

Report of the Head of Planning, Sport and Green Spaces

Address ACOL CRESCENT EARLY LEARNING CENTRE ACOL CRESCENT
RUISLIP

Development: Demolition of all existing buildings and replacement with new part two, part three-storey building accommodating 33 (14 x 1 bedroom and 19 x 2 bedroom) social housing flats with associated access, parking and landscaping

LBH Ref Nos: 67607/APP/2017/4627

Drawing Nos: APL015 (Fully Wheelchair Adoptable Flats),
APL016 (Fully Wheelchair Adoptable Flats),
APL017 (Fully Wheelchair Adoptable Flats),
APL001 Rev.C (Site Location Plan)
Tree survey and Arboricultural Impact Assessment, prepared by Simon Pryce Arboriculture dated 17/01/17
APL007 Rev.B (Front Elevation)
APL010 Rev.B (Sections A-A & B-B)
APL011 Rev.B (Section Through Site)
APL012 Rev.C (Visuals)
APL013 Rev.A (Site Elevations as Existing)
APL002 Rev.A (Topographical Survey,
16/100 Rev.A (Tree Survey and Tree Protection Plan),
Planning Daylight, Sunlight & Overshadowing Report, prepared by BLDA Consultancy dated 08/12/17
Acoustic Design Statement, prepared by Energist UK dated 22/11/17
Archaeological Desk Based Assessment, prepared by CgMs dated November 2017
Extended Phase 1 Habitat Survey and Bat Building Inspection, prepared by SES dated 07/11/16
Transport Statement, prepared by PFA dated 20/12/17
Planning Statement, prepared by Pegasus Group dated December 2017
Energy Strategy Rev.B, prepared by Energist London dated 15/12/17
Flood Risk Assessment & Drainage Statement Rev.B, prepared by Infrastruct CS Ltd dated 29/01/17
Air Quality Assessment, prepared by Aether dated 12/01/18
Design & Access Statement Rev.A, prepared by Hunters dated 07/02/18
APL009 Rev.C (Side Elevations)
APL008 Rev.D (Rear Elevation)
APL006 Rev.E (Second Floor Plan and Roof Plan)
APL005 Rev.D (Ground Floor Plan and First Floor Plan),
APL004 Rev.E (Landscape Plan)
APL003 Rev.G (Site Plan)

Date Plans Received:	21/12/2017	Date(s) of Amendment(s):	19/01/2018
Date Application Valid:	22/12/2017		07/02/2018 21/12/2017

1. SUMMARY

This application seeks full planning permission for the redevelopment of the former South

Ruislip Early Years Centre in Acol Crescent, South Ruislip, to provide a new part two, part three-storey building accommodating 33 social housing flats with associated access, parking and landscaping.

Planning permission (ref: 65847/APP/2014/427) was previously granted for the redevelopment of the site to provide 28 social and supported housing units in 2014. That application expired on 06/06/17. Following expiry of that consent prior approval (ref: 67607/APP/2017/2529) for demolition of the existing buildings on the site was sought. It was determined that prior approval for demolition was not required on 21/11/17. At the time of writing demolition works are underway.

There has been no significant change in policy since 2014 which deem residential use of the site no longer acceptable and, accordingly, no objection is raised to the principle of the development.

The scheme would achieve an appropriate appearance within the street scene, provide an appropriate landscape setting, appropriate living conditions for future occupiers and have no unacceptable impacts on the amenity of nearby residential occupiers. Furthermore, notwithstanding objections on the matter from local residents, it is not considered that it would lead to such a significant increase in traffic or parking demand that refusal could be justified.

The proposal is considered to comply with relevant local, London Plan and national planning policies and guidance and, accordingly, subject to conditions and planning obligations, approval is recommended.

2. RECOMMENDATION

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

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

i. Affordable Housing: The scheme to deliver 100% Affordable Housing (split between social rented and shared ownership)

ii. S278/S38 for highways works

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

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

v. Public realm enhancements: £1,500 towards the planting of up to 10 trees within the vicinity of the site along Station Approach.

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

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and any abortive work as a result of the agreement not being completed.

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

D) That, if the S106 agreement has not been finalised within 6 months, under the discretion of the Head of Planning and Enforcement, the application is refused under delegated powers on the basis that the applicant has refused to address planning obligation requirements.

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

1 SP01 Council Application Standard Paragraph

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

2 RES3 Time Limit

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

REASON

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

3 RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers, APL001 Rev.C, APL002 Rev.A, APL003 Rev.G, APL004 Rev.E, APL005 Rev.D, APL006 Rev.E, APL007 Rev.B, APL008 Rev.D, APL009 Rev.C, APL010 Rev.B, APL011 Rev.B, APL012 Rev.C, APL015, APL016, APL017 & 16/100 Rev.A, and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

4 RES5 General compliance with supporting documentation

The development hereby permitted shall be carried out in accordance with the following specified supporting plans and/or documents:

Tree survey and Arboricultural Impact Assessment, prepared by Simon Pryce Arboriculture dated 17/01/17

Planning Daylight, Sunlight & Overshadowing Report, prepared by BLDA Consultancy dated 08/12/17

Acoustic Design Statement, prepared by Energist UK dated 22/11/17

Archaeological Desk Based Assessment, prepared by CgMs dated November 2017

Extended Phase 1 Habitat Survey and Bat Building Inspection, prepared by SES dated 07/11/16

Transport Statement, prepared by PFA dated 20/12/17

Energy Strategy Rev.B, prepared by Energist London dated 15/12/17

Flood Risk Assessment & Drainage Statement Rev.B, prepared by Infrastruct CS Ltd dated 29/01/17

Air Quality Assessment, prepared by Aether dated 12/01/18

Design & Access Statement Rev.A, prepared by Hunters dated 07/02/18

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

REASON

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

5 RES6 Levels

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

REASON

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

6 RES7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, including details of balconies, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

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

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

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

1. Details of Soft Landscaping

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

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

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

2. Details of Hard Landscaping

2.a Covered and secure Refuse Storage

2.b Covered and secure Cycle Storage for 33 bicycles

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (to show 35 parking spaces, including 4 disability standard spaces, and 2 motorcycle parking spaces and including demonstration that 14 of all

parking spaces are served by electrical charging points (7 to be active and 7 to be passive))

2.e Hard Surfacing Materials

2.f External Lighting

3. Details of Landscape Maintenance

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

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

4. Schedule for Implementation.

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and 5.17 (refuse storage) of the London Plan (2016).

8 RES13 Obscure Glazing

The side facing windows facing Bourne Court shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

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

9 RES15 Sustainable Water Management (changed from SUDS)

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

ii. include a timetable for its implementation; and

iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

iv. provide details of water collection facilities to capture excess rainwater;

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

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

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 5.12.

10 RES19 Ecology

Prior to the commencement of development a scheme for the protection of existing biodiversity features and the inclusion of enhancement opportunities shall be submitted and approved in writing by the Local Planning Authority. The scheme shall identify measures to be incorporated into the building fabric i.e. living walls and roofs, bat and bird boxes) as well enhancement measures in the landscaping (i.e. nectar rich planting, water features, habitat walls). The development must proceed in accordance with the approved scheme.

REASON

To ensure the development contributes to the protection and enhancement of biodiversity in accordance with policy EM8 of the Hillingdon Local Plan: Part One Strategic Policies (November 2012).

11 RES22 Parking Allocation

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

REASON

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

12 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.

13 NONSC Noise

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

14 NONSC Contamination

(i) The development hereby permitted shall not commence until a scheme to deal with

contamination has been submitted in accordance with the Supplementary Planning Guidance on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

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

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

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

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

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

REASON

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

15 NONSC CLP

Prior to the commencement of development a Construction Logistics Plan (CLP) shall be submitted to and approved in writing by the Local Planning Authority. This plan shall consider the cumulative impacts of construction traffic and provide details of likely construction trips generated, and mitigation proposed. Details should include;

i) site 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),

ii) booking systems,

iii) construction phasing,

iv) vehicular routes,

v) scope for load consolidation in order to reduce the number of road trips generated,

vi) measures to improve safety to vulnerable road users'

vii) measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).

The CLP would also need to take account of construction of other developments in the area.

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

REASON

To reduce the impacts of construction on the surrounding highway network and to safeguard the amenity of surrounding areas in accordance with Policies OE1 and AM2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 6,14 of the London Plan (2016).

16 NONSC Energy

Prior to the commencement of development a scheme demonstrating a reduction of 25tCO₂ for 30 years shall be submitted and approved in writing by the Local Planning Authority. The scheme should identify a project or projects offsite that aim to achieve a saving of 25tCO₂ through energy efficiency improvements and/or low or zero carbon technology. No occupation of this development shall occur until identification of the offsite project has been finalised and agreed in writing with the Local Planning Authority. The offsite project must commence within 1 year of the first occupation of this development unless otherwise agreed in writing by the Local Planning Authority.

REASON

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

17 NONSC Accessibility

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

REASON

To ensure an appropriate standard of housing stock is achieved and maintained in accordance with Policy 3.8(d) of the London Plan (March 2016).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

- BE13 New development must harmonise with the existing street scene.
- BE19 New development must improve or complement the character of the

	area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R11	Proposals that involve the loss of land or buildings used for education, social, community and health services
H4	Mix of housing units
H5	Dwellings suitable for large families
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LPP 3.10	(2016) Definition of affordable housing
LPP 3.11	(2016) Affordable housing targets
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.13	(2016) Affordable housing thresholds
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.17	(2016) Waste capacity
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.21	(2016) Trees and woodlands
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy

3 159 Councils Local Plan : Part 1 - Strategic Policies

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

4 170 LBH worked applicant in a positive & proactive (Granting)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

5 172 Section 106 Agreement

You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.

6 11 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.

7 12 Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application may have to be submitted. The validity of this planning permission may be challengeable by third parties if the development results in any form of encroachment onto land outside the applicant's control for which the appropriate Notice under Article 13 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 has not been served.

8 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).

9 I11 **The Construction (Design and Management) Regulations 1994**

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

10 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.

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

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

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

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

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

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

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

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

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

13 I24 **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

14 I34 Building Regulations 'Access to and use of buildings'

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises and approximately 0.3 hectare irregularly shaped plot located on the corner of Acol Crescent and Station Road in South Ruislip. It was previously occupied by a long vacant single storey building, last used as the South Ruislip Early Years Centre, and a single storey building which was last used as a temporary children's centre (both now undergoing demolition).

The site is located within a predominately residential area. It is bounded to the north west by two-storey houses in Canfield Drive; to the north west by three-storey flats in Bourne Court; to the south east by Station Road, beyond which are a mix of two-storey residential and commercial properties; and to the south west by a green, forming Acol Crescent, which is bounded by two-storey residential properties.

There are currently two accesses to the site, one via Acol Crescent and one via Canfield Drive, which runs parallel with an adjoining service between the application site and no.2 Canfield Drive. The application site includes an existing alleyway which forms its boundary with Bourne Court.

The site falls within the 'developed area' as designated in the Hillingdon Local Plan.

3.2 Proposed Scheme

This application seeks full planning permission for the redevelopment of the site to provide a block of 33 social housing units with associated access, parking and landscaping.

The part two-storey, part three-storey, flat roofed building, would accommodate 19 socially rented units and 14 shared ownership units. It would similarly comprise 19 two-bedroom and 14 one-bedroom units, although the units sizes would be split amongst the different tenures as follows:

Rented

8 x 1-bedroom units

11 x 2-bedroom units

Shared ownership

6 x 1-bedroom units

8 x 2-bedroom units

The proposed building, which would be located towards the south east side of the site, would front Station Road. Vehicular access would be via Canfield Drive and car parking would be provided to the rear of the site.

In total 35 car parking spaces, including 4 disability standard spaces and 2 visitor parking spaces, would be provided. Two motorcycle spaces in addition to cycle storage for 33 bicycle parking spaces would also be provided.

Amenity space would be provided by way of communal roof terraces and gardens and private balconies, patios or gardens.

It is worth noting that the general layout of the scheme is broadly similar to that approved in 2014 (ref: 65847/APP/2014/427).

3.3 Relevant Planning History

65847/APP/2011/1132 Day Centre - Plot 1 Acol Crescent Ruislip

Erection of a two storey building to provide 14 one- bedroom, supported housing units together with ancillary office accommodation, landscaping and parking (involving demolition of existing buildings).

Decision: 25-08-2011 Approved

65847/APP/2014/427 Former The Bridge & Early Years Centres Acol Crescent Ruislip

Redevelopment of the site to provide a residential block containing 28 units for social and supported housing including parking and ancillary works (involving demolition of existing buildings).

Decision: 29-04-2014 Approved

67607/APP/2011/1122 South Ruislip Early Years Centre - Plot 2 Acol Crescent Ruislip

Erection of a part two, part three storey block comprising 7, one-bedroom and 5, two-bedroom flats, together with associated car parking and landscaping (involving demolition of existing buildings).

Decision: 15-09-2011 Approved

67607/APP/2017/2529 Acol Crescent Early Learning Centre Acol Crescent Ruislip

Prior notification for demolition of two single storey buildings previously in use as a Social Services Centre and Early Learning Day Nursery.

Decision: 21-11-2017 PRN

Comment on Relevant Planning History

The most relevant planning history is summarised above.

Originally split into two plots, planning permissions ref: 65847/APP/2011/1132 and 67607/APP/2011/1122, were granted on 25/08/11 and 15/09/11, respectively, for the redevelopment of the sites to provide a combined total of 26 units, including 13 social housing units.

Planning permission ref: 65847/APP/2014/427, which was approved on 29/04/14 and related to the entire site, combining the previous two plots, was granted for the provision of 28 social and supported housing units.

The current application, whilst of a very different design to the 2014 scheme, nevertheless broadly follows the design parameters set by that scheme in terms of building height and site layout.

Prior approval (ref: 67607/APP/2017/2529) was sought for the demolition of the existing buildings on the site last year. It was determined that prior approval for demolition was not required on 21/11/17 and demolition works are currently underway.

4. Planning Policies and Standards

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

UDP / LDF Designation and London Plan

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

Part 1 Policies:

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

Part 2 Policies:

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

- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE5 Siting of noise-sensitive developments
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- R11 Proposals that involve the loss of land or buildings used for education, social, community and health services

H4	Mix of housing units
H5	Dwellings suitable for large families
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LPP 3.10	(2016) Definition of affordable housing
LPP 3.11	(2016) Affordable housing targets
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.13	(2016) Affordable housing thresholds
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.17	(2016) Waste capacity
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.21	(2016) Trees and woodlands
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **1st February 2018**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 119 local owner/occupiers and the South Ruislip Residents' Association. Site and press notices were also posted. Six letters of objection and one general comment have been received. These are summarised below:

- i) Disruption from building works associated with this and adjoining sites.
- ii) Concerns regarding another social housing block
- iii) The scale and height is out of keeping with the surrounding area.
- iv) It will add to existing problems.
- v) Residents were told the flats would be mostly shared-ownership but this is not the case - there are so few properties for young people to buy in London it should be entirely private/shared ownership.
- vi) Demolition work is taking place outside permitted hours and causing noise and vibration nuisance.
- vii) Loss of resident permit holder spaces.
- viii) The access should be via Acol Drive which is wider.
- ix) Congestion on Canfield Drive and Station Approach.
- x) Residents should be compensated for construction impacts.
- xi) Increase in unauthorised parking in the service road - gates should be added to prevent this.
- xii) Overlooking from this and the Bourne Court development.
- xiii) Increased pressure on the NHS and schools.
- xiv) Balconies should be part enclosed to reduce visual impact if they become used for storage.
- xv) The site should be used for something which enhances the community.

It is noted that prior to submission residents were invited to attend an open evening where details of the scheme were made available for discussion at South Ruislip Adult Education Centre. The submitted Design and Access Statement does not confirm number of attendees but does advise that, whilst residents generally supported making use of the derelict site, which they deemed to be unsafe, unattractive and a source of antisocial behaviour, that the following concerns were nevertheless raised over the proposed scheme:

- a) On-street parking demand.
- b) Parking restrictions do not apply at weekends.
- c) Littering.
- d) Colour of bricks.
- e) Overlooking from roof terraces.
- f) Compensation should be paid during construction works.

Officer comment: The applicant has advised that no objections would be raised to a condition to restrict future residents' ability to apply for parking permits; that the colour of the bricks has been carefully considered and the CGIs toned down as a result; that careful consideration has been given to overlooking from the roof terraces and that planters would be provided to create a physical barrier and discourage future residents from overlooking the edge; and that whilst compensation would not be payable during construction that a construction management would be in place to limit construction impacts.

MINISTRY OF DEFENCE (MOD)

No comments received to date, to be reported to Committee if comments received.

HEATHROW SAFEGUARDING

No objection.

Internal Consultees

URBAN DESIGN OFFICER

Background:

The development site is situated on Station Approach, just south of South Ruislip Rail Station. The site is not located inside a local plan policy designation but is immediate opposite the designated "South Ruislip local centre". There are no listed buildings or structures on or near the site. The site is in Flood Zone 1 and thus at low risk of flooding. The area consists predominately of two-storey terraced and semi-detached houses and blocks of flats up to three storeys high. The site is within minutes' walk of a range of shops and services, as well as a large food store and good transport links.

The site is bounded by Station Approach, Acol Crescent and Cranfield Drive to the south and west. Station Road is a main thoroughfare linking the South Ruislip area with the A40 trunk road to the south. Acol Crescent and Cranfield Drive are lower order residential streets. The semi-detached houses on Acol Crescent have been formally arranged around a semi-circular green space of which the development site forms the north-eastern corner. To the northeast the site is bounded by the gable-end of a three-storey block of flats, Bourne Court, and its parking court to the rear. The flank of a two-storey semi-detached dwelling and its long back garden bounds the site to the northwest.

Access is off Cranfield Drive with a further pedestrian-only access from Acol Crescent.

The site currently includes two vacant single-storey buildings and associated hard and soft landscaping. The scale, layout and architectural design of the current development does not make a positive contribution to the character of the area. Furthermore, in their current derelict state they have become an eye sore and - according to residents' reports - a focus for anti-social behaviour.

Design Commentary:

The proposal includes the demolition of the existing buildings to be replaced with a residential development of 33 flats in a single block of two to three storeys.

Height, scale and massing

The development is mindful of surrounding development heights varying from two to three storeys. As a single structure the apartment block has a larger footprint than many of the surrounding buildings. However, the detailing and articulation of the elevations and variation in height successfully breaks down the massing of the building and introduces a finer-grained rhythm and scale that complements the area.

Layout

The proposed development is located at the front of plot to create a strong frontage on Station Approach and the corner with Acol Crescent. An area of amenity space and car parking to the rear of the block separates the apartment block from the private dwelling and gardens on Cranfield Drive, thus minimising potential issues of overlooking and overshadowing.

The Station Approach frontage is positioned in line with Bourne Court to form a consistent building line. On Acol Crescent the building line steps forward (and down) in response to the established semi-circular, two-storey development form. The corner of the block has been designed with care, ensuring the building "turns the corner".

There are three main entrances to the block. Access to the social rented part of the building is located at the centre of the block with doors onto Station Approach as well as car park to the rear. A further entrance to the shared ownership part of the block is also located to the rear of the building, close to Cranfield Drive. Ideally, the shared ownership part of the building would also be accessible directly from the street (Station Approach or Acol Crescent). This would serve to improve the "presence" of the building on the street scape, increase on-street activity and improve wayfinding. Could an additional "arm" to the shared ownership corridor be provided between the 1 and 2 bedroom unit facing Acol Crescent?

All units enjoy private terraces or balconies which will contribute to surveillance and animation of the perimeter streets.

Materials and landscape

The palette for the building includes high quality, low maintenance materials such as brick and composite timber or aluminium doors and windows. The combined use of red and grey-blue coloured bricks, although not typical to the area, complements the style of the building and enhance local character.

The green amenity spaces surrounding the building feel rather "squeezed" into the space that is leftover after accommodating 35no. car parking spaces. The car park would benefit from additional planting to separate bays in smaller groups and provide some visual relief. However, this would either require the removal of some spaces or further reduction in the provision of amenity space, neither which is assumed to be acceptable in planning policy terms.

The proposed boundary treatment along the perimeter streets include a brick dwarf wall with metal railings with a total height of 1.5m, back-planted with a hedge (native mix). Brick walls are common boundary treatment in the area, although they are not usually topped with metal railings. However, it is accepted that a higher level of security is required to the private terraces of flats than to the front gardens of family housing. As the hedge will grow the railings will blend in with the vegetation and therefore this is not considered an issue. The landscape plan doesn't specify the type of brick to be used for the boundary wall, but it is expected that this would match those used for the building and would include a capping detail as illustrated in the DAS (p22) - i.e. consisting of brick, not a concrete capping stone. The boundary between the site and Bourne Court would benefit from a small adjustment that would see the brick wall detail "turn the corner" and continue until level with the building line before changing to a wood panel fence. This would reduce the visibility of the 1800mm close boarded fencing from the public realm.

The surface materials palette consists of a simple palette of black Bitmac, two colours of permeable block paving and grass. Swatches suggest that these would complement the building material palette currently suggested, although samples should be provided in due course. Block paving on the parking spaces is welcomed to help reduce the dominance of Bitmac in the space.

Conclusion:

An attractive scheme that would have a positive impact on the local area. A few weaknesses have been noted above. This includes the lack of a direct entrance from the street to the shared ownership part of the building and close-panel fencing detail at the north-east corner. The latter point may be easily rectified and would warrant a review.

Officer comment:

The Council's Highway Engineer has advised that a reduction in parking to create additional amenity space could not be supported. Should planning permission be granted, a landscape condition would be attached, which would require full details of boundary treatment and fencing. With regard to the location of the entrance, the applicant has advised as follows:

"We understand that it is a Highways requirement that the vehicular entrance is off Canfield Drive, this has driven the design of the building with car parking to the rear.

Housing Officers have reviewed the scheme and support the current layout that provides fewer entrances for better security; the ease of access direct from the car park to both Rental and Shared Ownership Flats; and favoured the Acol Crescent corner flats for the Shared Ownership units.

Other re-designs have been explored but were not considered practical, such as an additional entrance and corridor, which would require either reducing the 2-bed to a 1-bed or increasing the floor areas.

The mix of Shared Ownership and Rental tenures in the scheme, the overall floor areas, and the number of habitable rooms has been approved and any changes would require a financial viability

check if this was to be changed."

In light of the support from housing officers, the proposed layout is accepted.

HIGHWAY ENGINEER

Site Characteristics:

The site is located on the junction of Cranfield Drive and ACOL Crescent in South Ruislip in proximity of Station Approach which is designated as a classified road.

Within a few hundred meters on the east of the site are South Ruislip underground and overground railway stations. South Ruislip underground station (Central Line) offer convenient access into central London and to West Ruislip. The National Rail service is managed by Chiltern Railways and provides for services to High Wycombe and Marylebone. Public buses running along Station Approach gives access to South Ruislip and surrounding areas. The E7 Bus route is accessed via West End Road, which runs to Ruislip, Ruislip Gardens, the A40, Greenford, Yeading and Ealing Broadway. The 114 Bus Route runs along Victoria Road to Ruislip, South Harrow, Kenton and Mill Hill Broadway. The A40 Western Avenue road is within 1km to the south.

Parking Provision:

The proposal indicates a communal parking provision of 35 parking spaces which include 4 disabled bays and 2 visitor spaces.

Policy AM14 of the Hillingdon Local Plan: Part Two - saved UDP policy states that new development will only be permitted where it is in accordance with the Council's adopted parking standards.

As presented the overall site parking ratio therefore just exceeds a ratio of approximately 1:1. Notwithstanding this point, there are substantive parking controls in the area which would inherently discourage the likelihood of untoward parking displacement onto the public domain due to the under provision. Further to this aspect it is recommended that the site address be made 'Resident Permit Restricted' in order to prevent future occupiers from obtaining parking permits for the local area which exhibits a Controlled Parking Zone. This would deter excess car ownership/usage from within the site and would be achieved by suitable planning condition or legal agreement.

Car ownership/usage would also be potentially discouraged due to the site PTAL rating of 3 which assists in promoting a modal shift toward sustainable travel given the 'real world' public transport provisions as highlighted under the preceding 'site characteristics' section.

On the above premise the level of parking provision for this site is considered acceptable.

Within the proposed parking quantum there is a requirement for electric vehicle charging points (EVCPs) in line with London Plan 2016 (LP 2016) standards for this C3 use which would equate to 7 EVCPs for 'active' provision with a further 7 spaces acting as 'passive' provision for future activation. This however has the potential to reduce the availability of parking spaces for general use by vehicles other than electrically powered thereby lowering the already relatively low overall parking ratio of the site. This would have the potential to incur undesirable and injudicious/obstructive parking within the site itself with further potential of detrimental overspill onto the highway.

Therefore given the current levels of electric/hybrid vehicle ownership it is considered reasonable that the 'passive' and 'active' provisions be provided at a later stage and increased in number on a demand led basis monitored and controlled within a parking management strategy (PMS) regime. The applicant would need to indicate and incorporate this aspect by way of suitable planning condition or legal agreement.

In accord with the Housing Design Guide 2010 - 10% of parking spaces should be disabled

compliant equating to 3-4. Four spaces are proposed which therefore conforms to the relevant standard.

In terms of cycle parking there would be a provision of 1 secure and accessible space for each of the housing units. The applicant has indicated as such and therefore has conformed to Hillingdon's cycle parking standard.

Trip Generation:

The applicant has applied the TRICS database to determine the trip rates for the proposed residential use. When comparing the prior D1 use class (community & education) to the predicted C3 use class traffic generation, it is accepted that there would in fact be a net reduction in movements during both the morning and evening peak hour traffic periods

Although a marginal underestimate, in residential vehicle terms, is presented within the database, the proposal is likely to generate a two-way movement in the region of 10 vehicles per hour during both peaks which is considered de-minimus in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Vehicular Access Arrangements:

There is an existing carriage crossing onto Cranfield Drive will become redundant as will the one emerging onto ACOL Crescent. It will therefore be necessary to 'make good' the adjacent footways with reinstatement of raised kerbing on the public footway to maintain footway/roadway continuity at both locations.

It is proposed to create a new access due south-west from the existing Cranfield Drive access point. It will consist of a double size crossing which conforms to the borough's standards in terms of permissible scale. The relevant sight-line standards, as per Manual for Streets circa 2007, at the new access location are met hence there are no specific concerns on safety grounds. It is noted that there is statutory undertaker provision in the path of the new crossing which will require relocation at the applicant's expense.

The new access and closure of the redundant crossings will need to be undertaken to an appropriate council standard under a S278 (Highways Act 1980) agreement.

To conclude - it has been satisfactorily demonstrated that the access will adequately serve vehicle movements into and out of the site (including emergency vehicles) and the internal turning head is sufficient for the scale of vehicles that will utilise the internal roadway.

Operational Refuse Requirements:

The proposed communal bin store arrangement broadly conforms to Department for Transport guidance (Manual for Streets 2007) and would be accessed from the public highway.

A site management regime should ensure that waste collection distances do not exceed a distance of 10m from the highway in order to conform to good practice therefore a suitable on-site management planning condition should be sought to secure this aspect.

Travel Plan (TP):

Under Transport for London (TfL) guidance thresholds, there is no requirement for a TP for this scale of proposal. Consequently there has been no submission.

It is however considered that in conjunction with the extensive parking controls surrounding the development envelope coupled with the moderate PTAL and on-site cycling provisions, there is still likely to be a proportionate modal shift toward sustainable travel mechanisms.

Construction Logistics Plan (CLP):

A full and detailed CLP will be a requirement given the constraints and sensitivities of the local and classified road network in order to minimize/avoid potential detriment to the public realm. It will need to be secured under a suitable planning condition.

Conclusion:

The Transport statement submitted with the application has been reviewed by the Highway Engineer who is satisfied that the proposal would not exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3,6.9, and 6.13 of the London Plan (2016).

TREES/LANDSCAPE OFFICER

The site is occupied by a redundant social services centre and day centre at the junction of Station Approach and Acol Crescent - from which it is accessed. There are two buildings currently occupying the site together with a service road, car parking and green open space. Station Approach has a mix of residential dwellings and retail with the latter intensifying to the east towards South Ruislip. Acol Crescent and the surrounding side streets are characterised by semi-detached and terraced housing. This site is bounded by utilitarian galvanized chain link fencing, but benefits from a mature and dense Privet (evergreen) hedge along the Acol Crescent frontage. There are a number of trees on the site, none of which are protected by TPO or Conservation Area designation.

This proposal follows a previous application ref. 2014/427, which was approved. - The approved plan made provision for the retention of a number of existing trees.

The current proposal is supported by a Tree Report by Simon Pryce. The survey has assessed 15 trees, of which two are graded 'B': T12 and T13 Field Maples. Nine trees are grade 'C' and the remaining specimens are graded 'U'. The two 'B' grade trees are a constraint on development and should normally be retained, whereas the 'C' and 'U' grade trees are not generally considered to be worthy of retention, having a lower amenity value and shorter useful life expectancy.

There is a discrepancy between the arboricultural implications notes at 5.1 and Simon Pryce tree protection plan ref. 16/100, which indicates that existing trees will be retained as part of the layout, including T1, T6-T9, T12 and T13 - and Hunter's layout / landscape plan, which indicates that no existing trees will be retained.

The landscape plan indicates that very little external amenity space will be provided with correspondingly limited opportunities for landscape enhancement or replacement tree planting. The Station Road frontage is particularly tight with external spaces of approximately 2 metres in width. Some of these spaces have been planted with fastigate ornamental cherry trees, with space for at least three additional trees which are required to improve this boundary.

Further to this, there is a modest communal garden for residents to the north of the block and a small play area / amenity space on the east boundary. The main opportunity for tree planting is within a proposed hedge along the north boundary. An indicative planting plan, with schedules and specification has been provided. Some amendments to the plant selection will be required together with additional tree planting to mitigate the tree removal and satisfy policies BE23 and BE38.

If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the visual amenity of the site and the surrounding area.

Recommendations: No objection, subject to the above observations and RES9 (landscaping scheme) (parts 1,2,3,4,5, and 6).

Officer comment: Amendments have been received which address the above mentioned

discrepancy. It is not possible to provide additional tree planting of site as suggested due to the positioning of overhanging balconies. However, the applicant has committed to the provision of off-street planting along Station Approach. The Trees/Landscape Officer has confirmed this would be acceptable and should be secured by way of legal agreement.

FLOOD & WATER MANAGEMENT OFFICER

The applicant does need to meet the requirement of 3.1l/s. This requirement is the same applied to all developments within Hillingdon, and as the Lead Local Flood Authority make the final decision on this requirement. Environment Agency guidance which referred to 5l/s is dated 2013 and the Environment Agency are no longer the lead on Surface Water issues.

The identification of public surface water sewer immediately outside the site, still requires the private connection to the sewer currently being in a suitable condition a CCTV survey should be submitted to show it is clear and requires no repair work and or the appropriate size as well as provision that Thames Water are adopting it or agreement for maintenance will have to be put in place.

I would dispute the that the living roofs can have a large financial and maintenance obligation on the client just a different type of requirement to traditional systems. We support and note the incorporation of tanked permeable surfacing to the parking areas on site and the use of natural irrigation to the raised planters on the roof terraces to create rain gardens, as was of controlling water within the site.

Officer comment:

An amended drainage strategy has been provided which confirms that the required flow rate of 3.1l/s will be met. It also confirms that a CCTV survey will be carried out and that whilst a green roof is not proposed that alternative measures such as rain gardens/planters, permeable paving and cellular storage will be used.

ENVIRONMENTAL OFFICER

No objections are raised to the proposed development subject to the following.

Energy

The energy strategy does not show a suitable reduction in CO2 emissions. It demonstrates the minimum 35% reduction on site but does not deliver the required zero carbon savings.

There is a shortfall of 25tco2/annum. The applicant therefore needs to provide a strategy for how this saving will be achieved offsite, either through [1] a S106 contribution of £45,000 (25tco2 per annum x £60/tco2) x 30 years; or [2] through the following condition:

Condition

Prior to the commencement of development a scheme demonstrating a reduction of 25tCO2 for 30 years shall be submitted and approved in writing by the Local Planning Authority. The scheme should identify a project or projects offsite that aim to achieve a saving of 25tCO2 through energy efficiency improvements and/or low or zero carbon technology. No occupation of this development shall occur until identification of the offsite project has been finalised and agreed in writing with the Local Planning Authority. The offsite project must commence within 1 year of the first occupation of this development unless otherwise agreed in writing by the Local Planning Authority.

Reason

To ensure the development contributes to the reduction in CO2 in accordance with Policy 5.2 of the London Plan.

In addition, the following condition is necessary:

Condition

Prior to the commencement of development full details of the low and zero carbon technology required to achieve the onsite savings from the 'Be Green' measures as set out in the Energy Assessment (Energist, December 2017) shall be submitted and approved in writing by the Local Planning Authority. The details shall include the specifications of the PV panels and include updated roof plans and elevations showing the inclusion of the specified panels. The development must proceed in accordance with the details.

Reason

To ensure the development contributes to the reduction in CO2 in accordance with Policy 5.2 of the London Plan.

Ecology

The applicant has provided an ecology assessment with the submission. This ecology assessment demonstrates the site is of low value with a low probability of protected species. One building has low potential to support bats the other negligible potential. The following condition is therefore necessary:

Condition

Prior to the commencement of development a scheme for the protection of existing biodiversity features and the inclusion of enhancement opportunities shall be submitted and approved in writing by the Local Planning Authority. The scheme shall identify measures to be incorporated into the building fabric (i.e. living walls and roofs, bat and bird boxes) as well enhancement measures in the landscaping (i.e. nectar rich planting, water features, habitat walls). The development must proceed in accordance with the approved scheme.

Reason

To ensure the development contributes to the protection and enhancement of biodiversity in accordance with EM8 of the Local Plan.

ACCESS OFFICER

In respect of the above planning application, I can confirm that the revised plans received are acceptable from an accessibility standpoint.

1. Drawing no: APL 005, revision D, confirms that lift access would be provided to all floors.
2. Drawing no: APL 015, APL 016, and APL 017, provide confirmation that the wheelchair units 3 units have now been designed to meet the minimum specifications for an M4 3, wheelchair accessible unit, in accordance with Approved Document M to the Building Regulations (2015 edition).

Conclusion: acceptable.

AIR QUALITY OFFICER

Whereas the site falls within a Focus Area, the new residents will not be exposed to above limit values of NO2 so no mechanical ventilation with NOx filters is required in this instance. In addition, the proposal reduces NOx emissions in relation to the extant use - therefore no S106 agreement for AQ is required in this case.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development has already been accepted through the granting of planning permission in 2014 for the comprehensive redevelopment of the site to provide a similar residential scheme. Prior to that, planning permissions were also previously granted for residential use of the site in 2012.

Nevertheless, the submitted Planning Statement acknowledges that as those previous consents were not implemented and have now expired, that the lawful use of the site would be regarded as D1 (community and education) use associated with the former Positive Behaviour Support Centre and Early Years Centres uses at this site. The Planning Statement accordingly seeks to set out a justification for the proposed development.

In terms of the proposed residential use Policy H1 of the Local Plan: Part 1 - Strategic Policies gives general support to housing provision to meet and exceed the Council's minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies. Policy H2 gives particular emphasis to the need to maximise affordable housing provision.

London Plan (2016) policy 3.3 similarly seeks to ensure that London's housing needs are met. London Plan policies 3.10, 3.11 and 3.12 seek to maximise affordable housing provision across development sites.

At a national level, Chapter 6 of the National Planning Policy Framework (NPPF), similarly seeks to increase housing supply, confirming that local authorities should, through their Local Plans, demonstrate how housing targets and objectives will be met.

Where new housing is proposed, important consideration must also be given to the mix of units to be provided.

Local Plan: Part 1 policy H2 identifies a need for more larger affordable units. Local Plan: Part 2 policies H4 and H5 seek to ensure a practicable mix of housing units are provided within residential schemes. One and two bedroom developments are encouraged within town centres, while larger family units are promoted elsewhere. London Plan Policy 3.8 states that new developments should offer a range of choices, in terms of the mix of housing sizes and types. The Mayor of London's Housing Supplementary Planning Guidance (March 2016) generally supports larger units where there is demand.

Despite the size of the scheme, and notwithstanding the above mentioned policies, it is notable that no family sized units are proposed.

On this matter, the Planning Statement argues that:

"The London Borough of Hillingdon's Housing Delivery Programme has also uniquely enabled the Council to take a more holistic approach to housing delivery across the borough and ensure the right type of housing is provided in the right location. The Housing Delivery Programme has identified a specific and local need for one and two-bedroom accommodation in this location and having good access to local shops and public transport is particularly suited to this type of resident."

The applicant also notes that the site's proximity to South Ruislip Local Centre (Station Approach, immediately adjoining the application site, falls within this designation) and its associated facilities and public transport links is particularly well suited to smaller units, in

compliance with Local Plan: Part 2 policy H4.

Whilst the failure to provide any larger units is regrettable, in light of the special circumstances highlighted and the Council's ability to consider affordable housing provision in the context of a much larger borough wide delivery programme, the proposed unit mix is accepted in this instance.

Notwithstanding the strong policy support for affordable housing delivery, the proposal would nevertheless result in the loss of an existing D1 use (albeit this has previously been established and the site has been vacant since at least 2011).

Local Plan: Part 1 policy C1 seeks to resist the loss of community facilities unless alternative provision can be provided elsewhere. This general principle is reiterated in Local Plan: Part 2 policy R11 and London Plan policies 3.16 and 3.18.

The Planning Statement confirms that the previous uses of the site have been provided elsewhere in the borough. It erroneously suggests that alternative facilities are available at the nearby Council owned Bourne Court site. That site has in fact also been vacant for a number of years and has recently been granted planning permission (ref: 11891/APP/2016/3583) for redevelopment to provide 69 residential units). It does however correctly assert that facilities have been reprovided at Queens Walk Resource Centre and also in Hayes.

In addressing the loss of existing uses the officers reports for planning permission ref: 67607/APP/2011/1122 states:

"With regard to Saved Policy R11 (i) and (ii), the applicants have submitted a Planning Statement which provides a justification for the loss of the community facility from Acol Crescent and the relocation of these facilities elsewhere in the Borough. The last use of the site was South Ruislip Early Years Centre, which provides day nursery facilities for children under the age of 5. The South Ruislip Early Years Centre has been relocated to Queens Walk, on the South Ruislip Learning and Development Centre Site. Both uses for existing and adjacent plots are to be relocated within a new purpose built building, for combined use of the South Ruislip Early Years Centre and South Ruislip Children's Centre. This brand new facility provides services to families and children and is a much needed facility within the community. The facilities, which are available to the public, have been improved and the range of services has been extended. The applicants submit that the new facility in Queens walk is better located than the previous Early Years Centre, as it is away from the main road and has ample parking. It is also located close to Deanesfield School, making it easier for parents of school aged children to access the nursery facilities."

This justification is echoed in the report for planning permission ref: 65847/APP/2011/1132 and also in the more recent 2014 consent (ref: 65847/APP/2014/427).

There have been no significant changes in local, London Plan, or national planning policies relating to the existing or proposed uses since the time of the 2014 or 2011 applications which would deem the principle of development no longer acceptable. Accordingly, no objections are raised in this regard, subject to the scheme complying with other relevant site specific criteria.

7.02 Density of the proposed development

Policy 3.4 of the London Plan (2016) advises that Boroughs should ensure that development proposals achieve the highest possible intensity of use compatible with local

context and the site's public transport accessibility. The London Plan provides a density matrix to establish a strategic framework for appropriate densities at different locations.

The site has a PTAL of 3 and is located within a suburban setting. The London Plan 2016 range for residential sites with a PTAL of 2-3, which fall within a suburban area is 150-250 habitable rooms per hectare (hrph) and, based on an average of 3.6 habitable rooms per unit, 50-95 units per hectare (uph).

Based on a site area of 2,881m², the proposed scheme would have have a density of 114 uph and 295 hrph.

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

The site does not lie close to a district centre and the area to the south west is characterised by low density development and therefore the above mentioned density figures are based on the site falling within a suburban setting. It must however be acknowledged that it also falls on the edge of a mixed use area to the north east, characterised by two-three storey buildings and located close to a local centre, more akin to an urban setting. If urban density guidelines of 200-450 hrph and 70-170 uph were applied then the proposal would be fully compliant.

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

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

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

Notwithstanding this, the applicant has submitted an Archaeological Desk Based Assessment. This concludes that the site has limited archaeological potential and that further archaeological mitigation is therefore considered unnecessary.

7.04 Airport safeguarding

Heathrow Airport Safeguarding have also raised no objection. Comments are still awaited from the MoD and these will be reported via a Committee addendum.

7.05 Impact on the green belt

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

7.07 Impact on the character & appearance of the area

Local Plan: Part 2 Policies BE13 and BE19 seek to ensure that new development complements or improves the character and amenity of the area, whilst Policy BE38 seeks the retention of topographical and landscape features and provision of new planting and landscaping in development proposals. The scale, bulk and siting of buildings are key determinants in ensuring that the amenity and character of established residential areas are not compromised by new development.

The siting of the proposed building at the front of the plot reflects the previously approved building line and creates a strong frontage to Station Approach and the corner with Acol Crescent. The building would be well articulated and combined with a carefully considered and high quality landscape scheme it is considered that it would enhance the visual amenities of the area.

Residents have raised concerns over the building's scale and height. In terms of its scale it would indeed have a larger footprint than many surrounding buildings. However the proposed articulation and materials palette would assist in breaking up its bulk and mass such that it is not considered that it would be inappropriate in this location.

The height of the building reflects that of previous consents and maintains the larger three-storey elements towards the front with the two-storey elements at the rear, closer to the smaller scale residential properties in Canfield Drive. It would be seen in context with the adjacent three-storey blocks of flats in Bourne Court and development opposite which, although only two-storeys in height, is characterised by large pitched roofs, many containing front facing dormer windows. Whilst development towards the north and north west in Canfield Drive and Acol Crescent is predominantly two-storey in height, sufficient separation distance is maintained between the proposed building and the nearest properties to the north such that it is not considered its height or scale would have any significant detrimental impact on the visual amenities of the Station Approach, Acol Crescent or Canfield Drive street scenes.

The Council's Urban Design Officer has provided comprehensive comments as set out in part 6 of this reports and, notably, no objections have been raised to the application.

Whilst it has been suggested that an additional entrance for the shared-ownership units should ideally be provided from Station Approach, the applicant has advised that the scheme has been designed in conjunction with the Council's Housing Team and that this reflects the design brief provided. Whilst this is regrettable, it is not considered that the proposed entrance layout would have such a negative impact on residential or visual amenity such that refusal could be justified.

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

7.08 Impact on neighbours

The application site falls within a predominantly residential area and is bounded by residential properties on all sides. Policies BE20, BE21, BE23 and BE24 of the Hillingdon Local Plan Part 2 seek to safeguard residential amenity of future and neighbouring occupants. The Council's Supplementary Planning Document (SPD) on Residential Layouts sets out more detailed guidance aimed at avoiding developments which are overdominant or which cause unacceptable levels of overlooking or overshadowing.

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

The nearest elevation of the proposed development would be located approximately 24m from the side elevation of no.2 Canfield Drive to the north west. There would appear to be secondary windows serving habitable rooms in the side elevation of that property. However, notwithstanding this, given the separation distance it is not considered that the proposed development would appear unduly dominant or overbearing when viewed from that or any other properties in Canfield Drive or result in any unacceptable levels of overlooking or overshadowing such that refusal could be justified.

With regard to the impact of the proposed development on occupiers in Bourne Court to the north east, an approximately 6m separation gap would be provided between the side elevation of those properties and the nearest elevation of the proposed development. There is a third storey window in the flank elevation of Bourne Court. There are also windows in the side elevation of the proposed development. However, these would not directly overlook and those in the proposal site would be obscure glazed secondary windows to living areas. Accordingly, it is not considered that the proposal would result in any unacceptable loss of outlook or privacy to future occupants of the proposed development or to existing occupants of Bourne Court.

It should be noted that planting to the roof terraces would assist in reducing the perception of overlooking from these areas. The Design and Access Statement confirms that raised planters and obscured glass would be provided to restrict overlooking. Full details of this would be required by way of a landscaping condition.

In terms of daylight, the applicant has submitted a Daylight, Sunlight & Overshadowing Report. This considers the possible daylight, sunlight and overshadowing impact of the proposed development on adjoining properties and also the adequacy of the proposed development for future occupants against established Building Research Establishment (BRE) guidelines. It concludes that all existing surrounding residential properties would continue to receive good levels of daylight and high levels of sunlight in accordance with the BRE criteria. It also confirms that there would be no adverse overshadowing impact to existing amenity areas, including residential gardens of adjoining properties.

With regard to future occupants it concludes that all rooms within the proposed development would meet and exceed the BRE recommendations for daylight and that all but two windows would receive high levels of sunlight in accordance with BRE recommendations. The two windows which fail are notable secondary windows, to rooms which would receive good levels of sunlight from alternative windows. Accordingly, refusal cannot be justified for this reason.

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

7.09 Living conditions for future occupiers

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

Matters relating to the relationship between the proposed development and existing

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

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

In total, the development proposes 14 x 1-bedroom 2-person units and 19 x 2-bedroom, 4-person units.

The above mentioned standards confirm that a minimum of 50m² internal floorspace must be provided for one-bedroom, two-person flats and 70m² for two-bedroom, four person flats. The standards also set out minimum acceptable room sizes for single and double or twin bedrooms, confirming that at least 7.5m² should be provided for the former and 11.5m² should be provided for the latter.

All units and rooms fully comply with the above mentioned standards.

With regard to amenity space the Council's SPD on Residential Layouts confirms that "developments should incorporate usable, attractively laid out and conveniently located garden space in relation to the flats they serve. It should be of an appropriate size, having regard to the size of the flats and the character or the area." It states that a minimum of 20m² usable external amenity space should be provided for one-bedroom flats and 25m² should be provided for two-bedroom flats. Accordingly, in total a minimum of 755m² of usable amenity space should be provided.

Small patios and private gardens would be provided to ground floor units and upper floor units would be provided with private balconies. Furthermore, two communal gardens, including a children's play area, and two communal roof terraces would be provided. In total 237.8m² of private amenity space and 606m² of communal amenity space would be provided, providing a total of 843.8m². This exceeds minimum guidelines and is considered to be acceptable.

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

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

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

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

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

With regard to access to the site, vehicular access would be retained from Canfield Drive. Residents have questioned why access cannot instead be provided via Acol Crescent. Highway Officers have advised that an access via Acol Crescent would be less desirable on highway and pedestrian safety grounds due to its proximity to the road junction with Station Approach. Pedestrian access would be available via Station Approach or Canfield Drive.

Bin storage would be integrated into the building and accessed via the car park. The refuse stores are located a convenient distance from the residential units they serve and an appropriate distance from the public highway to enable collection on waste days.

35 car parking spaces, including four disability standard spaces and two visitor spaces, would be provided across the development, in addition to two motorcycle spaces and storage for 33 bicycles. This complies with the Council's parking standards and, notably, the Council's Highway Engineer has raised no objection to the level of car parking proposed, particularly given the proximity of the site to South Ruislip local centre and its associated transport links.

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

7.11 Urban design, access and security

- Urban Design

Issues relating to design are addressed in section 7.07 of this report. Notably, the Council's Urban Design Officer has raised no objections. A condition requiring further details of materials and finishes would be attached should approval be granted.

- Access

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

- Security

Whilst neither the applicant's Design and Access Statement or Planning Statement specifically address the matter of security they do indicate that it has been considered in developing the design and confirming that consideration has been given to how both natural and CCTV surveillance can be provided. It is also notable that, unlike previous schemes, the application site now incorporates an existing alleyway, which formed the boundary with Bourne Court to the north east. The alleyway served no particular purpose and was not a public access route but was understood to be a source of antisocial behaviour. Accordingly, the incorporation of this into the application site is a clear advantage in terms of assisting in reducing crime in this location and is supported. Should planning permission be granted a Secure by Design condition would be attached.

7.12 Disabled access

The submitted Design and Access Statement confirms that the development would fully comply with Part M of the Building Regulations. Nevertheless it also refers to now superseded legislation.

Following initial objections from the Council's Accessibility Officer a revised Design and Access Statement and amended plans have been provided. These show that an additional wheelchair unit would be provided and that a lift has now been incorporated into the scheme. Clearer plans have also been provided which demonstrate that the wheelchair accessible dwellings and the lobby areas will be fully compliant with current specifications. The Access Officer has raised no objections based on the revisions received.

7.13 Provision of affordable & special needs housing

Policy H2 of the Hillingdon Local Plan: Part One seeks to ensure that 35% of all new units are delivered as Affordable Housing. London Plan policies 3.10, 3.11 and 3.12 similarly seek to maximise affordable housing provision across development sites.

In this instance the scheme would deliver 100% affordable housing with 19 (58%) socially rented units and 14 (46%) shared ownership.

7.14 Trees, landscaping and Ecology

- Trees/Landscaping:

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

The details submitted indicate that there are no 'A' category trees, there are 2No. 'B' category trees whose condition and value should normally be considered for retention as part of a new development; there are 9No. 'C' category trees, which are not normally regarded as a constraint on development; and the remaining trees are 'U' category trees, which are recommended for removal.

Existing trees would be removed to accommodate the development. Whilst this is regrettable, and external amenity space is limited, a large proportion being provided by way of balconies and roof terraces, the areas to be provided would be attractively laid out and additional tree planting proposed where feasible. Furthermore, the applicant has committed to the provision of off-site tree planting along Station Approach, which will off-set the tree loss on site, assist in softening the visual impact of the application site and enhance the public realm.

The landscaping proposed for the site is considered acceptable and notably, the Council's Trees/Landscape Officer has raised no objections. Accordingly, the development is considered to comply with Policy BE38 subject to landscaping conditions.

- Ecology

Whilst the site does not sit within an area identified as being of significant value to nature conservation, existing buildings and vegetation would nevertheless be cleared to allow for the development. An ecology assessment has been provided with the application, which demonstrates that the site is indeed of low ecological value. Nevertheless, the National Planning Policy Framework requires a net gain in biodiversity value. Accordingly, whilst raising no objections to the scheme, the Council's Environmental Officer has recommended the imposition of a condition requiring the submission of a scheme of ecological enhancements should planning permission be granted.

7.15 Sustainable waste management

The plans indicate that refuse storage facilities will be provided within the building in a convenient location for use by residents and for refuse collection. The incorporation of the bin store into the overall building design, rather than it being provided as a stand alone facility, is fully supported from a visual amenity perspective.

7.16 Renewable energy / Sustainability

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

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

The Council's Environmental Officer has notably raised no objections to the carbon reduction measures proposed subject to a condition requiring further details to ensure a 35% reduction in carbon emissions can be achieved and that the PVs are installed in the most suitable position.

7.17 Flooding or Drainage Issues

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

London Plan policy 5.13 states that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. In accordance with this requirement a Sustainable Drainage System would be provided. This seeks to address initial comments received from the Flood and Water Management Officer and confirms that a number of sustainable drainage measures, including use of rain gardens/planters, permeable paving and cellular storage, would be incorporated into the scheme. It also notably confirms that greenfield runoff rates will be achieved as per the Flood and Water Management Officer's request.

7.18 Noise or Air Quality Issues

Noise

It is not considered that the proposed development would give rise to unacceptable levels of noise over and above that which would be expected from any residential development. Notably, no objections were raised to the previous 2012 and 2014 schemes on noise grounds. Officers in the Council's Environmental Protection Unit have raised no objections to the development subject to a condition to ensure an appropriate internal noise environment for future occupants, following an update in legislation since the 2014 scheme.

Air quality

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

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

7.19 Comments on Public Consultations

Points (i), (vi) and (x) raise concerns over disruption from building works. Notably construction works are temporary only and refusal cannot be justified on these grounds. Impact from construction would be addressed by Environmental Health legislation and an informative relating to nuisance from construction works would be attached.

Points (ii), (v) and (xv) raise concerns over the principle of the development. This is addressed in the report.

Point (iii) raises concerns over the scale and height of the building. This is addressed in the report.

Points (iv), (vii), (viii), (ix) and (xi) raise concerns over parking and traffic issues. These are addressed in the report and by way of condition.

Point (xii) raises concerns over overlooking from this and the Bourne Court development. Matters of overlooking from this scheme are addressed in the report. Overlooking from the proposed development at Bourne Court would have been addressed at the time planning permission was granted for that scheme.

Point (xiii) raises concerns over increased pressure on social infrastructure. Whilst, as this scheme proposes 100% affordable housing it would be liable to make payment, funding towards social infrastructure is sought from liable schemes under the Community Infrastructure Levy (CIL).

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the Local Planning Authority will, where appropriate, seek to supplement the provision of recreational open space, facilities to support arts, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals. The following planning obligations are sought:

. Affordable Housing: The scheme to deliver 100% Affordable Housing (split between social rented and shared ownership)

. S278/S38 for highways works

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

. Construction Training: £2500 for every £1m build cost + Coordinator costs or in kind scheme

. £1,500 towards the planting of < 10 trees within the vicinity of the site along Station Approach

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

The proposal would be exempt from the Mayor of London or Hillingdon CILs, as it is providing 100% affordable housing.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

- Contamination

It is noted that when considering the 2014 scheme, that officers in the Council's Environmental Protection Unit requested a contaminated land condition. Given that there has been no change in circumstance since that time and no updated contaminated land report has been provided, a similar condition is now proposed for consistency and to ensure there are no risks of ground contamination from the site.

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

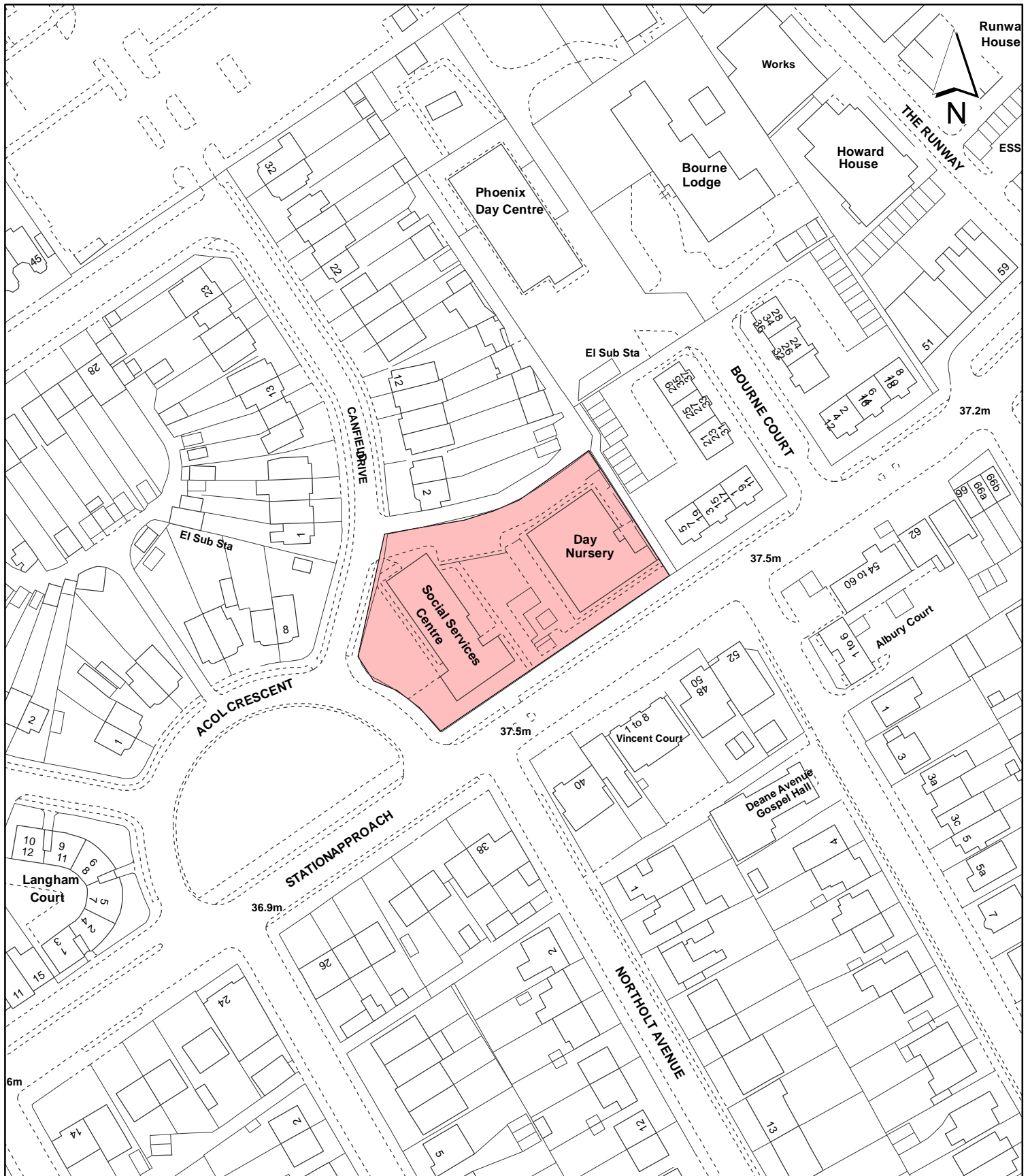
No objections are raised to the principle of development. The proposed scheme by reason of its acceptable design, scale, size, siting and massing, is not considered to have a detrimental impact on the character, appearance and setting of the surrounding area. The scheme is considered acceptable on highway grounds and it would provide a sufficient level of car parking for future residents. The proposed buildings are considered to be located a sufficient distance from neighbouring properties and of an acceptable design, that would not give rise to unacceptable amenity issues to the surrounding residential occupiers. The development is considered to comply with relevant local, London Plan and national planning policies and guidance and, accordingly, approval is recommended.

11. Reference Documents

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

Contact Officer: Johanna Hart

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Notes:

 Site boundary

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Site Address:

Acol Crescent

LONDON BOROUGH OF HILLINGDON
 Residents Services
 Planning Section

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

Planning Application Ref:
67607/APP/2017/4627

Scale:
1:1,250

Planning Committee:
Major

Date:
February 2018



HILLINGDON
 LONDON