Way.
- Would present a security risk as would allow access to rear of properties on Tudor Way.
- Would lead to traffic problems and disruption to neighbours due to the volume of cars the development would attract.
- The access is not suitable for emergency vehicles.
- If vacant land between the site and Tudor Way had trees removed or reduced in height, our outlook and privacy would be affected.
- Over development of site.
- Vehicles entering and leaving the site at the same time could result in accidents.
- The redevelopment of the site is a good thing but the proposed building is not in keeping with the surrounding area.
- 35 parking spaces is insufficient as it is likely that a number of the apartments would have more than one car.

- Cumulative impact with the Hillingdon Gateway development would harm the amenities of occupants of sheltered accommodation at Magnolia Court.
- Would overlook Magnolia Court.
- Would overburden infrastructure including the neighbouring doctors surgery and there are not enough shops to support the development.
- The borough has done enough to assist with the housing problems in London and is now under greater strain than before due to impact on roads and amenities.
- If the Committee are minded to approve then frosted windows and screening should be used to provide privacy and security.
- A building with fewer levels should be considered.
- The wall adjacent to the alleyway between Magnolia Court and Long Lane could be removed. The wall supports lighting and the alleyway is vital to residents on Magnolia Court.
- Concerned about how asbestos would be removed from the site.

MINISTRY OF DEFENCE SAFEGUARDING:

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

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

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

THAMES WATER:

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water.

In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater.

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

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT:

I am satisfied with the submitted report on internal noise assessment. However, we require written confirmation from the applicant's noise expert that the proposed mechanical ventilation that will be fitted in the proposed residential flats and studios will be in line with BS 4142 is at least 5dB below the background noise level. Ideally, the assessment of noise should give a positive indication that complaints from future occupiers are unlikely.

HOUSING:

The application is not acceptable, our policy requirement is for 35% Affordable Housing to be delivered on site unless a lower level is determined by a Financial Viability Assessment. The applicant is offering zero affordable housing on this site. The proposed size mix of flats is 75 habitable rooms and should include 25 habitable rooms of affordable housing which equates to 8 x 1 bed flats and 3 x 2 bed flats split in a 70:30 ratio of rented to shared ownership this is: 2 x 1 bed flats 1 x 2 bed flat as shared ownership units or other intermediate tenure units 6 x 1 bed flats and 2 x 2 bed flats as London affordable rent units.

I would dispute that this is a town centre location and would therefore expect to see a number of 3 bedroom or larger units included in the development.

ACCESS:

The amended plans submitted clearly indicate that 10% of the proposed dwellings have been designed to M4(3) specifications required to achieve a Wheelchair Accessible or Wheelchair Adaptable dwelling in accordance with London Plan policy 3.8(d). The remaining dwellings should be designed to accord with the technical specifications of category M4(2) for an Accessible and Adaptable dwelling, as set out in Approved Document M to the Building Regulations (2015 edition). Conclusion: no objection is raised from an accessibility standpoint.

HIGHWAYS:

The site has a PTAL value of 2 (poor) so there will be a strong reliance on private cars for trip making to and from the site. This application with 4xstudios+22x1b+9x2b flats has 35 car parking spaces(average of 1 space per flat)which is seen as acceptable in terms of current parking standards. However the operation of the car parking spaces needs clarification through a Parking Management Plan (conditioned).

The allocation of car parking spaces, provision for visitors and clarity that no spaces will be rented or sold to residents outside the development needs to be considered. There are 4 disabled parking spaces provided but their location should be closer to the buildings proposed. There will need to be 20% active EVCP on site and 20% passive. There are secure covered cycle parking spaces identified on the plans which is accepted. There is also a bin storage area close to the Long Lane entrance.

The new access road within the site is 4.8m wide and has been designed so as to allow a fire appliance to enter and leave the site. The TS suggested that the proposed development would generate 119 trips per day (19 in the peak hour) which is probably not that much different to the time when the site was a dairy depot.

In order to limit the impact of the development on the surrounding area I suggest that the residents of the proposed development do not have access to the residents parking scheme that operates in the area and this arrangement is secured through a S106 agreement. On the basis of the above comments I have some concerns over how the on site car parking will operate with this type of development so as to ensure there will not be overspill car parking in surrounding streets. Other than this issue I do not have significant highway concerns.

FLOODING & DRAINAGE:

A new foul water drainage network will be installed and discharged to the existing Thames Water foul sewer. Capacity and connection confirmation should be obtained from Thames Water.

Some consideration has been given to SuDS techniques. Infiltration is not viable due to the underlying London Clay. Surface water will be attenuated on site before being discharged at a

restricted rate into the Thames Water surface water sewer. Capacity and connection confirmation should be obtained from Thames Water.

An attenuation tank with a volume of 80m³ will be able to cater for the 1 in 100 year event plus 40%. Discharge will be fixed at 3.6l/s by using a hydrobrake. This is acceptable to the Council.

A management and maintenance plan for the system has been provided. However the party responsible for the management and maintenance of the system needs to be identified.

AIR QUALITY OFFICER:

The proposed redevelopment to provide a 4 storey residential building containing 35 residential flats with associated access and car parking produces additional 110 vehicles per year onto the network. The proposed site is adjacent to the Long Lane Air Quality Focus Area .

The proposal increases emissions from associated transport by 0.242 tonnes per year at an equivalent damage cost of £38, 658.

We will therefore require a section 106 contribution £38, 658 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduces human exposure to nitrogen dioxide levels.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within an established built-up area, falling within the North Hillingdon Local Centre. The proposal would result in the loss of industrial floor space that was previously used as a dairy distribution depot.

Local Plan Policy LE 4 states that proposals which involve the loss of existing industrial floorspace or land outside designated industrial and business areas will normally only be permitted if:-

- (i) The existing use seriously affects amenity, through disturbance to neighbours, visual intrusion or an adverse impact in the character of an area; or
- (ii) The site is unsuitable for industrial redevelopment because of the size, shape, location or lack of vehicular access; or
- (iii) There is no realistic prospect of the land being used for industrial and warehousing purposes in the future; or
- (iv) They are in accordance with the council's regeneration policies for an area.

In this instance, the site is located in an area where it is surrounded by noise sensitive residential development.

A vacancy and marketing report has also been provided which makes the following observations:-

- The buildings on site are in a state of disrepair and would require removal to be replaced with more modern structures.

- The site access is not suitable for HGV use.
- Close proximity to residential development makes the site unsuitable for industrial use.
- There is a surplus of warehouse and industrial properties available within the borough (evidence supplied).
- The lack of prominence within the street would prevent high enough rent being chargeable in order to support office development and, in any case, there is an oversupply of offices within the surrounding area.

It should also be noted that the site is identified for regeneration within the the Borough's draft site allocation document under emerging policy SA25 for a residential led mixed use development.

It is therefore considered that the loss of industrial floorspace would, in this instance, be acceptable as it has been demonstrated that the continued use of the site for industrial or other employment purposes is neither viable or appropriate. As such, it is considered that the proposal is in accordance with LE 4.

The site is located within an established built-up area which is not subject to any special designations or constraints that would restrict or prohibit development.

The site is considered to represent 'brownfield' land as it has been completely developed, with the existing buildings and hardstanding occupying the entire site. Para. 17 of the National Planning Policy Framework (NPPF) sets out a series of overarching core land use planning principles. One of these principles states the following:-

'encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;'

Para. 51 of the NPPF goes on to state that local planning authorities should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate.

Policy H 1 of the Strategic Plan states that the Council will meet and exceed its minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies. The Strategic Plan goes on to identify the release of sites in non residential use as one of the methods to be employed to ensure housing targets are met.

The site is not within any specially designated area or sensitive area in terms of environment and ecology and is hard surfaced or built upon in its entirety. It is therefore considered that it should not be regarded as possessing high environmental value.

The site accords with the objectives of the strategic plan to use non residential sites to support the housing growth within the Borough.

7.02 Density of the proposed development

Policy 3.4 of the London Plan (2016) seeks to optimise housing potential and includes a sustainable residential quality (SRQ) matrix for calculating the optimal density of residential

development of a particular site. Optimal density levels vary based on the Public Transport Access Level (PTAL) score for the area in which the site is located, the character of the area (central, urban or suburban) and the type of accommodation being provided (based on the amount of habitable rooms per unit).

It is considered that the site is located within an urban setting, as defined within notes to Table 3.2 of the London Plan (2016) due to the surrounding area incorporating mixed uses as well as the site being positioned alongside a main arterial route in the form of the A437 (Long Lane) which is a London Distributor Road.

The PTAL score for the site is 2 which identifies the area as having a medium level of public transport accessibility. Having consulted the matrix, the optimal residential density for the development of this site to provide 1 and 2 bedroom flats would therefore be between 55 and 145 units per hectare or 200 to 450 habitable rooms per hectare.

The proposal involves the provision of 33 residential units on a site which has an overall area of approximately 2,600 m² (0.26 hectares). The density of the proposed development therefore equates to approximately 127 dwellings per hectare or 288 habitable rooms per hectare.

Whilst the density of the proposed development exceeds that of neighbouring developments such as Auriol Drive and Magnolia Court, it is considered that this is acceptable and to be expected. Para. 1.3.49 of the London Plan Housing SPG (2016) states that small sites may require little land for internal infrastructure such as internal roads, amenity space and social infrastructure, and it is appropriate for density to reflect this.

The development can therefore be regarded as representing an optimal use of the site and, as such, is in accordance with Policy 3.4 of the London Plan.

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

Not applicable as the site is not within any designated areas.

7.04 Airport safeguarding

No safeguarding concerns have been raised by statutory consultee's. A condition has been requested for details of any cranes and other tall construction equipment to be provided prior to commencement of development. A condition securing this would be attached to any approval given.

7.05 Impact on the green belt

The site is not located within, or adjacent to, the green belt.

7.07 Impact on the character & appearance of the area

LONG LANE:

The existing industrial buildings occupying the site do not make any positive contribution towards the character and appearance of the surrounding area and appear incongruous in what is a predominantly residential and retail use setting. The structures are also in a deteriorating state of repair and are unoccupied, putting them at risk of attracting anti-social behaviour.

The proposed four-storey building would not have a street frontage owing to its positioning to the rear of parades of shops on Long Lane. As such, the building will be largely screened from view at lower level by surrounding buildings with the upper parts being more visible. Whilst there are no four-storey buildings within the immediate vicinity, three-storey

buildings are prevalent both to the rear of the site in the form of flats on Auriol Drive and on the parades of shops to the east at the corner of Long Lane and Granville Road where some buildings have had roof dormers added. Given the flat roof design, the fact that it would not be significantly taller than nearby pitched roof three-storey buildings, the recessed nature of the fourth storey of the proposed building and the set back of the building from the road, it is not considered that it would appear overbearing or overly dominant within the street scene.

The surrounding area is defined by buildings of a mixture of design and scales and there are other flat roof structures present at 388 - 404 Long Lane which are on the opposite side of the road, where Long Lane meets Freezeland Way. It is considered that the proposed building would assimilate into the general mixed nature of surrounding development.

Given the relatively high density of buildings within the surrounding area, and the fact that it would be positioned entirely to the rear of existing two-storey buildings, it is not considered that the proposed building would close off any important visual gaps nor would it disrupt the spatial character of development on Long Lane.

SURROUNDING RESIDENTIAL STREETS:

Although the upper parts of the building may be visible, the proposed building would not appear visually prominent within the street scene at Tudor Way, where it is set well back from the linear residential development along the road, ensuring that it does not amalgamate with it or disrupt the rhythm of the built environment on the street. It is not considered that the building would appear imposing due to its relatively modest height and the set back from the street frontage at Tudor Way, with the fourth-storey recessed further back from the southern elevation, which would face towards Tudor Way.

The visual presence of the building would be stronger on Auriol Drive and Magnolia Court. However, taller buildings are more prominent on Auriol Drive, where three-storey flats are positioned with a minimal set back from the road, and a buffer will be retained between the rear of the proposed building and Auriol Drive to help soften the impact. This would also involve the removal of unsightly industrial buildings which are currently visible within the street scene. The proposed building itself would be positioned to the rear of a row of garages which line the eastern side of Auriol Drive.

The proposed building would be stepped in from the northern site boundary, which abuts Magnolia Court, and this will soften its visual impact. It would also be positioned to the rear of existing buildings and it is noted that Magnolia Court is currently surrounded by existing development. This overall characteristic will not be significantly altered.

It is therefore considered that the proposed development would not result in unacceptable harm towards the visual and spatial characteristics of the surrounding area and, as such, is in accordance with Policies BE 13 and BE 19 and London Plan Policies 7.4 and 7.6.

7.08 Impact on neighbours

The proposed building is positioned away from site boundaries so as to minimise impact upon the amenities of neighbouring residents. With the exception of the ground and first floor flats at No. 6 & 7 Magnolia Court, the building is sited in excess of the 15 metre separation recommended within the Council's Residential Layouts SPD. The degree of separation between 6 & 7 Magnolia Court and the proposed building is approximately 13 metres. However, it should be noted that the existing warehouse buildings are sited within 2.5 metres of 7 & 8 Magnolia Court. Furthermore, the proposed building would be

positioned to the side of 7 & 8 Magnolia Court rather than directly to the front or rear and no windows will look directly towards it. The degree of separation is also consistent with the width of gaps maintained between neighbouring buildings on Magnolia Court, Auriol Drive and Pastures Mead to the west. The four-storey element of the proposed building is stepped further than 15 metres back due to its recessed nature.

It is considered that the stepping in of the proposed building from site boundaries and the recessed nature of the fourth-storey will prevent the building from appearing oppressive or overbearing towards neighbouring dwellings or from causing undue levels of overshadowing towards those properties.

Separation distances that exceed the 21 metre minimum requirement stipulated in the Residential Layouts SPD. Balconies have also been positioned to accord with this standard. A condition would be attached to any approval given to ensure effective screening is provided around all outdoor amenity areas so as to prevent views towards neighbouring properties. A condition would also be used to ensure that the areas of flat roof are not used as roof garden in order to prevent large gatherings of people that would have the potential to overlook neighbouring sites as well as cause noise disturbance.

Areas of the roof not used as a private terrace, most notably the entire section to the southern end of the building which faces towards properties on Tudor Way, will not be accessible to residents and a condition would be attached to any approval granted to prohibit any future use of these roof areas as a terrace or roof garden, in the interests of the amenities of neighbouring residents.

The residential use of the building would generate levels of noise and light that would be expected for a location such as this and would be compatible with surrounding uses. The amount of noise generated is likely to be lower than that produced by the previous industrial use.

The majority of car parking spaces would be set away from site boundaries close to neighbouring windows or gardens. Notwithstanding this, the car parking areas should be sympathetically screened with fencing and soft landscaping on order to screen parked cars and to prevent light spill from headlights towards neighbouring windows.

Details of all site boundary treatment would need to be provided in order to ensure boundaries that are shared with the outdoor amenity space of neighbouring properties are marked in an effective but visually sympathetic manner. This can be secured by way of an appropriately worded planning condition.

It is therefore considered that the proposed development accords with Policies BE 20, BE 21, BE 22, BE 23, BE 24 and OE 1 of the Local Plan.

7.09 Living conditions for future occupiers

The proposed development provides a mix of studio, one bedroom and two bedroom units. Policy 3.3 of the London Plan (2016) sets out minimum Gross Internal Area (GIA) standards for new dwellings. These figures are informed by DCLG's Technical housing standards - nationally described space standard (2015).

The minimum GIA for a studio flat is set at 37 m². The 3 studio flats each have a GIA of 47.5 m² and so are comfortably in excess of the minimum standard.

The minimum GIA for a one bedroom flat is 50 m². The smallest one bedroom flats have a

GIA of 50.5 m² and others have a larger floor area. As such, the one bedroom flats all accord with the relevant space standards.

The minimum GIA for a two bedroom flat is 61 m², assuming occupancy by 3 people or 70 m² if two double rooms are to be provided. All two bedroom flats with one single and one double room provide in excess of 61 m² GIA whilst all flats with two double bedrooms have a floor area in excess of 70 m². As such, minimum space standards are complied with.

Individual rooms are of acceptable size and shape and the internal layouts of all units are not overly complicated.

All windows serving habitable rooms would have clear glazed windows and an adequate degree of unobstructed outlook, allowing for the permeation of natural light into those rooms and ensuring internal spaces do not feel overly enclosed. No habitable room windows will be subject to unacceptable overlooking from windows on neighbouring properties or from other properties within the proposed building. Privacy screens are to be provided on balconies and roof terraces in order to safeguard the privacy of neighbouring occupants.

The proposed development would include approximately 611 m² of usable and accessible outdoor amenity space. This would equate to approximately 18.5 m² per unit. The Residential layouts SPD states outdoor amenity space should be provided at a rate of 20 m² per studio and one bedroom flat and 25 m² per two bedroom flat, which would require an overall provision of 725 m² in outdoor amenity space. As such, there is a shortfall in outdoor amenity space provision.

It should be noted that eight units, distributed over the first and second storeys, have private balconies of approximately 3.25 m² and all four of the third floor units has access to a private terrace, providing a combined area of 54 m². This significantly offsets the shortfall in communal amenity space provision and, given the site constraints, which prevent further balcony, terrace or roof garden space being provided in the interests of protecting residential amenities of neighbouring properties, the location of the site within a local centre with Hillingdon Court Park Recreation Ground nearby and the fact that smaller units, such as those proposed, do not typically generate a high demand for outdoor amenity space, as noted in para. 4.19 of the Residential Layouts SPD and para. 7.4.9 of the London Plan Housing SPG (2016).

It is therefore considered that the proposed level of outdoor amenity space is appropriate for this development.

It is therefore considered that the proposal complies with Policy BE 23 of the Local Plan and Policy 3.3 of the London Plan.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The proposal will utilise the existing site access from Long Lane, which would be modified to include kerbing and tactile paving on the footway, thereby improving pedestrian safety. The existing access benefits from a designated right hand turning lane which would reduce the potential for vehicles turning right in to the site obstructing the flow of traffic.

Tracking diagrams have been included within the submitted Transport Statement which show that the site would be accessible to emergency and servicing vehicles and that they would be able to turn within the site and, therefore, leave in forward gear.

The Council's Highway Engineers have assessed the submitted transport statement and are satisfied that access arrangements are acceptable. They have also confirmed that the level of traffic generated by the proposed development would not be significantly greater than the level generated by the previous use as far as impact upon the flow of traffic is concerned.

The proposed development provides 36 off street car parking spaces, including 4 disabled bays. The quantum of car parking spaces complies with the Council's adopted car parking standards. The disabled bays are located adjacent to the main ground floor entrance to the building. There is allocated space for the storage of 34 bicycles although the design and appearance of this facility has not been included within the application. As such, a condition would be attached to any approval to ensure that the facilities provided would provide secure and covered storage.

It is therefore considered that the proposal would comply with Local Plan Policies AM 7, AM 8 and AM 14 and London Plan Policies 6.9, 6.11 and 6.13.

7.11 Urban design, access and security

The proposed building would provide a secure setting as, although it would not have street frontage, the amount of residential units it would contain and the high degree of surveillance available to all parts of the site on account of the number of windows installed on the building, would ensure that conditions in which anti social behaviour may be encouraged are not provided.

A condition would also be attached to any approval to require the development to be built to secured by design standards and maintained as such.

The proposed development would therefore be in accordance with Local Plan Policy BE 18 and London Plan Policy 7.3.

7.12 Disabled access

The proposed development incorporates adequate levels of disabled parking, would include step free ground floor access and all upper floors would be accessible by two lifts. The development would incorporate 10% of dwellings built to Building Regulations M4(3) specifications (wheelchair user dwellings). The Council's Access Officer, who has reviewed the application and raised no objection, has asked that a condition is attached to any approval requiring the remaining dwellings to be built to M4(2) standards (accessible and adaptable dwellings).

7.13 Provision of affordable & special needs housing

London Plan Policy 3.13 requires all developments involving a net increase of 10 or more residential units. Policy H 2 of the Local Plan Part 1 requires these to be supplied at a ratio of 35% of the overall development.

Para. 4.16 of the Council's Affordable Housing SPD states that where less than 35% affordable housing is proposed or an alteration to the 70%/30% tenure split, a justification for the departure from Policy H2 will be required, together with a financial viability appraisal to demonstrate that the maximum affordable housing provision is being delivered on-site.

The proposal does not include the provision of affordable housing. The applicant has provided a Financial Viability Assessment and supporting evidence which suggests that the development would not be viable if affordable housing was to be included. The documentation supplied has been assessed and it is considered to be acceptable.

The applicant is able to provide a commuted sum of £100,000 towards off site affordable housing provision and this would be included within a Section 106 agreement, should the application be approved. The following statement, provided by the applicant, accurately reflects the constraints of the site and provides justification for the position taken on affordable housing:-

Since the initial quote for demolition works in December 2016, further detailed site investigative works have now been undertaken which has uncovered significant additional (abnormal) costs. Specifically following the soil investigation undertaken at the site, it was discovered that a 500mm reinforced concrete steel slab covers the entirety of the site. The works to remove this will be labour intensive and as a result add considerable expense. Further to this cost, the site contains an existing basement, which will require dismantling, removal and refilling again. Given the age of the premises much of the roof/ceiling structure to the buildings containing asbestos which similarly will require careful removal and validation, that it has been disposed of appropriately at additional cost.

The soil investigation has also uncovered that the ground conditions are exceptionally elastic due to its high plasticity, which subsequently will require the development to have piled foundations at additional cost. Further abnormal costs have arisen from remediation works associated with soil contaminates, primarily from hydrocarbon fuels leaking from fleet vehicles when being stored and serviced at the site. In addition, given the existing use as a distribution centre for 'Dairy Crest' there are vast refrigerated store rooms which will need to be sensitively disposed of at further expense, further acknowledging the unique circumstances of this site.

There is also extensive third party works required as there are a range of existing adjacent premises/structures on all sides that will require careful enhancement works such as adding structural support to retaining walls and provision of additional insulation.

The substation serving the site has now been tested and will require a substantial upgrade to provide the correct output for the new development.

Overall, the development has a range of abnormal costs associated with it that significantly affects the viability of the scheme. The scheme is at level that is unviable to provide any affordable housing, however, the applicant has offered to provide a financial contribution of £100,000 towards offsite provision of affordable housing.

7.14 Trees, landscaping and Ecology

The site is currently entirely covered by buildings or hard surfacing. There are, however, TPO trees are present adjacent to the site, to the rear of properties on Tudor Way. Some of these trees are positioned adjacent to the site boundary and, whilst the proposed building would be stepped away from this boundary, a condition would be added to any approval given to ensure that details of adequate measures to prevent damage to these trees and their root protection areas during, and after, construction are submitted prior to commencement of development, and adhered to.

The front of the building includes a significant area of hard standing in the form of car parking spaces. However, the proposed development would incorporate soft landscaping within this area in order to contribute to urban greening, soften the visual impact of the building, enhance site drainage and to provided shaded area. The areas to the side and rear of the building, in which outdoor amenity space would be provided, would feature more extensive landscaping including tree, hedge and grass planting that would provide a suitable, visually stimulating and pleasant environment for future occupiers. Full details of

site landscaping and a management plan would be required by way of condition prior to the commencement of development.

It is therefore considered that the proposal would comply with Local Plan Policy BE 38.

7.15 Sustainable waste management

Accompanying plans demonstrate that the site would be accessible to servicing vehicles and that they would be able to turn within the site and, as such, enter and leave in forward gear.

A bin storage area would be provided at the entrance to the development. Details of the design of this feature would need to be supplied and this can be secured through the use of a planning condition. The storage area must be enclosed and secure so as to not attract vermin or generate clutter.

7.16 Renewable energy / Sustainability

The Design & Access Statement indicate that solar panels would be installed to provide supplementary renewable energy to the development. Full details of the location and appearance of these panels have not been provided at present and, therefore, a planning condition would be attached to any approval given to require submission of such details.

Overall, the development incorporates carbon reduction measures that achieve a carbon emission saving of 37%, with net emissions reduced to 18,134 kg/year (18.1 tonnes).

In order to comply with London Plan Policy 5.2, which requires zero carbon residential development, a cash in lieu contribution can be made to the Council to be ring fenced to secure delivery of carbon dioxide savings elsewhere. This would be secured by way of a Section 106 Agreement.

The sum of the contribution is calculated below, in accordance with London Plan Energy Guidance which uses the following formula:-

Shortfall (tCO₂) x 30 (years) x 60 (cost per tCO₂) equating to 18.1 x 30 x 60 = £32, 580.

7.17 Flooding or Drainage Issues

The site falls within Flood Zone 1 and is not within a Critical Drainage Area or susceptible to surface water flooding. Drainage details have been received and assessed by Drainage Officers. Further details of a sustainable drainage system would be required prior to commencement of development in order to ensure that the site is adequately serviced.

7.18 Noise or Air Quality Issues

The site is located within an air quality management area and the application has been assessed by the Council's Air Quality Officer who has raised no objection, subject to a monetary Section 106 contribution to support the Council's Air Quality Local Action Plan or to implement specific measures on and/or along the road network affected by the proposal that reduce vehicle emissions and or reduces human exposure to nitrogen dioxide levels.

This is on account of an expected increase in the amount of vehicles on the local road network as a result of the development which, whilst not significant from a traffic generation point of view, would be likely to increase emissions within the area.

There are no other neighbouring industrial uses that would have the potential to cause disturbance to future occupants of the proposed development.

Balconies are modestly sized and would not allow large congregations of people to spend

a sustained time on them. As such, it is not considered that they would give rise to unacceptable noise disturbance towards neighbouring residents.

Areas of the roof not used as a private terrace, most notably the entire section to the southern end of the building which faces towards properties on Tudor Way, will not be accessible to residents and a condition would be attached to any approval granted to prohibit any future use of these roof areas as a terrace or roof garden, in the interests of the amenities of neighbouring residents.

It is therefore considered that the proposed development would accord with Local Plan Policy OE 1 and Policies 7.6 and 7.15 of the London Plan.

7.19 Comments on Public Consultations

Matters relating to visual impact, amenity impact and traffic impact and accessibility are assessed in detail within the report. Other matters raised are clarified below.

No new access point is being formed. There would also be no access from the site to the green buffer between the site and the rear of properties on Tudor Way.

The trees present in the green buffer between the site and the rear of properties on Tudor Way are covered by a Preservation Order and, as such, any works to them would require approval by the Council. If a tree had to be removed due to being diseased or dying it would need to be replaced tree of suitable species and maturity.

The method for removal of and disposal of asbestos and any other potentially harmful materials would need to be submitted to, and approved by, the Local Planning Authority prior to commencement of development. This would be secured through use of a planning condition.

7.20 Planning obligations

MONETARY CONTRIBUTIONS:

(i) AFFORDABLE HOUSING:

The applicant will provide a contribution of £100,000 towards off site affordable housing provision; and
An affordable housing review mechanism.

(ii) AIR QUALITY & HIGHWAY WORKS:

The applicant will provide a contribution of £130,000 towards Air Quality and Highway Improvement works.

The development would increase vehicle emissions along the local road network at a location with high nitrogen dioxide levels, therefore a contribution is required to support the Air Quality Local Action Plan and/or provide appropriate mitigation measures.

The S278/S38 is required for all highways works at the site access, including, but not limited to:

- a) Access works to the site;
- b) Provision of new kerbing and tactile paving on the public footpath;

(iii) ENERGY

Contribution of £32, 580

NON-MONETARY CONTRIBUTIONS:

(iii) PARKING PERMITS:

The Section 106 agreement must include a legal agreement to prevent future occupants from applying for car parking permits.

CIL:

The development involves a net increase in residential floor space and, as such, is liable to mayoral and London Borough of Hillingdon CIL charges. If the application is approved, liability notices will be issued to secure the required payments.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

No further matters.

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

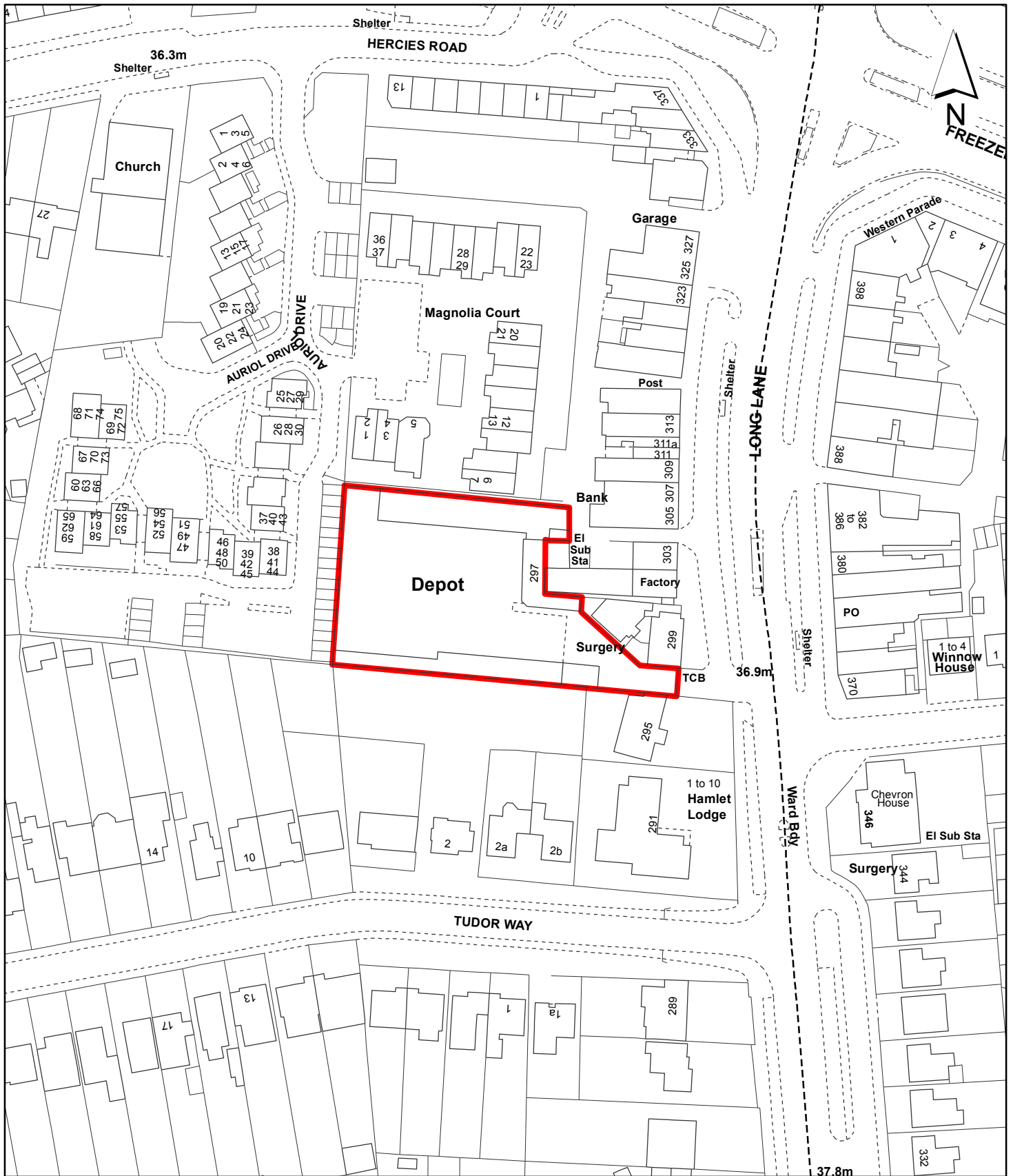
It is recommended that the application is approved, subject to the conditions included within this report and the signing of a Section 106 agreement to secure air quality contributions and highway works.

11. Reference Documents


Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
The London Plan (2016)
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)
Hillingdon Design and Accessibility Statement: Residential Layouts
Hillingdon Planning Obligations SPD
National Planning Policy Framework (NPPF)
DCLG Technical housing standards - nationally described space standard (2015)

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Notes

 Site boundary

For identification purposes only.

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Site Address

297 Long Lane

Planning Application Ref:

4860/APP/2017/2394

Planning Committee

Major Application

Scale

1:1,250

Date

January 2017

LONDON BOROUGH OF HILLINGDON

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