

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

**Address** MALT HOUSE, 281 FIELD END ROAD RUISLIP

**Development:** Demolition of existing building and erection of 27 residential units (Class C3) comprising 24 flats and 3 houses including car parking, landscaping, access and associated works.

**LBH Ref Nos:** 23156/APP/2017/4464

**Drawing Nos:** AA3143 2507 Rev A - Proposed Ground Floor Plan  
AA3143 25019 - AD Part M4(3) - Unit Layout:  
Energy Statement - J2215 Issue 02.1  
Preliminary Geoenvironmental and Geotechnical Assessment  
Daylight and Sunlight Study  
Noise Report - PC-16-0179-RP1 REV A  
Tree Survey Report Revision B  
AA3143 - Design & Access Statement  
AA3143 2502 Rev - Existing Ground Floor Plan  
AA3143 2504 Rev - Existing Second Floor Plan  
AA3143 2503 Rev - Existing First Floor Plan  
AA3143 2505 Rev - Existing Elevations  
AA3143 2506 Rev - Proposed Site Plan  
AA3143 2511 Rev - Proposed Roof Plan  
AA3143 2509 Rev - Proposed Second Floor Plan  
AA3143 2508 Rev - Proposed First Floor Plan  
AA3143 2510 Rev - Proposed Third Floor Plan  
AA3143 2513 Rev - Proposed Elevations (Sheet II  
AA3143 2515 Rev - Proposed Elevations in Context  
AA3143 2512 Rev - Proposed Elevations (Sheet I  
AA3143 2514 Rev - Proposed Elevations in Context  
AA3143 2501 Rev - Existing Site Plan and Photos  
AA3143 2516 Rev - Accommodation Schedule and Unit  
AA3143 2500 Rev - Location Plan  
2. 10 11756\_CIV\_200\_Drainage Layout Site /

**Date Plans Received:** 11/12/2017                      **Date(s) of Amendment(s):** 22/02/2018  
**Date Application Valid:** 11/12/2017                      11/12/2017

### 1. SUMMARY

The proposed development would provide a single 4-storey block of flats facing onto Field End Road and a separate row of three detached dwellings facing onto Sunningdale Avenue.

The proposal has addressed concerns regarding the overall bulk of the development and subsequent impact upon the character and appearance of the surrounding area which resulted in the previous scheme being refused.

The proposed development is policy compliant in respect of Affordable Housing provision.

The proposed development would not result in unacceptable degradation of the amenities

of neighbouring residents. The accommodation and amenity space provided for future occupants complies with relevant Policy standards and would, therefore, provided acceptable living conditions.

Parking would be provided at a suitable level and overspill on to the surrounding highway network would be prevented through prohibiting future occupants from applying for resident parking permits.

Accordingly, the application is recommended for approval.

## **2. RECOMMENDATION**

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

**A) That the Council enter into a Statement of Intent/Legal Agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) or other appropriate legislation to secure the following:**

### **MONETARY CONTRIBUTIONS:**

#### **(i) AFFORDABLE HOUSING:**

**37% Affordable Housing with 70% Social Rented and 30% Shared Ownership.**

#### **(ii) ENERGY**

**Contribution of £44,508**

#### **(iii) CONSTRUCTION TRAINING:**

**Construction Training: Training Costs: £2500 for every £1m build cost + Coordinator Costs or an on-site programme.**

#### **(iv) TRAVEL PLAN:**

**To include £20,000 Bond**

#### **(v) PROJECT MANAGEMENT & MONITORING FEE:**

**5% of total monetary contributions**

### **NON-MONETARY CONTRIBUTIONS:**

#### **(i) PARKING PERMITS:**

**Agreement to prevent future occupants from applying for car parking permits within existing and future parking zones/schemes and Council Car Parks in the vicinity of the site (with the exception of Blue Badge holders).**

#### **(ii) HIGHWAY WORKS:**

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

- a) Access works to the site;
- b) Re-provision of 4 x permit parking bays;
- c) Relocation or replacement of any street trees lost as a result of the development;

B) That in respect of the application for planning permission, the applicant meets the Councils reasonable costs in preparation of the Section 106 and/or 278 Agreements and any abortive work as a result of the agreement not being completed.

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

D) If the Legal Agreements have not been finalised by 20th June 2018, delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of affordable housing, highways works, Travel Plan, parking, construction training or project management). The proposals therefore conflicts with Policy R17 of the adopted Local Plan and the Councils Planning Obligations SPG.'

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

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

**1 COM3 Time Limit**

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

**REASON**

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

**2 COM4 Accordance with Approved Plans**

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

- AA3143-2500;
- AA3143 2506;
- AA3143 2507 Rev A;
- AA3143 2508;
- AA3143 2509;

AA3143 2510;  
AA3143 2511;  
AA3143 2512;  
AA3143 2513;  
AA3143 2514;  
AA3143 2515;  
AA3143-2519;

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

**REASON**

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

**3 COM5 General compliance with supporting documentation**

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

Design & Access Statement;  
Tree Survey Report Revision B;  
Noise Report - PC-16-0179-RP1 REV A;  
Daylight and Sunlight Study;  
Preliminary Geoenvironmental and Geotechnical Assessment;  
Energy Statement - J2215 Issue 02.1

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

**REASON**

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

**4 COM6 Levels**

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

**REASON**

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

**5 COM8 Tree Protection**

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root

areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and.
- 2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

#### REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE 38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

#### **6 COM9 Landscaping (car parking & refuse/cycle storage)**

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

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
  
2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Cycle Storage for 41 bicycles for the flatted development;
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts (including demonstration that 5 parking spaces are served by active electrical charging points and a further 5 by passive electrical charging points) showing 24 spaces;
  - 2.e One motorcycle parking space;
  - 2.f Hard Surfacing Materials
  - 2.g External Lighting
  
3. Living Walls and Roofs
  - 3.a Details of the inclusion of living walls and roofs
  - 3.b Justification as to why no part of the development can include living walls and roofs
  
4. Details of Landscape Maintenance
  - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes

seriously damaged or diseased.

## 5. Schedule for Implementation

## 6. Other

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

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

## REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE 13, BE 38 and AM 14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2016)

## **7 COM10 Tree to be retained**

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

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

## REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE 38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

## **8 RES11 Play Area provision of details**

No development shall commence until details of play areas for children have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the play areas shall be provided prior to the occupation of any unit within the development and maintained for this purpose.

## REASON

To ensure that the development makes adequate provision of children's play space in

accordance with Policy R1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 3.16.

**9 NONSC Non Standard Condition**

Notwithstanding the plans hereby approved, detailed plans for plots 1, 2 and 3 showing a revised materials strategy shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development and, thereafter, the development shall be constructed in accordance with those approved plans.

**REASON:**

To ensure that the development presents a satisfactory appearance in accordance with Policy BE 13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**10 RES7 Materials (Submission)**

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

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

**REASON**

To ensure that the development presents a satisfactory appearance in accordance with Policy BE 13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**11 RES22 Parking Allocation**

Prior to the commencement of development, a parking allocation scheme shall be submitted to, and approved in writing by, the Local Planning Authority. The car 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. There shall be no sale or rental of parking spaces to any third parties.

**REASON**

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

**12 H8 Surfacing and marking out of access/parking/servicing areas**

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

**REASON**

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

**13 RPD14 Glazing to balconies**

Details of balcony privacy screening shall be submitted to, and approved, by the Local Planning Authority prior to commencement of development. The approved screening shall

be retained for so long as the development remains in existence.

#### REASON

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

#### **14 COM31 Secured by Design**

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

#### REASON

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

#### **15 OM11 Floodlighting**

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

#### REASON

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

#### **16 NONSC Non Standard Condition**

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

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

##### a) Suds features:

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



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

b) Minimise water use.

i. incorporate water saving measures and equipment.

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

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

i. Provide a management and maintenance plan

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

iii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.

iiii. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner.

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

#### REASON

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

#### **17 NONSC Non Standard Condition**

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

#### REASON

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

#### **18 OM19 Construction Management Plan**

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

(i) The phasing of development works

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

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

**REASON**

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

**19 NONSC Non Standard Condition**

Prior to the commencement of any works, a Delivery and Servicing Plan shall be submitted and approved in writing by the Council.

Thereafter, the proposed works shall be implemented and carried out in accordance with the approved details.

**REASON**

To ensure that appropriate mitigation is provided to the surrounding highway network as a result of the proposed development in accordance with Policy AM 14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

**20 COM21 Sound insulation /mitigation**

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

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

**21 SUS1 Energy Efficiency Major Applications (full)**

The measures to reduce the energy demand and carbon dioxide emissions of the development and to provide renewable energy generation contained within the submitted report entitled Energy Statement J2215 issue 02.1 shall be integrated into the development and thereafter permanently retained and maintained.

**REASON**

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

**22 NONSC Non Standard Condition**

Construction of any roof mounted solar panels shall not commence until details of the design, scale and all external finishes and materials 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.

**REASON**

To ensure that the development presents a satisfactory appearance in accordance with Policy BE 13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**23 RPD5 Restrictions on Erection of Extensions and Outbuildings**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no extension to any dwellinghouses nor any garages, sheds or other outbuildings shall be erected without the grant of further specific permission from the Local Planning Authority.

**REASON**

So that the Local Planning Authority can ensure that any such development would not result in a significant loss of residential amenity in accordance with policy BE 21 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**24 RPD14 Glazing to balconies**

Full details of all balcony privacy screening including obscure materials and set back from balcony edges shall be submitted to and approved in writing by the Local Planning Authority. The approved detail's shall thereafter be constructed and maintained for so long as the development remains in existence.

**REASON**

To prevent overlooking to adjoining properties and to ensure the amenity space provided in accordance with policies BE 23 and BE 24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**INFORMATIVES**

**1 I52 Compulsory Informative (1)**

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

**2 I53 Compulsory Informative (2)**

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

|          |  |
|----------|--|
| AM13     | AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -<br>(i) Dial-a-ride and mobility bus services<br>(ii) Shopmobility schemes<br>(iii) Convenient parking spaces<br>(iv) Design of road, footway, parking and pedestrian and street furniture schemes |
| AM14     | New development and car parking standards.   |
| AM7      | Consideration of traffic generated by proposed developments.   |
| AM9      | Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities  |
| BE13     | New development must harmonise with the existing street scene.   |
| BE18     | Design considerations - pedestrian security and safety   |
| BE19     | New development must improve or complement the character of the area.  |
| BE20     | Daylight and sunlight considerations.  |
| BE21     | Siting, bulk and proximity of new buildings/extensions.  |
| BE22     | Residential extensions/buildings of two or more storeys.   |
| BE23     | Requires the provision of adequate amenity space.  |
| BE38     | Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.  |
| BE39     | Protection of trees and woodland - tree preservation orders  |
| H4       | Mix of housing units   |
| H8       | Change of use from non-residential to residential  |
| HDAS-LAY | Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006  |
| LE4      | Loss of existing industrial floorspace or land outside designated Industrial and Business Areas  |
| LPP 3.1  | (2016) Ensuring equal life chances for all   |
| LPP 3.10 | (2016) Definition of affordable housing  |
| LPP 3.11 | (2016) Affordable housing targets  |
| LPP 3.12 | (2016) Negotiating affordable housing on individual private residential and mixed-use schemes  |
| LPP 3.13 | (2016) Affordable housing thresholds   |
| LPP 3.3  | (2016) Increasing housing supply   |
| LPP 3.4  | (2015) Optimising housing potential  |
| LPP 3.5  | (2016) Quality and design of housing developments  |
| LPP 3.6  | (2016) Children and young people's play and informal recreation facilities   |
| LPP 3.8  | (2016) Housing Choice  |
| LPP 5.1  | (2016) Climate Change Mitigation   |
| LPP 5.2  | (2016) Minimising Carbon Dioxide Emissions   |
| LPP 5.3  | (2016) Sustainable design and construction   |
| LPP 5.7  | (2016) Renewable energy  |
| LPP 6.12 | (2016) Road Network Capacity   |
| LPP 6.13 | (2016) Parking   |
| LPP 6.9  | (2016) Cycling   |
| LPP 7.13 | (2016) Safety, security and resilience to emergency  |

|          |   |
|----------|---|
| LPP 7.14 | (2016) Improving air quality  |
| LPP 7.15 | (2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.         |
| LPP 7.21 | (2016) Trees and woodlands  |
| LPP 7.3  | (2016) Designing out crime  |
| LPP 7.4  | (2016) Local character  |
| LPP 7.5  | (2016) Public realm   |
| LPP 7.6  | (2016) Architecture   |
| LPP 8.2  | (2016) Planning obligations   |
| LPP 8.3  | (2016) Community infrastructure levy  |
| NPPF     | National Planning Policy Framework  |
| NPPF1    | NPPF - Delivering sustainable development   |
| NPPF7    | NPPF - Requiring good design  |
| OE1      | Protection of the character and amenities of surrounding properties and the local area  |
| OE5      | Siting of noise-sensitive developments  |
| OE8      | Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures |
| SPD-NO   | Noise Supplementary Planning Document, adopted April 2006   |
| SPD-PO   | Planning Obligations Supplementary Planning Document, adopted July 2008   |
| SPG-AQ   | Air Quality Supplementary Planning Guidance, adopted May 2002   |

### 3

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.

#### 4 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.

#### 5 112 **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.

#### 6 113 **Asbestos Removal**

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

(Tel. 020 7556 2100).

**7            115            Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

**8            118            Storage and Collection of Refuse**

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

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

**9            119            Sewerage Connections, Water Pollution etc.**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.

Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

**10          124          Works affecting the Public Highway - General**

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

**11          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).

**12            I43                    Tree(s) Protected by a Tree Preservation Order**

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

**13            I43                    Keeping Highways and Pavements free from mud etc**

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

**14            I47                    Damage to Verge - For Council Roads:**

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

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

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

**15            I5                      Party Walls**

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

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

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

booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

## **16            173            Community Infrastructure Levy (CIL) (Granting Consent)**

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at [planning@hillingdon.gov.uk](mailto:planning@hillingdon.gov.uk). The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at: [www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil](http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil)

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

### **3.            CONSIDERATIONS**

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

The site is currently occupied by an L-shaped 3-storey office building which fronts Field End Road and then extends at right angles along Sunningdale Avenue. The Field End Road elevation, where the main entrance to the building is located, faces directly onto the pavement which, itself, flanks lay-by parking. The Sunningdale Avenue elevation is set further back from the highway, with a grass verge provided between the building and the wider pavement. A narrower grass verge borders the carriageway and includes well spaced tree planting.

To the rear of the building is a hard surfaced car parking area which is accessed by way of a dropped kerb on Sunningdale Avenue. The car park is bordered by hedging and other landscaping which marks the boundaries shared with residential properties at 171 and 173 Woodlands Avenue to the north and 2 Sunningdale Avenue to the east.

The two aspects of the existing building form part of differing street scenes. Field End Road is a Local Distributor Road and the site is within 60 metres of Ruislip Town Centre to the north, which is characterised, predominantly, by 3-storey blocks of flat roof buildings which have retail use at ground floor level with office and residential uses on upper floors. There are also clusters of residential flats housed within similar buildings. To the south of the building, moving further away from the town centre, the scale of buildings reduces and two-storey residential dwellings are the most common presence. This is also the case for Sunningdale Road where the combination of lower density two-storey residential development and mature street landscaping generate a more suburban character and appearance.



The site is located within approximately 180 metres of Eastcote Underground Station. There are also bus stops nearby on Field End Road and Southbourne Gardens. The PTAL score for the site is 3, which is moderate.

There is open green space nearby at Cavendish Recreation Ground approximately 210 metres to the south and on Columbia Avenue to the west.

### 3.2 Proposed Scheme

The proposal involves the demolition of the existing building (for which consent is already in place under 23156/APP/2016/3229) and replacement with a part 3, part 4-storey flat roof building facing onto Field End Road and a row of three detached two-storey dwellings facing on to Sunningdale Avenue.

The proposed 3/4-storey building is a flat roof structure that would accommodate 24 residential units, comprising the following:-

- 7 x 1 bed flats;
- 4 x 2 bed maisonettes;
- 10 x 2 bed flats;
- 3 x 3 bed flats;

10 of the units (37% of overall units within the development) would provide affordable housing. These units are distributed over the ground and first floor of the proposed building and consist of:-

- 3 x 1 bed flats;
- 4 x 2 bed maisonettes;
- 1 x 2 bed flat;
- 2 x 3 bed flats;

The proposed detached two-storey dwellings would all be 3 bedroom units. None of these units would provide affordable housing.

The flatted development would be served by a total of 18 car parking spaces, consisting of 17 spaces positioned to the rear of the building and a disabled bay adjacent to the southern elevation which would have its own access taken from Sunningdale Avenue.

The detached dwellings would each have two parking spaces provided on driveways to the front with dropped kerb access from Sunningdale Drive.

### 3.3 Relevant Planning History

23156/APP/2016/1284 Malt House, 281 Field End Road Ruislip

Change of use from office (Use Class B1) to 3 x studio, 13 x 1 bed and 14 x 2 bed flats (Use Class C3) (Prior Approval Application)

**Decision:** 17-06-2016 Approved

23156/APP/2016/3229 Malt House, 281 Field End Road Ruislip

Demolition of vacant office building (Application for prior notification of proposed demolition)

**Decision:** 22-09-2016 Approved

23156/APP/2016/3429 Malt House, 281 Field End Road Ruislip

Erection of four storey residential building comprising 26 flats (7 x 1 beds; 16 x 2 beds; and 3 x 3 beds) and erection of 4 terrace houses with associated car parking, landscaping, access, and related works following demolition of existing building.

**Decision:** 20-01-2017 Refused

**Appeal:** 24-07-2017 Dismissed

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

A prior approval application to convert the existing office building to residential, accommodating a total of 30 x flats, was approved under 23156/APP/2016/1284.

Permission to demolish the existing building has been granted under 23156/APP/2016/3229.

A previous application for a 3/4 - storey residential building facing onto Field End Road and a row of 4 terraced dwellings was refused under 23156/APP/2016/3429. The reasons for refusal were:-

- The visual impact of the buildings and their effect on the character and appearance of the surrounding area;
- A shortfall in external amenity space for future occupants;
- Insufficient off-street parking;
- Absence of legal agreement for affordable housing provision, construction training and highway / environmental improvements.

An appeal against the decision was dismissed by the Planning Inspectorate. However, the Planning Inspector did not support the use of insufficient car parking as a reason for refusal and awarded the applicant costs on these grounds.

An amended Planning Obligation was included with the appeal and was deemed to be acceptable by the Council and the Inspector.

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

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

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

Part 1 Policies:

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

- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing

Part 2 Policies:

- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -  
 (i) Dial-a-ride and mobility bus services  
 (ii) Shopmobility schemes  
 (iii) Convenient parking spaces  
 (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.
- BE23 Requires the provision of adequate amenity space.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- BE39 Protection of trees and woodland - tree preservation orders
- H4 Mix of housing units
- H8 Change of use from non-residential to residential
- HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
- LE4 Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
- LPP 3.1 (2016) Ensuring equal life chances for all
- LPP 3.10 (2016) Definition of affordable housing
- LPP 3.11 (2016) Affordable housing targets
- LPP 3.12 (2016) Negotiating affordable housing on individual private residential and mixed-use schemes
- LPP 3.13 (2016) Affordable housing thresholds
- LPP 3.3 (2016) Increasing housing supply
- LPP 3.4 (2015) Optimising housing potential

|          |   |
|----------|---|
| LPP 3.5  | (2016) Quality and design of housing developments   |
| LPP 3.6  | (2016) Children and young people's play and informal recreation facilities  |
| LPP 3.8  | (2016) Housing Choice   |
| LPP 5.1  | (2016) Climate Change Mitigation  |
| LPP 5.2  | (2016) Minimising Carbon Dioxide Emissions  |
| LPP 5.3  | (2016) Sustainable design and construction  |
| LPP 5.7  | (2016) Renewable energy   |
| LPP 6.12 | (2016) Road Network Capacity  |
| LPP 6.13 | (2016) Parking  |
| LPP 6.9  | (2016) Cycling  |
| LPP 7.13 | (2016) Safety, security and resilience to emergency   |
| LPP 7.14 | (2016) Improving air quality  |
| LPP 7.15 | (2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.         |
| LPP 7.21 | (2016) Trees and woodlands  |
| LPP 7.3  | (2016) Designing out crime  |
| LPP 7.4  | (2016) Local character  |
| LPP 7.5  | (2016) Public realm   |
| LPP 7.6  | (2016) Architecture   |
| LPP 8.2  | (2016) Planning obligations   |
| LPP 8.3  | (2016) Community infrastructure levy  |
| NPPF     | National Planning Policy Framework  |
| NPPF1    | NPPF - Delivering sustainable development   |
| NPPF7    | NPPF - Requiring good design  |
| OE1      | Protection of the character and amenities of surrounding properties and the local area  |
| OE5      | Siting of noise-sensitive developments  |
| OE8      | Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures |
| SPD-NO   | Noise Supplementary Planning Document, adopted April 2006   |
| SPD-PO   | Planning Obligations Supplementary Planning Document, adopted July 2008   |
| SPG-AQ   | Air Quality Supplementary Planning Guidance, adopted May 2002   |

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

**5.1** Advertisement Expiry Date:- **17th January 2018**

**5.2** Site Notice Expiry Date:- **17th January 2018**

## **6. Consultations**

### **External Consultees**

The application was advertised publicly by way of notices posted adjacent to the site and in the local

press. In addition, letters were sent to the owners / occupants of neighbouring properties to inform them of the proposed development and invite comments.

#### 5 Letters of Objection Received (Summarised):

There will be direct views from balconies towards neighbouring bedrooms;  
There is insufficient parking provided;  
Unacceptable noise;  
Building will be higher than existing structure;  
Drainage would not be able to cope;  
Concerns over security of car park which may encourage break ins at neighbouring properties;  
Balconies would be exposed to noise in excess of recommendations of BS8233: 2014 and would not be usable amenity space;  
Could result in piecemeal development when neighbouring sites are developed;  
Balconies will be used for domestic detritus;  
Excessive noise would impact on neighbouring business;

#### 1 Letter of Representation:

Vast improvement on the previous application with the incorporation of the town houses;  
Limiting heights should be imposed to prevent height creep as a result of plant and ducting;  
Neighbours were not consulted as stated in the Design & Access Statement;  
The light study fails to identify that the upper floors of 167 169 171 & 173 Woodlands Avenue are separate dwellings in their own right.

#### GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS):

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

The site does not lie within an Archaeological Priority Area and has low archaeological potential for all periods reflecting a paucity of recorded archaeology in the vicinity. and its historical location within fields. The site will also have been disturbed by modern development.

No further assessment or conditions are therefore necessary.

#### METROPOLITAN POLICE:

I have reviewed this development and note that within the Design and Access Statement, it is the clients desire to achieve Secured by Design accreditation, as stated on page 57.

In addition to this, the crime analysis details high levels of crime in the area. I would therefore ask that this development is conditioned to achieve Secured by Design accreditation.

#### TRANSPORT FOR LONDON (TfL):

The site records a moderate Public Transport Access Level (PTAL) of 3, with Eastcote LUL station and local bus stations within a short walking distance. As such, parking provision should be below the current maximum London Plan car parking standards. It is understood that the proposal includes 18 car parking spaces for the proposed 24 residential apartments/ studio, this is accepted. However, the 3 houses proposed are understood to be 3 bed units, therefore the provision of 2 car parking spaces for each house exceeds the London Plan standards, and this is not accepted. TfL requests that only 1 parking space be provided for each of the houses, in light of the site's PTAL and

the need to reduce car ownership/ congestion and improve air quality in London.

In line with London Plan policy, electric vehicle charging points (EVCP) must be provided for 20% of the car parking spaces on site with a further 20% passive provision. The absence of EVCP provision in the proposal is not acceptable.

The applicant has provide no clear details in the Transport Statement on where and how and quantity of cycle parking which is committed to provided, this is unacceptable. Therefore, the applicant must clarify this and the final approval of details be secured by condition.

The Council shall impose restriction to exclude future residents' eligibility for local parking permits by legal agreement.

It is welcomed that the applicant has committed to provide a Travel Plan, this should be secured the delivery of the plan by condition/ legal agreement.

The Council shall secure the submission of a Delivery & servicing plan (DSP) and Construction Logistics Plan (CLP) by conditions accordingly.

### **Internal Consultees**

#### **ACCESS OFFICER:**

Whilst the effort to intersperse the wheelchair accessible accommodation throughout the development is ordinarily welcomed, in this instance, however, it would be preferable to not specify the proposed maisonette accommodation as wheelchair accessible.

Plans for the wheelchair accessible units should be amended to demonstrate that the prescribed standards can be incorporated without the need for post-construction alterations, including lift provision from the entrance storey to a main bedroom and bathroom, as appropriate.

Particular attention should be paid to the clear access zones within the entrance level WC, and spatial requirements within entrance lobby for wheelchair charging and storage, kitchen, bedrooms and bathrooms.

The plans should be amended to demonstrate compliance with the technical specifications within Approved Document M to the Building Regulations (2015 edition).

OFFICER COMMENT: Additional plans (AA3143-2507 Rev A and AA3143-2519) were submitted in response to these comments and the Access Officer has confirmed that they are satisfied with the details provided.

#### **HIGHWAYS:**

The proposal would normally require a total of 42 on-site spaces to fully comply with Hillingdon's adopted maximum parking standards henceforth there is an overall under provision. However the site has been subject to a previously refused application of a comparable scale and development type with a similar overall site parking ratio to that now proposed. This refusal was subsequently appealed. Although the appeal was dismissed the Planning Inspectorate accepted a similar ratio for this similar development and disagreed with the Council's refusal based partly on a sub-standard parking ratio.

On this premise the level of parking provision for this site is considered acceptable further justified by the moderate PTAL of 3 which assists in promoting a modal shift toward sustainable travel coupled with substantive parking controls in the area which would inherently reduce the likelihood of

untoward parking displacement onto the public domain. To further assist in this aim it is also 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.

Within the proposed parking quantum there is a requirement for electric vehicle charging points (EVCP) in line with London Plan 2016 (LP 2016) standards for this C3 use which would equate to 5 EVCPs for 'active' provision with a further 5 spaces acting as 'passive' provision for future activation. In terms of the 'passive' provision it is feasible that these can be provided and increased in number on a demand led basis monitored and controlled within a parking management strategy (PMS) regime and therefore would be considered acceptable within that context. The applicant would need to indicate and incorporate this aspect.

10% of parking spaces should be disabled compliant equating to 2-3. One space is proposed which is below par however any additional provision would reduce the already low ratio of on-site parking provision/availability which could incur undesirable and injudicious/obstructive parking within the site itself with potential of detrimental overspill onto the highway. Hence the slightly lower provision is accepted within this context.

In terms of cycle parking there would be a provision of 15 secure and accessible spaces for the flatted element with 2 spaces for each of the 3 private market houses. The applicant has indicated as such and therefore conformed to Hillingdon's cycle parking standard.

The applicant has applied the TRICS database to determine the trip rates for the proposed residential use. When comparing the prior office use to the prediction 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. A two-way movement not exceeding 10 vehicles per hour during both peaks would be anticipated 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.

The current access arrangement is provided directly adjoining no.2 Sunningdale Avenue (north side). It is proposed to create a new access some 20m west of the existing. This is accepted in principle but it is highlighted that i) once the existing access is extinguished it will be necessary to reinstate the adjacent raised kerbing on the public footway to maintain footway/roadway continuity and ii) a loss of several on-street parking bays will result when the new access is created. The latter can however be remedied by a re-provision of bays adjacent to the old access point once removed. The new access and will need to be created to an appropriate council standard under a S278 (Highways Act 1980) agreement. The parking bay re-provision would also be inclusive to this process.

A Travel Plan has been submitted and broadly conforms with Transport for London's (TfL) guidelines as it addresses all good mechanisms necessary to achieve a modal shift away from the private motor car thereby leading toward a personal travel mode to and from the site. The TP will need to be secured under planning condition.

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

OFFICER COMMENT: The amount of cycle parking required is 41 spaces to serve the flatted development. The correct number of cycle parking spaces can be secured by condition.

FLOODING & DRAINAGE:

It is supported that Water Butts are included within the proposal along with permeable car parking surfaces. The drainage should be linked with the landscaping proposals and allow for exceedance flows to utilise these areas. However an assumed discharge rate of 5l/s is not acceptable, and the storage volumes revised so that it is reduced should be reduced to an appropriate level closer to the greenfield rates established within the report. Therefore the SuDs condition is requested to allow the report to be revised appropriately.

#### LANDSCAPE DESIGN OFFICER:

The site has been the subject of previous applications including ref. 2016/3429, which was refused.

A Tree report, by Encon Associates (revised on 7 July 2017), has assessed the condition and value of trees on, or close to, the site. The report confirms that the following trees will be removed to facilitate the development: T2, the highway cherry tree (grade C2) and T3, the lime tree on the eastern boundary (C2 grade). - According to BS5837, the poor quality of these trees means that they would not be considered a constraint on development.

The report also confirms that the landscape layout of the proposed scheme includes more than twenty new / replacement trees. PRP's Design & Access Statement includes a carefully considered section (5.0) on landscape which explains the opportunities, constraints and the design strategy for the hard and soft design layout. This is supported by a Landscape Layout Proposals (dwg. No. AL3143\_2001) indicating that there will be approximately 20 No. trees and other soft landscaping within the central courtyard and a further 9 No. trees within the front gardens facing Sunningdale Avenue.

If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the area.

No objection subject to conditions.

#### URBAN DESIGN:

The current proposals have been compared to the previous submission:

##### Field End Road building

The scale and massing of the flats building remains relatively unchanged. Issues raised by the inspector in relation to its bulk and the dominance of the corner block on the street scene have been addressed through the revisions to the design of the dwellinghouses and the spacing provided between the two elements of the scheme. The general massing and layout of the Field End block is therefore considered to be acceptable.

The Inspector also stated that the change in scale and massing from the four-storey block to the detached housing on Sunningdale Road is jarring and detrimental to the streetscape. With the proposed revisions to the terrace housing on Sunningdale Road and increased distance between the flat block and detached (previously terraced) houses, has reduced the impact of the scale difference. Also the enhancement of the corner feature of the block provides a markpoint for the townscape setting, which is not disproportionate to the scale or materiality of the rest of the proposed scheme. Therefore this is not a concern for the Design Officer.

The non-alignment of the ground floor plane with the adjacent Television House has been highlighted as an issue in the previous application. In the current application there is an alignment in the horizontal brick banding that does address the plinth and proportion of the neighbouring building. Also, a large proportion of the ground floor has been pushed back to create additional private amenity space and increased buffer to the street, which is welcomed. It also reinterprets the plinth feature at the ground level, which in effect creates a shadow gap to reinforce the base. The facades above are realigned to the existing building line, and throughout the corner marker building, both help



to further enhance the interpretation of the plinth.

Whilst the inspector raised concerns with regards to window sizes and alignment, currently the windows of Malt House are of different size and proportion to Television House (which is a commercial use), so a different shape window, reflecting its residential use, is considered acceptable.

The choice of materials, finishes and colours is questioned. The predominant brick colour on Field End Road are red, brown and buff tones. The light and dark grey bricks do alienate the building from its surroundings and depict a hard engineering finish which conflicts with the intended residential use and is compounded further by the lack of reference to the townscape and character setting. For this reason a condition needs to be placed on the materials in order to mitigate this concern post-planning.

The rear of the flats would need to function as a high quality semi-private space, accommodating car parking and the communal amenity space, as well as being the front entrance to most of the proposed dwellings. A closed-panel fence boundary is not appropriate for such a space. All boundary treatments that interface with the back courtyard should be brick and detailed to create a synergy with the rest of the development.

#### Sunningdale Road elevation

The four terraced units on Sunningdale Road have been replaced by three detached dwellings. The styling of the building has changed significantly from the previous application to match the height and proportions of neighbouring dwelling, and to include a pitched roof with gable end facing the street. This is in effect an interpretation of the predominant 'Metroland' typology along Sunningdale Rd and the wider area. However, the proposal still lacks detail to the elevation of the houses, as they appear very flat and stark, when considering the predominant 'Metroland' setting. Also the roofline could work harder to alleviate the flat elevation through a discreet overhang and/or splays at the eaves, for example. These are subtle features that would reference the 'Metroland' style and reduce the overall 'boxiness' of the proposed houses.

Options for the design of the houses have been previously issued for comment. However, there was very little difference between the options presented. The chosen 'preferred' option was done so on the basis that further design development would occur - not a choice of the final design.

Elevation materials include light and dark grey brick. These refer to the materials used for the apartment building, which there is some logic to, but conversely this approach introduces new material/colour palette to Sunningdale Road. Despite this, the two contrasting colours are not used to create a plinth feature as suggested in previous comments, which is still a concern. Also the lack of bay feature, which could be interpreted through use of materials/ colour palette, is still lacking. Again this would all help to add some finesse to support a modern interpretation of the Metroland style.

Generally the choice of materials, finishes and colours is questioned. The predominant brick colour on Sunningdale are red, brown and buff tones, with black and white contrasts at the plinth or roof level. The light and dark grey bricks does serve to alienate the building from its surroundings, by depicting a hard engineering finish, which conflicts with the intended residential use, and is further compounded by the lack of reference to the townscape and character setting.

The western elevation of the end unit at the entrance to the courtyard remains a blank wall, although the length and height are reduced from previous proposal. Nevertheless, the introduction of a window(s) to overlook the entrance would be welcomed, in particular in light of the comments regarding the boundary treatment of the private rear garden (see below), which would extend the area of blank wall.

The area in front of the dwellings now includes an area for soft landscaping.

Boundary treatment has changed from railings to a dwarf walls with metal railings on top.

To the back of the dwellings are small back gardens. Railings to the private gardens as shown on the elevation drawings would serve to provide surveillance but are likely to be replaced with timber panels by future residents wishing for privacy. Therefore, a brick wall to the back gardens would also be preferable.

#### SUMMARY:

The proposed flat block is acceptable with the planning conditions in place regarding materials and colour palette to address the outstanding concerns. The detached houses do start to convey a contemporary interpretation of the Metroland setting. However, further work is required with regards to detailing and a revised materials strategy that can be resolved through the conditions set out above and below. Overall, both the flatted development and houses do serve to create a better transition between the suburban Sunningdale Road and the more urban Field End Road environments, which is welcomed. Also the introduction of duplexes to create more variety in the residential typologies proposed, in addition to the houses. The unit mix and tenure split is balanced approach to quantity and quality of the overall development, that will create added benefit for the wider community through the delivery of more affordable housing, which is welcomed in this location.

#### RECOMMENDATION:

On-balance approval, considering effort has been deployed to address the previous design issues for the refused scheme. However, an approval can only be supported if conditions are placed on the materials, detailing and colour palette. Also the adjustments to boundary treatments within the development, and window(s) to side elevation of the house at the entry point to the courtyard.

#### ENVIRONMENTAL PROTECTION UNIT (EPU):

No comments received. Comments received on the previous planning application are provided below and confirm there is no objection in principle on environmental grounds:

"No objection, subject to conditions relating to noise mitigation for future residents and control of dust during demolition/construction to prevent harm to existing neighbouring properties."

OFFICER COMMENT: The above would be secured by condition.

### **7. MAIN PLANNING ISSUES**

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

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

The site is considered to represent 'brownfield' land as it has been completely built upon through a combination of the existing office building and the surrounding hardstanding. Para. 17 of the National Planning Policy Framework (NPPF) sets out a series of overarching core land use planning principles. One of these principles states the following:-

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

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

It is considered that the proposal represents an efficient and appropriate re-use of previously developed land and that principle of the proposed development is therefore acceptable.

#### LOSS OF OFFICE USE:

The site is not located within an Industrial and Business Area (IBA). The proposal involves

the removal of the existing building and replacement with residential development. Policy LE 4 of the Local Plan sets out circumstances in which the loss of a commercial use outside of an IBA would be acceptable, these being as follows:-

(i) the existing use seriously affects amenity, through disturbance to neighbours, visual intrusion or an adverse impact in the character of an area; or

(ii) the site is unsuitable for industrial redevelopment because of the size, shape, location or lack of vehicular access; or

(iii) there is no realistic prospect of the land being used for industrial and warehousing purposes in the future; or

(iv) they are in accordance with the council's regeneration policies for an area.

The current office use does not result in any unacceptable negative impact upon amenity. The site is considered to be suitable for office use and to be accessible. However, the offices have now been vacant since 2015 and the applicant has referred to the GLA's London Office Policy Review (2017) which identifies Hillingdon as having an over-supply of pipeline office development (figure 9.16). The applicant also states that the age and condition of the building mean that significant capital investment would be required to bring it up to suitable standards for modern office use.

In addition, it must be noted that the existing building benefits from permission for conversion to residential accommodation under Change of Use Prior Approval legislation under 23156/APP/2016/1284.

It is considered that a purpose built residential development would provide better living standards for future occupants and would also provide a more positive contribution to the character and appearance of the surrounding area by way of associated enhancements such as landscaping. This is supported by para. 7.3.9 of the London Plan Housing SPG (2016) which states that:-

'change of use from office to residential floorspace under permitted development rights can lead to sub-optimal planning outcomes when compared with the comprehensive, planned redevelopment...' and that 'it may also fossilise aged and unattractive buildings in important townscape areas and at the same time potentially hinder land assembly and more comprehensive and higher density forms of redevelopment.'

As such, the change of use of this site to provide more efficient redevelopment is considered to be acceptable.

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

Policy 3.4 of the London Plan (2016) seeks to optimise housing potential and includes a sustainable residential quality (SRQ) matrix for calculating the optimal density of residential development of a particular site. Optimal density levels vary based on the Public Transport Access Level (PTAL) score for the area in which the site is located, the character of the area (central, urban or suburban) and the type of accommodation being provided (based on the amount of habitable rooms per unit).

It is considered that the site is located within an urban setting, as defined within notes to Table 3.2 of the London Plan (2016) due to the surrounding area including a mix of uses, its positioning on a Local Distributor Road and the proximity to Eastcote Town Centre and

Eastcote Underground Station.

The PTAL score for the site is 3 which identifies the area as having moderate level of public transport accessibility. Having consulted the matrix, the optimal residential density for the development of this site to provide what equates to an average of 3.1 rooms per dwelling (average across development) would therefore be between 55 to 145 units per hectare or 200 - 450 habitable rooms per hectare.

The proposal involves the provision of 27 residential units on a site which has an overall area of approximately 2,430 m<sup>2</sup> (0.24 hectares). The density of the proposed development therefore equates to approximately 111 dwellings per hectare or 344 habitable rooms per hectare. The development can therefore be regarded as representing an optimal use of the site, towards the middle recommended density spectrum.

It is therefore considered that the proposed development accords with London Plan (2016) Policies 3.4 and 3.5.

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

The site is not located within any designated area with regard to heritage status. The nearest Conservation Area is Eastcote (Morford Way), approximately 325 metres to the north of the site whilst the nearest Listed Building is Eastcote Underground Station approximately 175 metres to the north.

Given the separation distances involved, it is not considered that the proposed development would negatively impact upon the setting of the Conservation Area or the Listed Building.

The site is not in a location that is archaeologically sensitive. The Greater London Archaeological Advisory Service have raised no objection to the development.

#### **7.04 Airport safeguarding**

The proposed building is less than 15.2 metres in height and, as such, falls below the threshold for consulting MoD or Heathrow Safeguarding.

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

The site is not in, or within close proximity of, the Green Belt.

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

The proposed development is located on a corner plot with elevations facing on to Field End Road and Sunningdale Avenue.

The main site frontage is along Field End Road and will be flanked by the 3/4-storey block of flats. The front elevation of the block, at first and second floor level, will be built in line with the edge of the pavement, following the established building line on the street. A large extent of the frontage would be recessed at ground floor level to allow for an adequate buffer zone to be provided. The side elevation of the block, which faces onto Sunningdale Avenue, is set back from the pavement, respecting the building line maintained on this street. A gap is maintained between the flat block and the three detached dwellings which will also face on to Sunningdale Avenue. This will help provide a clear transition between the higher density development and larger buildings on Field End Road and the more domestic scale of development on Sunningdale Avenue.

The proposed flat block is a flat roof structure which is similar in scale and mass to the existing office building whilst introducing a higher quality design than is currently present. Whilst taller than the existing, the articulation of the building frontage, including recessed

ground and third floor elevation walls and the varied palette of materials help prevent it from appearing overly dominant or oppressive within the Field End Road street scene. The roof top height of the three-storey element of the building would match that of the adjoining building (269 Field End Road 'Television House') ensuring a smooth visual transition between the two structures.

The relationship of the built area of the site with Sunningdale Road is considered to be improved as the existing monotonous three-storey elevation wall which faces onto the street and extends to within close proximity of the adjacent two-storey dwelling would be replaced by a small section of the flat block consisting of its side elevation and a well spaced group of two-storey dwellings which are far more sympathetic towards adjacent dwellings and the street scene as a whole.

The grass verge area that runs alongside the existing building would not be built upon but would be incorporated into the amenity space for a 3 bedroom ground floor flat. The visual amenity value of this space would be enhanced through additional landscape planting, including tree planting that would assimilate with the existing street trees that are a characteristic of Sunningdale Avenue.

The development would have active frontages on Field End Road and Sunningdale Road, improving the environment on Sunningdale Road in particular where the current buildings does not engage well within the wider street scene.

It is therefore considered that the proposal has addressed the objections raised against the bulk and mass of the previous scheme through effective rearrangement to the Field End Road frontage and, more significantly, the reduction in the amount, and scale, of dwellings to be provided on Sunningdale Avenue, which reduces the overall impact of the development on the part of the site at the junction between Field End Road and Sunningdale Avenue.

It is therefore considered that the proposed development would result in acceptable visual impact and provide spatial characteristics which relate to the surrounding area and, as such, is in accordance with Policies BE 13 and BE 19 and London Plan Policies 7.4 and 7.6.

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

The proposed flat building would adjoin Television House, a building of a similar height, with its front and rear elevations being aligned with it. Television House currently accommodates commercial and recreational uses. The nearest residential units are on the opposite side of Field End Road, some 39 metres to the west, the opposite side of Sunningdale Avenue, some 24 metres to the south, and No. 2 Sunningdale Avenue, which is located approximately 2.5 metres from the dwelling occupying Plot 3 of the development although it should be noted that this is a flank wall to flank wall arrangement.

The proposed dwelling at plot 3 would project slightly further to the rear than the adjacent dwelling, 2 Sunningdale Avenue, but only to a distance of approximately 1.8 metres and, as such, it would not appear overbearing or cause undue overshadowing of the neighbouring property or garden. The main flat building is a sufficient distance away to not appear oppressive or cause unacceptable overshadowing, with its overall impact on neighbouring amenities being similar to the existing building occupying the site.

Habitable room windows on the Field End Road elevation of the flats would face towards properties on the opposite side of the road, as would those windows serving the flats and

detached dwellings facing onto Sunningdale Avenue. Distances in excess of the Residential Layouts standard of 21 metres would be maintained. Windows on the rear elevation of the flats would face towards rear gardens on Sunningdale Avenue, some 35 metres to the east. Any views from windows that would be within less than 21 metres of habitable room windows serving the proposed detached dwellings would be at an oblique angle that would prevent intrusive views. All habitable room windows on existing dwellings on Sunningdale Avenue and Woodlands Avenue are well in excess of the minimum 21 metre separation distance required by the SPD.

A condition requiring details of obscure screening for all balconies and terraces would be attached to any approval given in the interests of privacy and safety.

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

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

##### **INTERNAL SPACE:**

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

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

All of the 3 bedroom flats and dwellings are dual aspect. None of the single aspect units are north facing and all have a wide frontage including a number of windows. The layout of the single aspect units also avoids corridors and the depth of habitable rooms is kept fairly low so as to allow for adequate sunlight and ventilation provision, in accordance with para. 2.3.40 of the London Plan Housing SPG (2016).

##### **EXTERNAL SPACE:**

Para. 4.17 of the Residential Layouts SPD stipulates that shared amenity space for flats and maisonettes should be provided as follows:-

- 1 bed bedroom flat - 20 m<sup>2</sup> per flat
- 2 bed bedroom flat - 25 m<sup>2</sup> per flat
- 3+ bedroom flat - 30 m<sup>2</sup> per flat

This equates to an overall requirement for the flatted block for 580 m<sup>2</sup> of amenity space.

Within the Field End Road block all units have direct access to private terraces and private balcony space. All balconies provide an amount of usable space in excess of the standards set out in the London Plan Housing SPG Standard 26, which requires 5 m<sup>2</sup> for 1 to 2 person dwellings an additional 1 m<sup>2</sup> per additional occupant.

The combined amount of private external space provided by terraces and balconies would amount to 285.5 m<sup>2</sup>. This does not include terraces to the front of the duplex properties adjacent to Field End Road or a portion of external space at the corner of Field End Road and Sunningdale Avenue which are defined as 'front gardens' and therefore not usable amenity space.

A communal amenity space would be provided to the east of the main building, accessible from the main entrance and core. This area would provide 273.75 m<sup>2</sup> of space which would be overlooked by surrounding development, accessible by disabled people including people who require level access and wheelchair users and designed to take advantage of direct sunlight, in accordance with Standard 4 of the London Plan Housing SPG.

Para. 4.18 of the SPD states that 'where usable balconies or private garden space has been provided for individual units, the floorspace can be deducted from the calculation of outdoor amenity space.' The combined space provided by the private balconies and terraces and the communal area is 559.25 m<sup>2</sup>. As such, there is a modest shortfall in amenity space for occupants of the flatted development. However, this shortfall is not considered to be so pronounced that it would justify a recommendation for refusal, particularly when taking into account the location adjacent to a Town Centre and proximity to local recreation grounds.

All residential dwellings are served by rear gardens that meet the 60 m<sup>2</sup> requirement for 3 bedroom dwellings as set out in para. 4.15 of Hillingdon's Residential Layouts SPD.

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

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

#### PLAY AREAS:

The Mayor's Play and Informal Recreation SPG requires appropriate play provision to be included within developments with an estimated occupancy of 10 or more children, in accordance with London Plan Policy 3.6. As such, a condition would be attached to any approval requiring details of a suitable play area to be submitted to, and approved by, the Council prior to the commencement of development and for the play area to be incorporated into the development and maintained throughout its lifetime. This would be accommodated within the ground floor communal amenity area.

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

##### PARKING:

The previous application provided car parking at a rate of 0.8 spaces per unit. This was deemed to be insufficient and was therefore included as a reason for refusal on that application. However, the Inspector, in dismissing the subsequent appeal against the decision, did not consider refusal on the basis of insufficient parking to be justified and, as a consequence, awarded costs against the Council.

The current scheme provides a total of 18 car parking spaces for the 24 flats (0.75 spaces per flat) which is a similar ratio to the previous scheme which included 21 car parking spaces serving 26 flats. Each dwellinghouse on Sunningdale Avenue would be provided with two off street car parking spaces.

Given the appeal costs award and the results of surveys presented in the accompanying Transport Statement, which indicates car ownership levels for flatted development within the surrounding area is 0.75 vehicles per unit, it is considered that the level of parking provided is acceptable.

Measures to prevent any future occupant, aside from blue badge holders, from applying for residents car parking permits will be incorporated within the Section 106 Agreement.

It is noted that the formation of new crossovers to serve the proposed dwellings, the main site access and the disabled parking bay would result in the loss of 6 existing permit spaces on Sunningdale Avenue. The Transport Statement confirms that 4 of these spaces would be re-provided on the opposite side of the road. This would be secured within the Section 106 / 278 agreement. The Council's Highway Engineer has considered this to be an acceptable arrangement.

A condition would be attached to any approval to secure the correct amount of cycle parking (41 spaces for the flatted development and 2 spaces for each dwelling), active and passive charging facilities for electrical vehicles (each at a ratio of 20% of overall parking) as well as a single motorcycle parking space, as per London Plan (2016) and Hillingdon's adopted parking standards.

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

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

The proposed development would provide good levels of surveillance towards the public realm and would not create any isolated or secluded areas that may encourage anti-social behaviour. External lighting would also be provided within the communal amenity space and car park.

The submitted Design & Access Statement states that the development will be built to achieve Secured by Design Certification. A condition would be attached to secure this.

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

#### **7.12 Disabled access**

The proposal meets the requirements of Policy 3.8 of the London Plan (2016) by providing 10% of dwellings to Building Regulation requirement M4 (3) 'wheelchair user dwellings' and the remainder to M4 (2) 'accessible and adaptable dwellings' standards.

The Council's Access Officer has assessed the submitted plans and is satisfied with all access arrangements and internal layout and adaptations, subject to the imposition of suitable conditions.

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

The proposed development would include 10 affordable housing units (37% of overall units or 43% when based on habitable rooms) and these would include a mix of 1, 2 and 3 bedroom units. The submitted Planning Statement maintains that 6 of the affordable units would be social rented and the remaining 4 would be intermediate.

The requirements of H 2 are fulfilled with the delivery of in excess of 35% affordable housing. Furthermore, the affordable housing units consist of a mix of unit sizes including 20% providing 3 bedroom accommodation.



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

The proposed development would result in the loss of a single street tree on Sunningdale Avenue. However, it is considered that this loss would be mitigated against through the provision of new street tree planting that would augment effectively with the existing pattern of street trees that line Sunningdale Avenue.

Hedging would be used to soften the impact of the low height (1.1 metre) boundary walls / railings that would mark the boundaries that flank Field End Road and Sunningdale Avenue. Tree and hedge planting would also be used to provide shading and cooling within the amenity space and car park.

The grass verge to the side of the existing building on the Sunningdale Road frontage would be largely maintained in the form of a lawn serving a ground floor 3 bedroom flat as well as lawns to the front of the proposed dwellings, which provide soft landscaping in excess of 25% of the site frontage, in accordance with Hillingdon's Residential Layouts SPD, para. 11.2.

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

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

A bin store to serve all upper floor flats has been integrated into the main building and is positioned adjacent to the access road and close to Sunningdale Avenue itself. Ground floor flats and dwellings all have their own area provided for bin storage which is to the front of the properties, adjacent to the highway or access road.

It is considered that this is an acceptable arrangement for domestic waste, in accordance with London Plan Policy 5.17.

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

The submitted Energy Statement sets out measures that have been incorporated in order to reduce CO<sub>2</sub> emissions generated by the development. These include passive design measures, including optimising orientation and site layout, natural ventilation and lighting, thermal mass and solar shading, and active design measures including, 100% of efficient lighting and efficient mechanical ventilation with heat recovery (MVHR) and individual efficient gas fired boilers will supply space heating and domestic hot water.

Photovoltaic panels (mounted at roof level) are proposed to provide additional CO<sub>2</sub> reductions. Full details of the location and appearance of the solar panels have not been provided at present and, therefore, a planning condition would be attached to any approval given to require submission of such details.

Overall, the development incorporates carbon reduction measures that achieve a carbon emission saving of 35.9%, with net emissions reduced to 24,727 kg/year (24.727 tonnes).

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

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

Shortfall (tCO<sub>2</sub>) x 30 (years) x 60 (cost per tCO<sub>2</sub>) equating to 24.727 x 30 x 60 = £44, 508.

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

The site is not located within Flood Zone 2 or 3 nor does it include any areas that are susceptible to surface water flooding. The footprint of the building would not be significantly different to the existing structure and part of the existing hard surfaced car park would be replaced by soft landscaping which would assist in the drainage of surface water.

The Council's Drainage Officer is satisfied with the proposed development provided additional measures, that can be secured by way of condition, are incorporated to reduce run off rate.

The proposed development therefore satisfies Local Plan Policy OE 8 5 and London Plan Policies 5.12 and 5.13.

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

The proposal is located within a largely residential area, with nearby commercial activities primarily consisting of shops. There are no premises nearby that would have the potential to cause significant noise impact upon future residents and, therefore, have their ongoing operation threatened by the presence of the proposed development.

Balconies are modestly sized and would not allow large congregations of people to spend a sustained time on them. As such, it is not considered that they would give rise to unacceptable noise disturbance towards neighbouring residents.

The balconies and terraces facing on to Field End Road would be exposed to levels of noise over 50db at times during the day. However, these are not the only amenity spaces available to occupants of these properties as communal space is provided to the rear of the flats and this is in a quieter environment.

It is not considered that the use of the site for residential purposes would generate levels of noise that would be out of keeping with the surrounding residential area or significantly different from that which would be generated by the approved use of the site as offices.

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

The majority of issues raised relate to neighbour amenity impacts, visual impact, parking impact and drainage matters. All of these are relevant to planning and are addressed within the main body of the report.

It is not considered that the design of the building or the layout of the site would prejudice against surrounding development nor result in a piecemeal appearance to development on the street which, in any case, is flanked by development of mixed design and scale;

Any use of balconies for waste storage would be subject to control by separate Environment Health Legislation.

### **7.20 Planning obligations**

MONETARY CONTRIBUTIONS:

(i) AFFORDABLE HOUSING:

37% Affordable Housing with 70% Social Rented and 30% Shared Ownership.

(ii) ENERGY

Contribution of £44,508

(iii) CONSTRUCTION TRAINING:

Construction Training: Training Costs: £2500 for every £1m build cost + Coordinator Costs or an on-site programme.

(iv) TRAVEL PLAN:

To include £20,000 Bond

(v) PROJECT MANAGEMENT & MONITORING FEE:

5% of total monetary contributions

NON-MONETARY CONTRIBUTIONS:

(i) PARKING PERMITS:

Agreement to prevent future occupants from applying for car parking permits within existing and future parking zones/schemes and Council Car Parks in the vicinity of the site (with the exception of Blue Badge holders).

(ii) HIGHWAY WORKS:

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

- a) Access works to the site;
- b) Re-provision of 4 x permit parking bays;
- c) Relocation or replacement of any street trees lost as a result of the development;

CIL:

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

**7.21 Expediency of enforcement action**

Not applicable.

**7.22 Other Issues**

No further matters.

**8. Observations of the Borough Solicitor**

General

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

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

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

#### Planning Conditions

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

Not applicable.

#### **10. CONCLUSION**

It is recommended that the application is approved, subject to the attached conditions and the signing of a Section 106 Agreement to secure obligations as set out within the report.

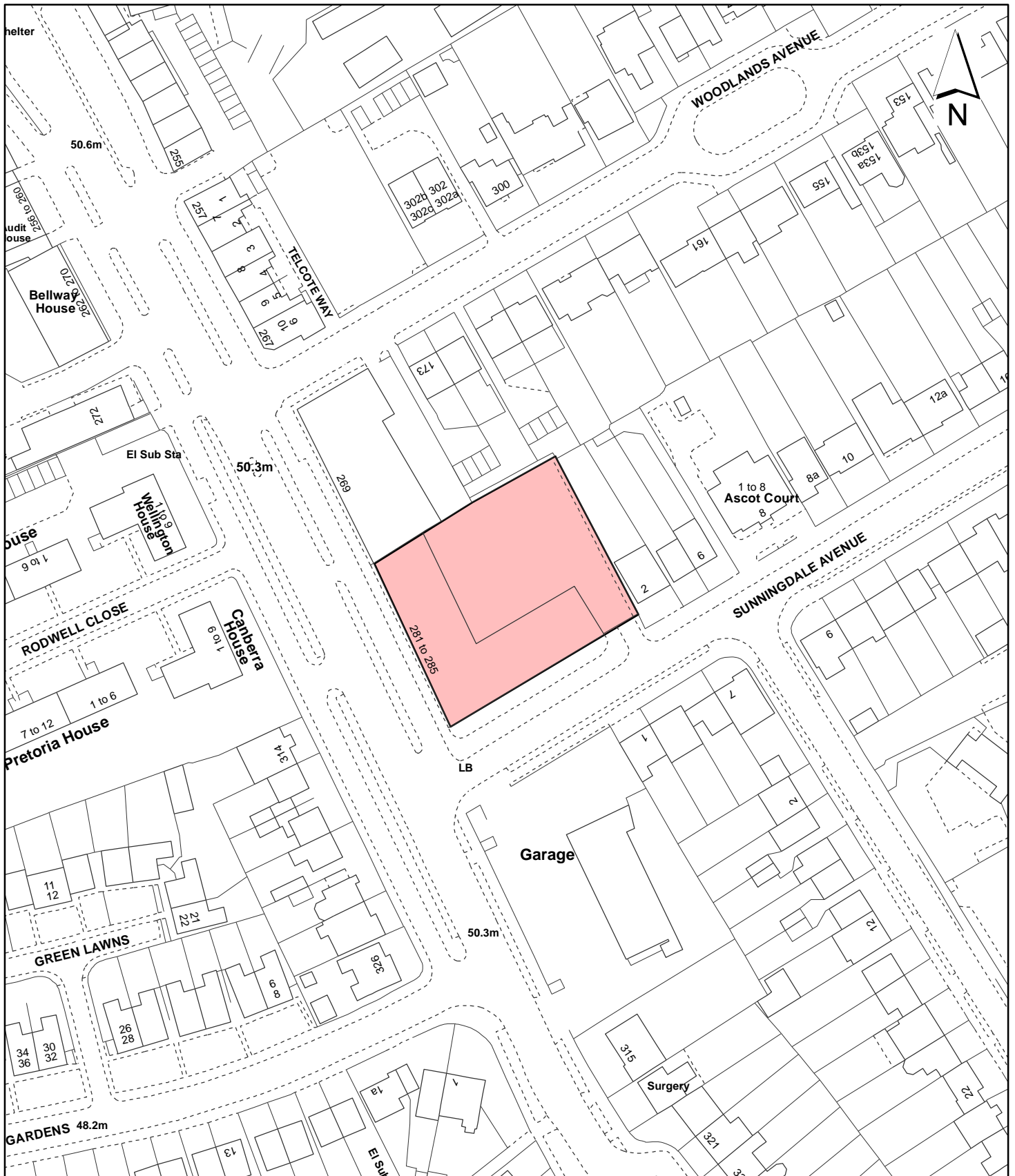
#### **11. Reference Documents**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

London Plan (March 2016)  
London Plan Housing SPG (2016)  
London Plan: Shaping Neighbourhoods: Play and Informal Recreation SPG (2012)  
London Office Policy Review (2017)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document - Residential Layout  
Hillingdon Supplementary Planning Document - Residential Extensions  
Hillingdon Supplementary Planning Document - Accessible Hillingdon  
Hillingdon Supplementary Planning Document - Noise

**Contact Officer:** James McLean Smith

**Telephone No:** 01895 250230



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| <p><b>Notes</b></p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p> | <p>Site Address</p> <p style="text-align: center;"><b>Matt House,<br/>281 Field End Road</b></p> <p>Planning Application Ref:<br/><b>23156/APP/2017/4464</b></p> <p>Planning Committee<br/><b>Major Application</b></p> | <p><b>LONDON BOROUGH<br/>OF HILLINGDON</b></p> <p><b>Residents Services</b></p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW<br/>Telephone No.: Uxbridge 250111</p> <p style="text-align: center;"><br/><b>HILLINGDON</b><br/>LONDON</p> |
|  | <p>Scale<br/><b>1:1,250</b></p>   |  |
|  | <p>Date<br/><b>March 2018</b></p>   |  |