

## Report of the Head of Planning, Transportation and Regeneration

**Address** MAPLE AND POPLAR DAY CENTRE MAPLE ROAD HAYES

**Development:** Demolition of vacant Maple and Poplar Day Centre and construction of 34 no. 2 Bed / 4 Person Flats in 2 no. 3 storey new builds.

**LBH Ref Nos:** 43762/APP/2018/396

**Drawing Nos:** Maple and Poplar- Design and Access Statement-AI  
PL 03 - Existing Site Survey-Afi  
PL 10 - Proposed Site Plan-Afi  
PL 11 - Proposed Ground Floor Plan-A  
PL 12 Rev A - Proposed First Floor Plan-A  
PL 13 - Proposed Second Floor Plan-A  
PL 14 Rev A - Proposed Roof Plan-A  
L8331-2D Topographical Survey - SHEET 1 OF 2  
L8331-2D Topographical Survey - SHEET 2 OF 2  
PL 01 - Site Location Plan-AI  
PL 15 Rev A - Proposed Elevations - Block A-A  
PL 22 - Proposed Views-AI  
PL 04 - Existing Elevations-A  
29071 Maple and Poplar \_ Drawing Issue Sheet-A  
PEA\_Maple Road Hayes Final Jan 2018  
PL 16 Rev A - Proposed Elevations - Block A-A  
PL 21 - Proposed Materials-A  
PL 17 Rev A - Proposed Elevations - Block B-A  
PL 18 Rev A - Proposed Elevations - Block B-A  
PL 19 - Proposed Sections-Afi  
PL 20 - Proposed Sections-Afi  
PL24 Proposed Wheelchair Accessible Flat  
PL23 Proposed Wheelchair Accessible Flat

**Date Plans Received:** 01/02/2018 **Date(s) of Amendment(s):**

**Date Application Valid:** 13/03/2018

### 1. SUMMARY

The proposal involves the demolition of the two existing single-storey former day centre buildings and replacement with two 3-storey blocks of flats, accommodating a total of 34 residential units (100% affordable housing) positioned around a central car parking area.

The existing site access from Maple Road would be utilised.

### 2. RECOMMENDATION

**1. That delegated powers be given to the Head of Transportation and Regeneration 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:**

**NON - MONETARY CONTRIBUTIONS:**

**(i) AFFORDABLE HOUSING:**

**100% Affordable Housing.**

**(ii) Restriction on Parking Permits for future residents**

**MONETARY CONTRIBUTIONS:**

**(i) CARBON EMISSION OFFSETTING**

**Contribution of £54, 360**

**(ii) CONSTRUCTION TRAINING:**

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

**(iii) TRAVEL PLAN:**

**To include £20,000 Bond**

**(iv) PROJECT MANAGEMENT & MONITORING FEE:**

**5% of total monetary contributions**

**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 Transportation and Regeneration 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 SP01 Council Application Standard Paragraph**

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

**2 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.

**3 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:- PL 10, PL 11, PL 12 Rev A, PL 13, PL 14 Rev A, PL 01, PL 15 Rev A, PL 22, PL 16 Rev A, PL 21, PL 17 Rev A, PL 18, PL 19, PL 20, PL 23 and PL 24 and shall thereafter be retained/maintained for as long as the development remains in existence.

**REASON**

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

**4 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:

Transport Statement;  
Design & Access Statement;  
Primary Ecological Appraisal;  
Noise Survey and Assessment Report - PC-17-0245-RP2 Rev A;  
Air Quality Assessment;  
Overheating Assessment;  
Energy Statement;  
Flood Risk Assessment - EPG-8798-FRA-01;  
Arboricultural Report;

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

**REASON**

To ensure that the development complies with the objectives of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**5 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 know datum point. Thereafter the development shall not be

carried out other than in accordance with the approved details.

#### REASON

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

#### **6 COM8 Tree Protection**

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

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

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

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

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

#### REASON

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

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

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

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Cycle Storage (68 spaces)
  - 2.c Means of enclosure/boundary treatments, including creation of defensible space around

ground floor windows;

2.d Car Parking Layouts (34 spaces including 4 x disabled parking bays, 2 x motorcycle parking spaces, 20% of car parking spaces served by active electrical vehicle charging points and a further 20% served by passive facilities);

2.e Hard Surfacing Materials

2.f External Lighting

3. Details of Landscape Maintenance

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

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

4. Schedule for Implementation

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

#### REASON

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

#### **8 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 BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

#### **9 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)

**10 N1 Noise-sensitive Buildings - use of specified measures**

Prior to occupation, a noise assessment shall be submitted to the Council for approval of external noise levels incl. reflected and re-radiated noise and details of the sound insulation of the building envelope, and of acoustically attenuated mechanical ventilation as specified in report ref: PC-17-0245-RP2 Rev A. to achieve internal room and external amenity noise standards in accordance with the criteria of BS8233:2014. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

**REASON**

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by transport noise in accordance with policy OE 5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.15

**11 RES22 Parking Allocation**

The residential units hereby approved shall not be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. The parking allocation scheme shall, as a minimum, include a requirement that all on-site car parking shall be allocated and dedicated for the use of each of the residential units hereby approved and shall remain allocated and dedicated in such a manner for the life-time of the development.

**REASON**

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

**12 RES24 Secured by Design**

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

**REASON**

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising 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.

**13 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).

**14 NONSC Demolition Method Statement**

Prior to commencement of the development hereby approved, a demolition method statement and a construction management plan shall be submitted to and approved in writing by the Council. Details shall include control measures for pest control, dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800 -1300 hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. Approved details shall be implemented throughout the project period.

**REASON**

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

**15 NONSC Accessibility**

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

**REASON:** To ensure that an appropriate standard of housing stock, in accordance with London Plan (2016) Policy 3.8 (c) and (d), is achieved and maintained.

**16 NONSC Sustainable Water Management**

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

iv. 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 (2012), and the Planning Practice Guidance (2014).

## **17 NONSC Carbon Emission Reduction Measures**

Prior to commencement of development, full details showing the design, scale and specification of the roof mounted solar panels shall be 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.

All measures to reduce the energy demand and carbon dioxide emissions of the development and to provide renewable energy generation set out within the submitted Energy Statement shall be integrated into the development and thereafter permanently retained and maintained.

#### REASON

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

#### **18 NONSC Protection of Residents From Poor Air Quality**

Mechanical ventilation with NOx / NO2 filters must be fitted at all units on the ground and first floors. Air inlets should be located as far from the A312 as possible to result in the greatest improvement in air quality.

The current green barrier between the A312 and the development must, as a minimum, be retained, and where possible should be enhanced in order to provide further protection for the future residents from the operation of the A312.

The residential travel plan should incorporate targets for reduced vehicle use, for the use of low/zero emission road vehicles, and for the promotion of sustainable travel modes such as walking and cycling.

#### REASON

To safeguard the amenity of future occupants and the surrounding areas in accordance with Policy EM 8 of the Hillingdon Local Plan: Part One Strategic Policies and Policy OE 1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **19 NONSC Vibration Levels**

Prior to Occupation of the development, details shall be submitted to and approved in writing by the Council, of building vibration levels and, together with mitigation measures as specified in report ref: PC-17-0245-RP2 Rev A. Details shall demonstrate that vibration will meet a level that has low probability of adverse comment and the assessment method shall be as specified in BS 6472:2008. No part of the development shall be occupied until the approved details have been implemented. Approved details shall thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site / surrounding premises is not adversely affected by ground - or airborne vibration in accordance with Policy OE 1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

#### **20 COM30 Contaminated Land**

No development shall commence until a preliminary risk assessment report is submitted to and approved in writing by the Council. This report shall comprise: a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses; a site reconnaissance; and a

conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Reason:

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. The conditions are required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works

#### REASON

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

### 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.

NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
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 3.16	(2016) Protection and enhancement of social infrastructure
LPP 3.17	(2016) Health and social care facilities
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 5.10	(2016) Urban Greening
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
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
AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H12	Tandem development of backland in residential areas
H8	Change of use from non-residential to residential
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
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

**3** 170 **LBH worked applicant in a positive & proactive (Granting)**

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

**4** 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.

**5**

Due to the presence of Cadent and/or National Grid apparatus in proximity to the specified area, the contractor should contact Plant Protection before any works are carried out to ensure the apparatus is not affected by any of the proposed works.

Plant Protection  
Cadent  
Block 1; Floor 1  
Brick Kiln Street  
Hinckley  
LE10 0NA  
E-mail: [plantprotection@cadentgas.com](mailto:plantprotection@cadentgas.com)  
Telephone: +44 (0)800 688588

**6**

The footway and carriageway on The Parkway must not be blocked during the construction of the development. Temporary obstructions during the conversion must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for

pedestrians or obstruct the flow of traffic on the parkway, A312.

All vehicles associated with the development must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions.

No skips or construction materials shall be kept on the footway or carriageway on the Transport for London Road Network (TLRN) at any time.

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

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

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

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

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

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

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

**8            I17                    Communal Amenity Space**

Where it is possible to convey communal areas of landscaping to individual householders, the applicant is requested to provide a clause in the contract of the sale of the properties reminding owners of their responsibilities to maintain landscaped areas in their ownership and drawing to their attention the fact that a condition has been imposed to this effect in this planning permission.

**9            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.

**10          I44A                  Prevention of Litter**

You should ensure that your premises do not generate litter in the streets and nearby areas. Sections 93 and 94 of the Environmental Protection Act 1990 give local authorities the power to serve 'Street Litter Control Notices' requiring businesses to clear up the litter and implement measures to prevent the land from becoming littered again. By imposing a 'Street Litter Control Notice', the local authority has the power to force businesses to clean

up the area in the vicinity of their premises, provide and empty bins and do anything else which may be necessary to remove litter. Amendments made to the 1990 Act by the Clean Neighbourhoods and Environment Act 2005 have made it immediately an offence to fail to comply with the requirements of a Street Litter Control Notice, and fixed penalties may be issued as an alternative to prosecution.

Given the requirements of the Clean Neighbourhoods and Environment Act 2005, you are advised to take part in Defra's Voluntary Code of Practice for 'Reducing litter caused by Food on the Go', published in November 2004.

Should you have any queries on the above, please contact the Environmental Enforcement Team within the Environment and Consumer Protection Group on 01895 277402 at the London Borough of Hillingdon.

**11            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).

### **3.            CONSIDERATIONS**

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

The site is occupied by two single-storey brick built gable roof buildings that are positioned alongside each other, towards the southern end of the site. To the north of the buildings is a hard surfaced parking and turning area. The site boundaries are marked by a green buffer of grass, medium sized trees and hedging. There are also occasional trees towards the site interior. The buildings were most recently in use as day centres but have been vacant since the beginning of 2016. The site has its own access road, which is taken from Maple Road which is to the west.

Surrounding development is predominantly residential and extends to the east and west of the site. Buildings present nearby consist of a mix of two-storey terraced dwellings with gable roofing and three-storey blocks of flats with shallow pitched roofing. A recently completed three-storey flat roofed residential development (111 Maple Road) has introduced flat roof elements into the street scene.

Maple Road maintains a sense of verdancy due to the presence of street trees, grass verges, landscaped site frontages and pockets of green space to the rear of buildings although this has been partially eroded as a result of a number of front gardens being paved over to provide car parking.

The A312 (Parkway), which is a multiple carriageway road, flanks the site to the east,

running from north to south. A dense buffer of trees and hedging is in place alongside the eastern boundary and provides a screen that prevent views of the road as well as providing some noise and air emission mitigation. The buffer widens to the north of the site.

The site backs on to an open green area to the south.

### **3.2 Proposed Scheme**

The proposal involves the demolition of the existing buildings and clearance of the site to allow for the construction of two separate three-storey blocks of flats that would be positioned towards the northern and southern ends of the site respectively. A hard surfaced car parking area with a capacity for 34 vehicles, including 4 disabled bays, would be provided in between the two buildings. The existing site access would be utilised with the parking area to the north of the access road , which serves properties to the west of the site, being unaffected. 34 cycle parking spaces would also be provided.

The buildings mirror each other in terms of design and internal layout. Each building would accommodate 17 x two bedroom flats, each of which would be suitable for occupancy by 4 persons. Each unit would be designated as Affordable Housing.

Each building would include two wheelchair user units (Building Regulations M4(3) standard) at ground floor level. All floors would be provided with lift access.

Bin stores would be positioned within the car park area. Vehicle tracking plans, which demonstrate that a refuse vehicle could access and turn within the site, have been submitted as part of the Transport Statement which accompanies the application.

### **3.3 Relevant Planning History**

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

Not applicable

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

Please see list below for list of relevant 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.EM6 (2012) Flood Risk Management
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing

Part 2 Policies:

- NPPF National Planning Policy Framework
- NPPF1 NPPF - Delivering sustainable development
- 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 3.16	(2016) Protection and enhancement of social infrastructure
LPP 3.17	(2016) Health and social care facilities
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 5.10	(2016) Urban Greening
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
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
AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.



BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H12	Tandem development of backland in residential areas
H8	Change of use from non-residential to residential
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
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **9th April 2018**

5.2 Site Notice Expiry Date:- **9th April 2018**

## 6. Consultations

### External Consultees

#### PUBLIC REPRESENTATIONS:

The planning application was advertised by way of site notices displayed at the site access point on Maple Road and on DeHavilland Close, which is in the neighbouring Borough (Ealing). The owners / occupants of surrounding properties were also sent letters notifying them of the proposed development and inviting comments.

One letter of objection received from a member of the public stated the following:-

I am against because we have nice quiet road without anymore traffic and vulnerable people. On our roads we have one more day care which was made into flats and this new flat there have so many problems everyday and we see many police officers come. We already have issues with parking. These new flats will make it worse for parking and the traffic. It will be extra work for police officers and more worries for local residents.

#### TRANSPORT FOR LONDON (TfL):

The site of the development is located less than 150 metres from the Parkway, A312, which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN, and are therefore concerned about any proposal which may affect the performance and/or safety of the TLRN.

- The footway and carriageway on the parkway must not be blocked during the construction of the development. Temporary obstructions during the conversion must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the parkway, A312.

- All vehicles associated with the development must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions.

- No skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time.

- The amount of cycle parking should be increased to 68 long-stay residential cycle parking spaces to meet the current London Plan standards, policy 6.3 and the newly published Draft London Plan policy T5. These spaces should be located in a secure, sheltered and accessible location.

- Where double-decker cycle storage racks will be provided, it is recommended that they should have a mechanically or pneumatically assisted system for accessing the upper level, as many people find using these spaces difficult. The product must also allow for double-locking. Minimum aisle widths, as set out in the London Cycle Design Standards (LCDS) must be met in order for these stands to be usable.

- Additionally, please note that the London Plan refers to the need for "easy access" and catering "for cyclists who use adapted cycles". This is an accessibility requirement. The London Cycle Design Standards (LCDS) states that 5% of stands ought to be able to accommodate larger cycles. The easiest way to meet accessibility requirements on types of cycle parking, as well as serve different user needs generally is to provide a mix of types of cycle stands, preferably including the Sheffield style of stands.

- It is reminded that new developments must take every opportunity to overcome barriers to cycling for their prospective residents and visitors as good quality cycle parking is a selling-point. Planning obligations should be used not only to require enough cycle parking, but also to ensure that it is of high quality: well located, secure, visible, well overlooked and fit for purpose. Developers have much to gain from making cycling an integral part of their transport strategy and should therefore be encouraged to approach the issue positively.

Subject to the above conditions being met, the proposal as it stands would not result in an unacceptable impact to the Transport for London Road Network (TLRN).

OFFICER COMMENT: Relevant conditions and informatives will be attached to any approval given, albeit the requirement for 68 cycle spaces is considered to be excessive and will not be required by condition.

LONDON BOROUGH OF EALING:

No comments received.

CADENT:

Searches based on your enquiry have identified that there is apparatus in the vicinity of your enquiry which may be affected by the activities specified.

The apparatus that has been identified as being in the vicinity of your proposed works is:

Low or Medium pressure (below 2 bar) gas pipes and associated equipment. (As a result it is highly likely that there are gas services and associated apparatus in the vicinity).

Due to the presence of Cadent and/or National Grid apparatus in proximity to the specified area, the contractor should contact Plant Protection before any works are carried out to ensure the apparatus is not affected by any of the proposed works.

OFFICER COMMENT: A suitable informative will be attached to any approval given. The site is not considered to have any site specific issues which would warrant a construction management plan condition.

### **Internal Consultees**

HIGHWAYS:

FLOODING & DRAINAGE:

There is evidence that appropriate quantity controls are proposed to be put in place, however the option proposed are not the most sustainable in the hierarchy. Therefore an appropriate condition will be required and a revised drainage proposal submitted, improving the options selected to drain the site. 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.

LANDSCAPE OFFICER (SUMMARY):

It is not thought that there are any trees of particular merit that might constrain development. The D&AS states (3.1) that the scheme 'has been designed in a way which is sensitive to the existing green areas' - and the layout indicates that the developed area will be set back from the boundaries to safeguard the existing boundary planting. Section 3.5 of the D&AS confirms the landscape principles that have been adopted. This seeks to provide a balance of green infrastructure and retain and enhance the ecological character of the area.

No objection subject to conditions RES8, RES9 (parts 1,2,3,4,5 and 6) and RES10.

HOUSING SERVICES (SUMMARY):

This is a London Borough of Hillingdon application for a 100% Affordable Housing development of 17 social rented and 17 shared ownership homes exceeding Local Plan requirement for 35% Affordable housing.

The 34 flats all meet or exceed the London Housing Design Guide and Lifetime Homes standards and the development includes 4 x wheelchair accessible units thereby exceeding the 10% policy requirement.

The development falls short of delivering any larger 3 bed family homes, typically a policy compliant development of 34 units that meets the new SHMA Affordable Housing requirements would include four 3 bedroom units, but as a 100% Affordable Housing scheme the increased number of units compensate for this. The site is also part of a much larger council Housing Development Programme of Affordable Housing that will balance the type and size of properties over several sites across the borough. The Willow Tree Depot also within the Yeading ward will be entirely 3 bed or larger family homes.

The application is therefore supported.

**ACCESS OFFICER:**

The supporting Design & Access Statement makes reference to the Lifetime Home Standards which are no longer applicable to residential developments, and to M4(1) Visitable Dwellings (Category 1), as set out in Approved Document M to the Building Regulations (2015 edition). The DAS also refers to wheelchair accessible and ADM Category 3. It is further noted that the development would comprise

- a. A parking ratio of 1:1, with bays located close to the main entrance of the building. The bays are said to have been designed to provide a 1200 mm wide transfer area to the side and rear.
- b. Approach routes to the buildings that are level or gently sloping, and otherwise step-free.
- c. Step-free access to the building entrances is understood to have been incorporated into the design, with access lobbies to provide weather protection.
- d. The internal communal stairs would be constructed to comply with Approved Document M to the Building Regulations (2015 edition)
- e. Within the M4(1) visitable and wheelchair accessible M4 (3) dwellings, all structural door openings would be 900 mm or 1000 mm, with a clear opening of 775 mm or 850 mm respectively.
- f. A bathroom designed to incorporate ease of access to a bath, shower, wash basin and WC and every flat, which follows the Lifetime Home Standards or the standards required for a Wheelchair Accessible dwelling as set out in Approved Document M.
- g. Stepped access to all dwellings above the ground floor. Lift access is shown not to be provided in either of the two proposed buildings.

Revised plans demonstrate compliance with:

1. All relevant technical standards set out in Approved Document M to the Building Regulations (2015 edition), to include a step-free approach, via lift access, to the principal entrance of all dwellings located on floors above ground;
2. The spatial requirements within the entrance level WC, bedrooms, bathrooms and kitchen areas. The floor plans should illustrate the requisite clear access zones in context to typical furniture items within the said rooms and areas.
3. Approved Document M to the Building Regulations (2015 edition) for a Category 3, Wheelchair Accessible dwelling. A minimum of three Wheelchair Accessible flats, designed and constructed to the prescribed standards set out in M4(3), should be interspersed on the ground floors of both buildings

The following planning condition should be attached to any approval:

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

REASON: To ensure that an appropriate standard of housing stock, in accordance with London Plan

Policy 3.8 (c) and (d), is achieved and maintained.

OFFICER COMMENT: The applicant has confirmed the scheme will be amended in accordance with these comments. Revised drawing are expected and will be included as an addendum.

AIR QUALITY OFFICER:

The development will introduce new residents into an area of existing poor air quality, in addition the operation of the development brings additional traffic movements into an area of existing poor air quality. If the development is to be permitted the following needs to be taken into account to ensure the development is in line with Policy EM8 of the Local Plan.

Construction and demolition phase

In order to control the dust and emissions from the demolition and construction phases:

1 The Construction Management Plan must be developed in accordance with the Air Quality Management (IAQM) 'Guidance on the assessment of dust from demolition and construction" and the GLA, Control of Dust and Emissions from Construction and Demolition Supplementary Planning Guidance;

2 All Non Road Mobile Machinery (NRMM) used during construction must meet meet Stage IIIA criteria of EU Directive 97/68/EC and must be registered online on the NRMM website at <http://nrmm.london/>. Confirmation of the registration must be submitted to the LPA.

Operational phase

Protection of residents from poor air quality;

1 Mechanical ventilation with NOx / NO2 filters must be fitted at all units on the ground and first floors. Air inlets should be located as far from the A312 as possible to result in the greatest improvement in air quality

2 The current green barrier between the A312 and the development must, as a minimum, be retained, and where possible should be enhanced in order to provide further protection for the future residents from the operation of the A312.

3 The residential travel plan should incorporate targets for reduced vehicle use, for the use of low/zero emission road vehicles, and for the promotion of sustainable travel modes such as walking and cycling.

OFFICER COMMENT - Relevant conditions will be attached to any approval given.

## **7. MAIN PLANNING ISSUES**

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

The site is considered to represent 'brownfield' land as it has been largely built upon through a combination of the existing buildings and car park. 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. It is therefore considered that it should not be regarded as possessing high environmental value.

Whilst the site does not possess any significant street frontage, it is not considered that the proposal would represent unacceptable 'back land' development, which is resisted by Policy H 12 of the Local Plan (Part Two), as the size of the development and levels of site surveillance offered by the two buildings would be sufficient to provide the site with its own distinctive character and prevent it from appearing secluded or isolated.

The site was formerly in use as a day centre. The NPPF (2012) seeks to retain community facilities and Policy R 11 of the Local Plan (Part Two) states that proposal which involve the loss of such a facility should take the following into account when being assessed:-

Whether there is a reasonable possibility that a refusal of permission would lead to the retention of the existing facility;

Whether adequate accessible alternative provision is available to meet the foreseeable needs of the existing and potential users to be displaced;

Whether the proposed alternative use accords with other relevant policies;

In this instance, the use of the site as a day centre ceased over two years ago and the buildings are deteriorating in condition. Due to this, and the fact that facilities have been re-provided within more modern, accessible and adaptable buildings which are within the locality, it is not considered that the site would be likely to be brought back into use as a day centre should the application be refused and that appropriate alternative provision is available. The proposals therefore accord with the NPPF and Policy R11 of the Local Plan (Part Two) (2012).

The alternative use of the site as residential also meets the requirements of Policy H 2 of the Local Plan (Part One) which seeks to secure an increase in affordable housing provision within the Borough.

The surrounding area consists predominantly of residential development and, as such, the proposal is considered to be compatible with its surroundings.

## **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 in an area which meets the description of an urban setting, as defined within notes to Table 3.2 of the London Plan (2016) due to the surrounding area including a being predominantly dense in development with terraced houses and buildings typically of two to four storeys in height. The site is also close to The Parkway (A312) which is a main arterial route.

The PTAL score for the site is 1 which identifies the area as having a poor 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 would therefore be between 40 to 80 units per hectare or 150 - 250 habitable rooms per hectare.

The site area is 4,200 m<sup>2</sup> (0.42 hectares). Therefore, the density of the proposed development, which would provide 34 two bedroom residential units within the curtilage, equates to approximately 81 dwellings per hectare, or 243 habitable rooms per hectare, which is similar to the density of surrounding residential development.

This level of density represents the top end of the density spectrum and is therefore considered to represent an optimal development of the site.

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 in, or within close proximity of, any areas or buildings which are the subject of designated heritage status.

#### **7.04 Airport safeguarding**

Not applicable as the height of the proposed buildings does not exceed the threshold for consultation Heathrow Airport Limited or the MoD (Northolt).

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

The site is located within an established built-up area that is a minimum of 630 metres from the nearest green belt land, with a number of buildings and major infrastructure such as roads in the intervening area.

It is therefore considered that the proposed development would not impact upon the open character of the green belt in any way.

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

The site identifies as a developed area when viewed from the surrounding area. The buildings that currently occupy the site are of modest scale and do not possess any particular architectural merit. As such, they are not seen as valuable features in terms of contribution towards the character and appearance of the surrounding area. The presence of semi-mature landscaping on site and the way that it combines with other street landscaping is noted as an element that enhances the character and appearance of the street scene.

The proposed buildings would be located towards the northern and southern end of the site respectively. This northern building would respond to the general building line defined by 131 - 151 Maple Road. This would result in the building appearing as a natural continuation of existing development along the street, therefore preventing it from appearing incongruous or disruptive. The southern building would be set back behind the building line maintained

by 134 - 153 Maple Road but would not appear disruptive due to it being positioned behind the terrace of dwellings consisting of 153 - 161 Maple Road, which would largely screen the building from view.

The scale of the buildings are comparable with surrounding flats, many of which are three-storeys in height and slightly taller than the proposed buildings due to having pitched roofing. Dwellings are generally in the form of terraced houses, establishing a pattern of buildings with wide frontages. The buildings are of contemporary design and do not attempt to mimic the general pattern of development on the street, which consists of two and three-storey pitched roof buildings. However, it is noted that the nearby development of 111 Maple Road has introduced contemporary design of a similar scale and appearance into the street scene and, given the proposal site does not possess a direct street frontage, it is considered beneficial for it to possess its own sense of character in any case.

The development would utilise the existing site access, with no significant modifications made and, the frequency of the use of this access road as a result of the development would not increase to a degree that would lead to it being out of keeping with its surrounding by way of representing an over intensive use of the site.

A number of trees, as well as sections of hedgerow, would be removed to allow for the site to accommodate the proposed buildings. However, this loss would be mitigated by new landscaping that would be carried out as part of the proposed scheme, with the green buffers on all site boundaries being preserved. As such, the site would continue to contribute towards the semi-verdant nature of the overall street scene and surrounding area.

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 closest residential dwelling to the proposed development is 151 Maple Road which is approximately 10 metres to the west of the northern building within the development. Whilst this is closer than the 15 metre separation required by the Residential Layouts SPD, this is acceptable as it involves a relationship between side elevations. The closest residential dwellings to the southern building are 157 and 159 Maple Road which are 21.3 - 22 metres to the west of the building.

Although the northern building extends towards the rear to roughly the same extent as the rear garden of 151 Maple Road, it does not come close to breaching a 45 degree splay taken from any habitable room windows serving that dwelling, nor would it compromise outlook given the degree of separation between the proposed building and the neighbouring site and the fact that the building would not be within the field of vision when looking directly towards the far end of the rear garden.

It is therefore considered that the proposed development would not appear overbearing towards neighbouring residential properties nor would it generate undue levels of overshadowing.

There are a number of windows serving habitable rooms, as well as balconies, at all floor levels, on the western elevation of the northern building, facing towards properties on Maple Road. Direct views from these features would largely be towards the flank elevation of 151



Maple Road, which does not contain any habitable room windows although the balcony would offer views of the rear garden. Views from the balcony towards the rear garden would be partially obstructed by site landscaping but, nevertheless, it is considered necessary to require screening to be provided to the southern edge of the balcony in order to restrict potential views.

There would be no neighbouring habitable room windows that would be within 21 metres and a 45 metre splay of any of the windows or balconies on the northern building on any of the proposed buildings and, as such, it is not considered that the buildings would offer invasive views of surrounding residential properties.

The balconies and terraces serving the residential units would not be of sufficient size to allow for large congregations of people that may cause disturbance to neighbouring residents given their raised nature and proximity to neighbouring sites. The main amenity area serving the development would be the communal space at ground level which would be distributed around the site, primarily towards the eastern side, away from neighbouring residential development.

The main car park would be positioned towards the interior of the site and this siting would prevent engine noise and headlights from disrupting neighbouring residents.

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 AMENITY:

Policy 3.3 of the London Plan (2016) sets out minimum Gross Internal Area (GIA) standards for new dwellings. These figures are informed by DCLG's Technical housing standards - nationally described space standard (2015).

The Gross Internal Area (GIA) provided within each unit is in excess of the minimum space standards set out in legislation. Each unit has an uncomplicated internal layout which would allow for effective circulation and ensure no rooms are of an awkward shape or size. The majority of habitable rooms would have more than one window, maximising natural light permeation, particularly as all windows are close to full room height.

All units would be dual aspect allowing for adequate sunlight and ventilation provision, in accordance with para. 2.3.40 of the London Plan Housing SPG (2016).

All ground floor windows would face towards defensible space in order to maintain the privacy of future occupants.

With the exception of those on the western elevation, all windows that serve habitable rooms within the development are well in excess of 15 metres from neighbouring buildings, and 21 metres from neighbouring habitable rooms, with largely unobstructed outlooks. Those on the western elevation face towards 151 Maple Drive, some 10 metres away. However, the windows face the flank elevation of the building, which is not of significant length, and it is not considered the proximity to this building would therefore obstruct natural light provision and outlook to the extent that these windows would fail to provide a suitable living environment for future occupants.

The submitted noise survey shows that the site is subjected to significant levels of noise throughout the day and night, primarily as a result of the proximity to the A312. The noise survey demonstrates how noise within the interior of the building can be reduced through the use of appropriate sound insulation measures. Further details of appropriate mitigation measures will be secured by planning condition.

#### EXTERNAL AMENITY:

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

2 bed bedroom flat - 25 m<sup>2</sup> per flat

This equates to an overall requirement for the development for 850 m<sup>2</sup> of amenity space.

Each unit would have access to a private terrace or balcony whilst the primary amenity space would be provided in the form of a communal landscaped area to the sides of each building which has a combined area of 1,250 m<sup>2</sup> which is significantly above SPD standard

Based on the amount of units provided, and their tenure, it is anticipated that approximately 17 children could be expected to be occupying the development at any one time, following consultation with the London Plan Play and Informal Recreation SPG Play Space Requirement Calculator.

As such, a condition will be attached to any approval given to secure the provision of appropriate play space.

It is therefore considered that the proposal complies with Policy BE 23 of the Local Plan and Policies 3.3 and 3.6 of the London Plan.

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

The proposed development would provide 34 new residential units with 34 on site car parking spaces included within the development. The site already has an access road which is taken from Maple Road and the presence of this road and the fairly large car park provided for the existing use, is indicative of the fact that the day centre generated a sustained level of traffic when it was in operation. As such, it is not considered that there would be a significant increase in traffic as a result of the development.

The existing access arrangements are wide enough to allow for two way traffic and provide good levels of visibility when turning on to Maple Road. The access road is also suitable for service and emergency vehicles. The use of the access road would not impact upon the 7 existing parking spaces adjacent to the road, which provide off street parking for the occupants of the dwellings to the west.

The amount of car parking spaces provided accords with the Council's adopted car parking standards and would, therefore, provide a sufficient amount of spaces to serve the development. The car parking area is well laid out and all spaces are easily accessible. There is also sufficient space for the circulation of vehicles, with turning space provided that is adequate for cars as well as servicing and emergency vehicles.

4 car parking spaces would be disabled bays, the ratio provided exceeding the 10%

minimum set out within the London Plan. The disabled bays would serve the 4 wheelchair user units that would be provided within the development and would be positioned close to the entrance to these units.

It is noted that there is parking pressure on surrounding residential roads and, as such, a Section 106 Agreement would be used to ensure future occupants are prohibited from applying for residents car parking permits for surrounding roads and car parks (with the exception of blue badge holders).

Bicycle and motorcycle parking spaces would be provided in accordance with the Council's adopted standards. The London Plan requires that 20% (7) of the spaces have active facilities for the charging of electric vehicles whilst a further 20% must provide passive facilities. This will be secured through the use of a planning condition.

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 buildings are of contemporary design. All elevations will be articulated, with architectural features including balconies, terraces, recesses and projections coupled with a varied palette of materials being effective in preventing any of the elevations from appearing monotonous or oppressive. The external materials used would include brickwork that would correspond with surrounding buildings whilst introducing new materials in the form of steel cladding that would provide important variety and distinctiveness.

The buildings would have windows on all elevations, ensuring that they fully engage with their surrounding, whilst the frontages are clearly defined with an easily identifiable main access.

The buildings have been designed to be easily accessible, with step free access from the car park to the ground floor (where the wheelchair user units would be provided). The disabled bays would also be positioned so as to be the nearest parking bays to the building entrances, which would be clearly marked with signage and lighting. Access paths would all be a minimum of 1200mm in width whilst communal corridors would be 1500mm in width. 1500mm turning circles would also be provided adjacent to all entrances.

The site is set back from the main street but it is considered that this would not result in it appearing secluded or isolated with a high level of surveillance afforded by the windows on all elevations of the buildings and the use of sympathetic external lighting along the access road, within the car park and around building entrances.

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

#### **7.12 Disabled access**

The proposed development would accord with all relevant technical standards contained within Approved Document M of the Building Regulations (2015). Revised plans show both blocks are being provided with lifts.

Four of the units (two in each building at ground floor level) will be built to the specifications of the Building Regulations M4(3) - Wheelchair User Dwellings.

Four disabled parking bays are provided, one serving each unit. This accords with the expected ratio of disabled parking serving the development. A parking allocation plan will be required by condition in order to ensure the disabled bays are allocated for use only by the occupants of the wheelchair user units.

The proposed development therefore meets the requirements of Policy 3.8 of the London Plan (2016).

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

The development would provide 100% Affordable Housing, this provision being secured by way of a Section 106 Agreement.

The dwelling mix comprises two-bedroom units only, which is not consistent with the Borough's new SHMA for Affordable Housing, which requires larger units (3 bedroom) to be included within the mix.

In this instance, the proposed mix is considered to be acceptable as the scheme delivers 100% affordable housing and also represents part of a wider Housing Development Programme of Affordable Housing that will balance the type and size of properties over several sites across the borough. Within the immediate vicinity of the site the Willow Tree Depot site is proposing 11 x 3 and 4 bed family homes (reference 31572/APP/2017/4624), which cumulatively provides an appropriate housing mix within the Yeading Ward.

The requirements of Local Plan (Part One) Policy H 2 are fulfilled with the delivery of in excess of 35% affordable housing.

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

There are a number of trees currently distributed throughout the site, primarily towards site boundaries. Of particular note is a thick belt of mature trees that flanks the eastern site boundary of the site and provides a buffer between the site and The Parkway (A 312). There is also hedgerow present on site boundaries, particularly on the northern and western perimeter.

A number of trees and sections of hedgerow are scheduled to be removed from the site in order to accommodate the proposed buildings as well as the surrounding parking areas. The Council's landscape Officer has assessed the site and does not consider that any of the existing landscaping which is to be removed possesses amenity value that would justify Tree Preservation Order status. Furthermore, loss of the trees and hedgerow could be absorbed by the site given the amount of existing trees and hedgerow that would be maintained and augmented by new site landscaping which would form part of the development and be secured by way of a planning condition.

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

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

Swept Path Analysis plans included with the accompanying Transport Statement show that a refuse vehicle can comfortably enter and leave the site in forward gear.

The site plan shows covered bin stores provided for both buildings. A condition will be used to obtain further details of the design of these stores in order to ensure that they are of a sufficient standard.

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 demonstrates that the applicant has adopted the Be Lean, Be Clean, Be Green approach as set out in London Plan Policy 5.2. Through this process, carbon reduction has been achieved through the use of high performance insulated building materials, low energy lighting and the use of natural ventilation. The connection to a district heating network has been explored but this is not currently available for the site. The use of combined heat and power (CHP) was also considered but this was found to not be viable given the modest size of the development.

Further carbon reductions are to be achieved through the use of solar pv panels, providing a circa 34 kWp system. A condition will be used to secure the installation of the panels prior to occupation of the development.

Overall, the energy saving approaches adopted have achieved a carbon emission reduction of 35.5% from the baseline rate. 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:-

$30.2 \text{ (tonnes of Co2 emitted per annum)} \times 30 \text{ (years)} \times \text{£}60 \text{ (price per tonne)} = \text{£}54,360.$

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

The site is located within Flood Zone 1 and, as such, is not subject to significant risk of tidal or fluvial flooding. Part of the northern end of the site is identified as being susceptible to surface water flooding.

The Council's Flooding & Drainage Officer has assessed the submitted Flood Risk Assessment and commented that there is evidence that appropriate quantity controls are proposed to be put in place, however the options proposed are not the most sustainable in the hierarchy. As such, it is considered that effective surface water management can be implemented on site, with further details to be provided to ensure that the most sustainable method is adopted. This will be achieved through the the use of a planning condition.

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 proximity of the site to The Parkway (A312) which is a busy road means that it is essential that mitigation measures are incorporated into the scheme in order to protect the amenities of future occupants.

Due to the emissions produced by traffic on The Parkway, a mechanical ventilation scheme must be provided, as per the recommendations of the submitted Air Quality Survey. It is not considered that the proposed development would exacerbate air quality issues within the surrounding Air Quality Management Area as the vehicular movements associated with the development would not be significantly greater than those generated by the former use of the site.

A condition requiring details of all necessary noise mitigation measures will be required to be submitted prior to commencement of development, to be secured by way of a planning condition.

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

The proposal has been assessed by the Council's Highway Engineer's who do not consider that there would be any significant impact on traffic on neighbouring roads as a result of the development.

On site car parking will be provided at an acceptable level for a development of this size and nature.

#### **7.20 Planning obligations**

A section 106 agreement will be used to secure the following, which have been agreed with the applicant:

NON - MONETARY CONTRIBUTIONS:

(i) AFFORDABLE HOUSING:

100% Affordable Housing.

(ii) Restriction on Parking Permits for future residents

MONETARY CONTRIBUTIONS:

(i) CARBON EMISSION OFFSETTING

Contribution of £54, 360

(ii) CONSTRUCTION TRAINING:

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

(iii) TRAVEL PLAN:

To include £20,000 Bond

(iv) PROJECT MANAGEMENT & MONITORING FEE:

5% of total monetary contributions

The development involves a net increase in residential dwellings and, as such, a CIL Liability Notice will be served should the application be approved. It should be noted that exemption / relief to CIL payments is granted for affordable housing units.

#### **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 considered that the proposed development is acceptable for the reasons set out in this report and, as such, it is recommended that the application is approved, subject to the attached planning conditions.

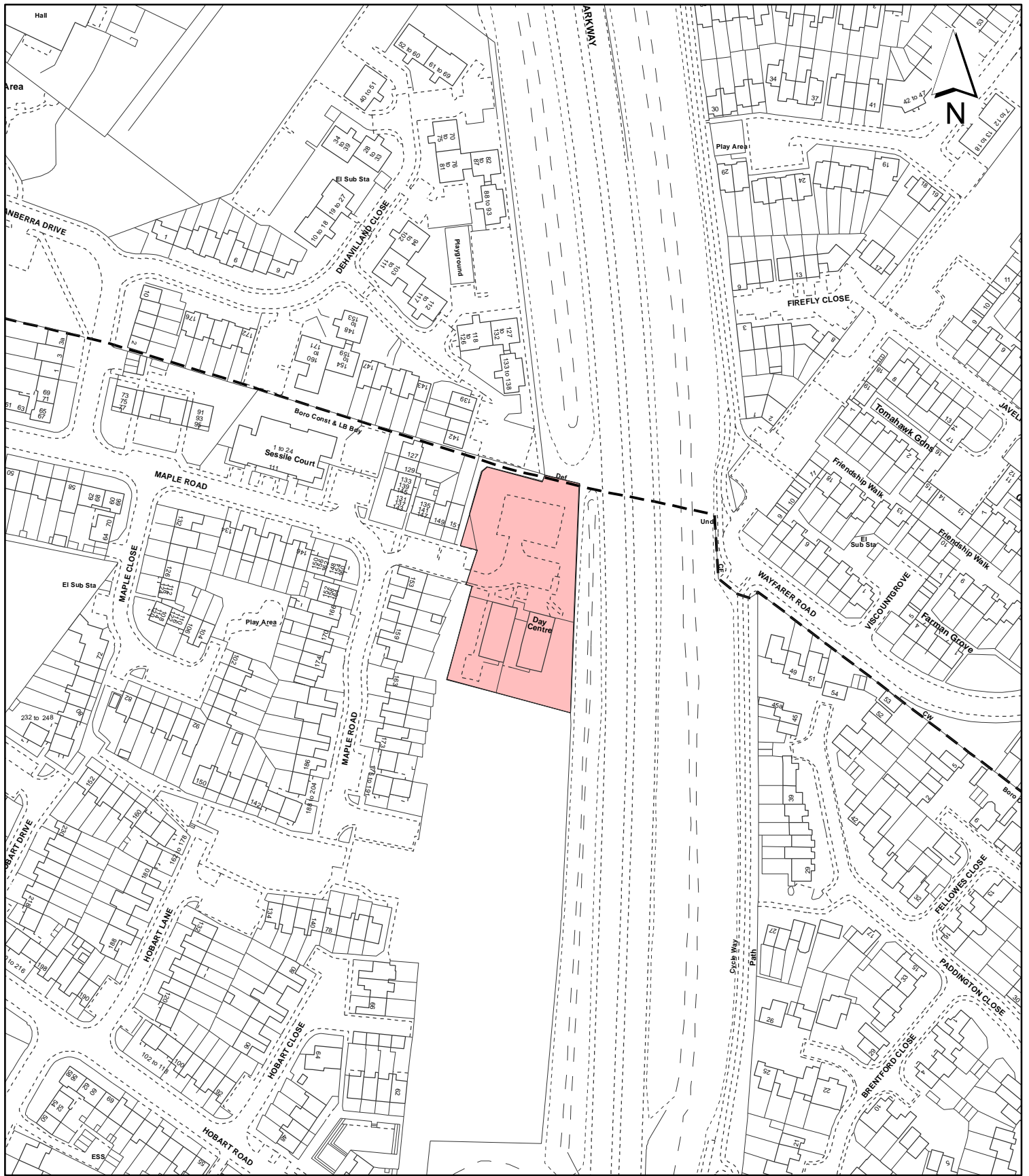
## **11. Reference Documents**

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);  
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;  
LBH Affordable Housing SHMA (2018);

**Contact Officer:** James McLean Smith

**Telephone No:** 01895 250230





**Notes:**

 Site boundary

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Site Address:

**Maple & Poplar  
Day Centre**

Planning Application Ref:

**43762/APP/2018/396**

Planning Committee:

**Major**

Scale:

**1:2,000**

Date:

**May 2018**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services  
Planning Section**

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



**HILLINGDON**  
LONDON