

Report of the Head of Planning, Transportation and Regeneration

Address CANADA HOUSE, 272 FIELD END ROAD RUISLIP

Development: Erection of rooftop extensions to existing building to provide 9 (8 x 2-bedroom and 1 x 3-bedroom) units (Use Class C3), facade alterations and associated works

LBH Ref Nos: 3894/APP/2018/498

Drawing Nos: 263_PL2_GE_02 Rev B
263_PL2_GE_01 Rev B
263_PL2_GA_03 Rev C
180206_263_PL2_GA_01_REV B
180206_263_PL2_GA_02_REV A
180206_263_PL2_GA_00_REV C
180206_263_PL2_GE_RF_REV A
DAS PART 2
DAS PART 1
Block Plan
180206_263_PL2_EE_01_Rev A
180206_263_PL2_EE_02_Rev A
180206_263_PL2_EX_01_Rev A
180206_263_PL2_EX_02_Rev A
180206_263_PL2_EX_00_Rev A
180206_263_PL2_EE_03_Rev A
180206_263_PL2_EX_RF_Rev A
180206_263_PL2_GE_03_REV A
Site Location Plan
Covering Letter

Date Plans Received:	08/02/2018	Date(s) of Amendment(s):	08/02/2018
Date Application Valid:	08/02/2018		18/05/2018

1. SUMMARY

This application is being reported to committee as seeks a contribution to public realm improvement works secure through a Section 106 legal agreement. This application seeks permission for the erection of a rooftop extension to provide 9 residential units (8 x 2 bedroom and 1 x 3 bedroom). The principle of development is considered acceptable as the proposal provides residential accommodation within a sustainable town centre location.

The proposed extension sits in harmony with the host building and the surrounding area. The proposed extension, by virtue of its siting and design is unlikely to result in harm to neighbouring residents. This proposal includes adequate private and communal amenity space at rooftop level which is appropriately screened, within a town centre location this is on balance accepted. This proposal also includes 1 car parking space for each unit which given its location and proximity to Eastcote Station this approach is acceptable.

For the reasons outlined in the report, this application is considered acceptable subject to condition and a Section 106 contribution towards public realm improvements.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning, Transportation and Regeneration to grant planning permission subject to:

A) Entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980 (as amended) and/or other appropriate legislation to secure:

Non-monetary

i) A restriction preventing future residents from applying for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site (with the exception of Blue Badge holders).

Monetary contributions:

ii) Public realm improvements contribution £37,000

iii) Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and/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 26 June 2018 (or such other timeframe as may be agreed by the Head of Planning, Transportation and Regeneration delegated authority to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of public realm, highways (including servicing and travel planning), affordable housing, and construction training). The proposal therefore conflicts with Policies AM7 and R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (2016).'

E) That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to 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 prior to issuing the decision.

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans referenced below and shall thereafter be retained/maintained for as long as the development remains in existence:

Block Plan

263_PL2_GE_02 Rev B
263_PL2_GE_01 Rev B
263_PL2_GA_03 Rev C
263_PL2_GA_01_REV B
263_PL2_GA_02_REV A
263_PL2_GA_00_REV C
263_PL2_GE_RF_REV A
263_PL2_EE_01_Rev A
263_PL2_EE_02_Rev A
263_PL2_EX_01_Rev A
263_PL2_EX_02_Rev A
263_PL2_EX_00_Rev A
263_PL2_EE_03_Rev A
263_PL2_EX_RF_Rev A
263_PL2_GE_03_REV A

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (November 2012) and the London Plan (March 2016).

3 COM7 Materials (Submission)

prior to commencement of the superstructure, details of all materials and external surfaces, including details of balconies and slatted louvres 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.

Details should include information relating to make, product/type, colour and photographs/images and sample materials shall be made available to view on site at the Local Planning Authorities request.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Local Plan (November 2012).

4 RES9 Landscaping (including refuse/cycle storage)

Prior to relevant works, a landscape scheme shall be submitted to and approved in writing by the LPA. The submitted details shall include as relevant to the scheme 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 and means of enclosure,
- 2.b Means of enclosure/boundary treatments, including details of the screening required for the defensive space for each flat
- 2.c Car Parking for 9 cars (including demonstration that parking spaces are served by 1 active electric vehicle charging points and 1 passive electric vehicle charging points and 1 parking space for disabled users), 10 cycle parking spaces and security lighting and 1 dedicated motorcycle parking spaces
- 2.d Hard Surfacing Materials (if required)
- 2.e External Lighting (front and rear blocks)

3. Details of Communal Amenity Space

- 3.a A management plan for the rooftop communal amenity space clarifying how it will be managed and confirming which flats will have access to the space
- 3.b Landscape Maintenance Schedule for a minimum period of 5 years.

Thereafter the approved details shall be implemented prior to first occupation of the flats in full accordance with the approved details and shall be retained thereafter.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13 and BE38 of the Hillingdon Local Plan (November 2012) and Policies 5.11 (living walls and roofs), 5.8 (Innovative energy Technologies), 6.13 (Parking) and 5.17 (refuse storage) of the London Plan (2016).

5 NONSC Overlooking

prior to commencement of the superstructure, full details of the physical measures to prevent overlooking between flats and existing gardens, including the height, colour and material of the slatted louvres shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to first occupation of the flats hereby approved and shall be retained thereafter.

REASON

To safeguard the amenity of future occupiers in accordance with policy BE24 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012).

6 NONSC Noise

Prior to commencement of the superstructure, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings, namely eg. living room and kitchen above bedroom of separate dwelling. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained in full compliance with the approved measures.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with

7 OM19 Construction Management Plan

Prior to commencement of the superstructure hereby approved, a construction management plan shall be submitted to and approved in writing by the Council. Details shall include control measures for 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.

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 OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2012).

8 NONSC Car Parking Allocation Plan

No dwelling hereby approved shall be occupied until a car parking allocation scheme for the development has been submitted to and approved in writing by the Local Planning Authority. Thereafter the car parking spaces for the development shall be allocated in accordance with the approved scheme and the parking areas shall be permanently retained and used for no purpose other than the parking of motor vehicles.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM14 of the adopted Hillingdon Local Plan (November 2012) and Chapter 6 of the London Plan (2016).

9 COM31 Secured by Design

The building(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 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.

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) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
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.
BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE29	Advertisement displays on business premises
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE8	Planning applications for alteration or extension of listed buildings
H4	Mix of housing units
H5	Dwellings suitable for large families
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
S12	Service uses in Secondary Shopping Areas
S6	Change of use of shops - safeguarding the amenities of shopping areas
S10	Change of use of shops in Local Centres - criteria for permitting changes of use outside core areas
S7	Change of use of shops in Parades
S9	Change of use of shops in Local Centres
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon, Local Development Framework, Supplementary Planning Document, adopted January 2010
NPPF	National Planning Policy Framework
LPP 3.13	(2016) Affordable housing thresholds
LPP 3.14	(2016) Existing Housing
LPP 3.3	(2016) Increasing housing supply
LPP 3.5	(2016) Quality and design of housing developments

LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 5.18	(2016) Construction, excavation and demolition waste
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 6.10	(2016) Walking
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture

3 I59 Councils Local Plan : Part 1 - Strategic Policies

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

4 I1 Building to Approved Drawing

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

5 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction

other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

6 I2 Encroachment

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

7 I21 Street Naming and Numbering

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering Officer, Planning & Community Services, 3 North Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250557).

8 I3 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 - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

9 I48 Refuse/Storage Areas

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

10 I60 Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp)

11

You are encouraged to ensure that facilities are provided to enable the easy watering of the roof garden, including any allotment facilities which might feature in the final landscaping details, and to ensure such facilities maximise opportunities for the re-use of rainwater.

12

You are advised that no doors or gates should be installed which open out of the public

highways as these may contravene The Highways Act 1980 (as amended).

13

This permission is liable for a contribution under the Community Infrastructure Levy (CIL) and a separate CIL liability notice will be provided for your consideration.

14

At least 21 days prior to the commencement of any site works, all occupiers surrounding the site should be notified in writing of the nature and duration of works to be undertaken. The name and contact details of a person responsible for the site works should be made available for enquiries and complaints for the entire duration of the works and updates of work should be provided regularly. Any complaints should be properly addressed as quickly as possible.

15

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.

16

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

17

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. 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

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 existing building occupies an elongated rectangular site, running west from Field End Road and south of Kildare Close. The property is currently falls within the Use Class B1 and ranges in height between two and three stories. The area subject of this application is the two storey element located to the very rear of the site and is access from Kildare Close.

The street is commercial in character. There is limited parking along this cul de sac, primarily for the units and their customers.

The site lies within the Developed Area as identified within the Hillingdon Local Plan Part 2.

3.2 Proposed Scheme

This application proposes to provide the following:

- 9 (8 x 2-bedroom and 1 x 3-bedroom) units (Use Class C3);
- alteration to the facade;
- 247 sqm of private and communal amenity space; and
- 9 x car parking spaces.

3.3 Relevant Planning History

3894/APP/2008/2859 Canada House, 272 Field End Road Ruislip

Enclosure of part of the existing external recessed entrance area to create a larger reception area

Decision: 15-12-2008 Approved

3894/APP/2014/4390 Canada House, 272 Field End Road Ruislip

Alterations to elevations including new access ramps and hard landscaping

Decision: 05-02-2015 Approved

3894/APP/2015/4153 Canada House, 272 Field End Road Ruislip

Application for a non-material amendment to planning permission Ref: 3894/APP/2014/4390 dated 05/02/2015 to allow for amendments to the entrance location and various doors including new facade to the western edge of the building (Alterations to elevations including new access ramp and hard landscaping)

Decision: 09-12-2015 Approved

3894/APP/2017/1314 Canada House, 272 Field End Road Ruislip

Change of use of a building from office use (Use Class B1 (a)) to residential use (Use Class C3) comprising 34 units (Application for Prior Approval under the Town and Country Planning (General Permitted Development) Order 2015 Schedule 2, Part 3, Class O).

Decision: 06-06-2017 Approved

3894/APP/2017/3575 Canada House, 272 Field End Road Ruislip
Re-cladding of building and fenestration

Decision: 13-12-2017 Refused

3894/APP/2017/4471 Canada House, 272 Field End Road Ruislip
Change of use of part of ground floor from office use (Use Class B1 (a)) to provide 5 x residential units (Use Class C3) (Prior Approval)

Decision: 14-03-2018 Approved

3894/APP/2018/51 Canada House, 272 Field End Road Ruislip
External alterations to building facade

Decision: 09-03-2018 Approved

3894/J/87/1293 Canada House, 272 Field End Road Ruislip
Erection of a secondary entrance hall

Decision: 14-10-1987 Approved

Comment on Relevant Planning History

The two prior approval schemes which provide 39 units are currently being implemented.

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.CI1 (2012) Community Infrastructure Provision
- PT1.E5 (2012) Town and Local Centres
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM6 (2012) Flood Risk Management
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing

Part 2 Policies:

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
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.
BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
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BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE8	Planning applications for alteration or extension of listed buildings
H4	Mix of housing units
H5	Dwellings suitable for large families
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
S12	Service uses in Secondary Shopping Areas
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LPP 3.5	(2016) Quality and design of housing developments

LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 5.18	(2016) Construction, excavation and demolition waste
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 6.10	(2016) Walking
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **19th March 2018**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

This application was consulted upon and a site notice was displayed between 26/02/2018 and 19/03/2018.

Objections

- The proposal is overdevelopment of the site there could be an additional 78 people living on this site alone;
- Internally, at 61 square metres, the 2 bedroom, 3 person units are right on the minimum space standard required and the 3 bedroom, 5 person unit is just under the minimum standard;
- 35 car parking spaces for 48 flats is not sufficient, particularly considering what could be the final number of residents
- On the applicant's own admission, via their Design and Access Statement, to the West, the minimum distance of 21 metres is not being met;
- The amenity space overlooks residents of Columbia Avenue;
- The proposed residential units are inappropriate in this context;
- The proposal would impact light to residents of Rodwell Close;
- The front of the building faces a busy road;
- The lack of lifts means this development does not comply with lifetime homes standards;
- The proposed dwellings are being built to a poor standard;
- Concerns expressed about noise;
- Increases opportunities of overlooking; and
- Would not be in keeping with the surrounding area.

Officer comment: The concerns raised by local residents are addressed in the main body of the report.

Transport for London

TfL considers that the proposal would be acceptable subject to the following conditions being met

- TfL notes the proposed level of car parking is 9 spaces, which is considered contrary to London Plan policy 6.13 and the draft London Plan policy T6.1. TfL requests the applicant investigate the possibility of reducing this provision consistent with the objective to reduce congestion and traffic levels and to avoid undermining walking, cycling or public transport;
- The amount of cycle parking should be increased to 18 long-stay residential cycle parking spaces to meet the current London Plan policy 6.9 and 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 used, 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.
- However, new developments must take every opportunity to overcome barriers to cycling for their prospective residents and for visitors. 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 be encouraged to approach the issue positively.

NATS

The proposed development has been examined from a technical safeguarding aspect and does not conflict with the safeguarding criteria. No objection to the proposal.

Internal Consultees

Access

Canada House is a former office block which has been converted into flats under a previous Prior Approval consent to change its use to Class C3 to create 34 new units. A 336 m² GIA remains as office use, however, it is understood that this is subject to a further Prior Approval application which is yet to be determined.

This application seeks planning consent to extend the second storey and form a new third storey, to create an additional nine new flats.

London Plan Policy 3.8(c) requires all new housing to be designed and constructed as accessible and adaptable in accordance with M4(2) as set out in Approved Document M to the Building Regulations (2015 edition). Optional requirement M4(2) may only apply to a dwelling that is erected

Given that lift access was not a feature of the existing office building, and that 34 flats are understood to have been created, it is unlikely that lift access could reasonably be accommodated within the existing building to allow step free approach to the proposed nine dwellings.

CONCLUSION: no objection is raised from an accessibility standpoint.

Highways

The highways comments are incorporated into the main body of the report.

Conservation and Design Officer

There are no heritage implications.

Trees and Landscaping Officer

There are no TPO's or Conservation Area designations affecting the site - and no existing vegetation. No objection subject to the incorporation of green roofs, green walls and / or a financial contribution towards public realm environmental enhancement.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Paragraphs 11-16 of the National Planning Policy Framework (NPPF) (2012) supports sustainable economic growth and sets out a presumption in favour of sustainable development by planning for prosperity, planning for people and planning for places.

Policy 3.4 of the London Plan (2016) notes developments should optimise housing output based on its location. The development is situated within Eastcote Town Centre within 200m of Eastcote Underground Station (Metropolitan Line).

Canada House was built to house offices however the building was converted to a residential use following prior approval consent under ref: 3894/APP/2017/1314 (06-06-2017). This proposal seeks to provide residential accommodation through a rooftop extension. Given the use of the building has changed, this proposal would not result in the loss of employment floorspace within a town centre location and the use is consistent with the remainder of the building. The principle of development is therefore considered acceptable subject to all other material planning consideration being accepted.

Mix of Units

This application seeks to provide 8 x 2 bedrooms and 1 x 3 bedroom. The proposed mix of units in this town centre location is considered acceptable.

7.02 Density of the proposed development

London Plan (2016) Policy 3.4 requires development to optimise housing output for different locations taking into account local context and character, design principles set out in London Plan (2016) Chapter 7 and public transport capacity. Table 3.2 provides the density matrix in support of this policy. The site has a 'urban' setting with a very high PTAL rating of 4. The density matrix therefore suggests a residential density in the region of 200-700 habitable rooms per hectare for this location. The proposal provides 498 habitable rooms per hectare which accords with the recommendation of the London Plan (2016).

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

The application site does not form part of a conservation area nor are there listed buildings within proximity of the site.

7.04 Airport safeguarding

This proposal does not impact airport safeguarding due to its scale.

7.05 Impact on the green belt

Not applicable to this development as it does not lie within the green belt.

7.07 Impact on the character & appearance of the area

Paragraph 64 of the NPPF (2012) states that "permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions." London Plan Policy 7.1 sets out a series of overarching design principles for development in London and policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7, London Plan policies relating to sustainable design and construction (5.3) are also relevant.

Policy BE13 of the Hillingdon Local Plan: Part Two (November 2012) states that new development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance. Policy BE19 of the Hillingdon Local Plan: Part Two (November 2012) seeks to ensure that development within existing residential areas complements or improves the amenity and character of the area whilst Policy BE26 of the Hillingdon Local Plan: Part Two (November 2012) further emphasises that within town centres the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centres as a focus of shopping and employment activity.

The proposal seeks to increase the massing of the building through a part single, part 2-storey rooftop extension. The units of the rooftop extension to the rear will have a north-south orientation and look across the single-storey industrial and residential blocks on either side of the building. Access to the units in the rear block would be via an external deck situated along the southern facade. Vertical louvres have been introduced to direct views away from these flats while retaining solar access.

The proposed changes to the elevation treatment apply to the whole of the building, not just the rooftop extensions. Overall, though the proposal increases massing, the improvements to the facade as a whole would enhance the appearance of the building. The lengthening of the windows and horizontal shift of materials are effective in breaking down the massing of the building and give it a more residential character. Within the precedence images provided, there is no indication of intended use of materials for the development. Clarification of this is sought by way of a condition.

Amenity for the nine units will be provided as a mix of private and communal space. No details have been provided on the design of this space. It is unclear if / how access to this space would be controlled. Clarification of its intended use is sought by way of a condition.

The proposed increase in massing would be noticeable from Field End Road, but the impact in the streetscene is considered to be small. The proposed changes to elevations would enhance local streetscape. However, the application is lacking in detail and further information is required on the proposed materials strategy and the design of the amenity spaces, which is secured by way of a condition.

7.08 Impact on neighbours

Policies BE20, BE21, and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) seek to safeguard the amenities of neighbouring residents in a number of ways. The effect of the siting, bulk and proximity of a new building on the outlook and its impact on daylight/sunlight, privacy, and residential amenity of adjoining occupiers.

Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that permission will not normally be granted for uses and associated structures which are, or are likely to become, detrimental to the character or amenities of surrounding properties or

the area generally.

The nearest residential dwellings are situated to the south (Salisbury House) and west on Columbia Avenue. The proposed access to the units is situated approximately 20 m from facing windows at Salisbury House and approximately 18m from the existing dwellings on Columbia Avenue. The proposed amenity space situated to the rear may give rise to perceived overlooking and as such the applicant seeks to provide slatted louvres which obscure views into habitable rooms and private amenity space of the dwellings to the rear. Since the application was made, the rooftop amenity space has been set in by 4m to minimise the impact of the roof terrace on the residents on Columbia Avenue.

The specific positioning of rooftop amenity space, its treatment in terms of landscaping would be controlled by way of a condition to minimise the impact of the development on neighbouring occupiers.

7.09 Living conditions for future occupiers

UNIT SIZES

The London Plan (2016) sets out minimum sizes for various sized residential units. The applicant submitted plans with all unit sizes meeting the minimum floor space standards as set out above. The scheme accords with the London Plan (2016) minimum standard and is therefore considered acceptable.

LAYOUT AND AMENITY

Policy 3.5 of the London Plan (2016) requires the design of new housing developments to consider elements that enable the home to become a comfortable place of retreat. Traffic noise and adjacent uses can hamper the quiet enjoyment of homes.

Standard 28 of the London Plan Housing SPG (2016) requires the developments to demonstrate how habitable rooms within each dwelling are provided with an adequate level of privacy in relation to neighbouring property, the street and other public spaces.

Paragraph 4.7 of the HDAS (2006) notes consideration will be given to the ability of residential developments to provide high standards of interior qualities to guarantee satisfactory indoor living space and amenities. Significant thought has been given to the design of the units to ensure the future occupiers of receive adequate light and a comfortable living environment. It is considered that the generous space provided for the units, and the size and angle of the windows would provide a well lit and a good quality habitable accommodation.

Policy BE23 of the Local Plan:Part Two (November 2012) requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats.

This application provides dual aspect units that have access to private and communal amenity space. It is considered that the proposed unit provides a satisfactory accommodation for future occupiers.

Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document - Residential layouts, suggests that the following shared amenity space for flats is provided:

2 bedroom flat - 25m² per flat
3+ bedroom flat - 30m² per flat

Based on the current accommodation schedule the required amenity space provision for 9 dwellings would be 230m².

The current development proposal provides a combined total of 247m² of amenity space. This application meets both London Plan and LBH Standards for amenity space.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Trip Generation

The proposal would marginally increase traffic generation from the site as compared to the prior approval for 34 and additional 5 C3 units. However peak period traffic movement into and out of the site is expected to rise by up to 3 additional vehicle movements during the peak morning and evening hours hence this uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Construction Logistics Plan (CLP)

A full and detailed CLP is a requirement given the constraints and sensitivities of the local residential and main road network in order to minimise or avoid potential detriment to the public realm. It will need to be secured under planning condition OM19.

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

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

It is proposed to provide 9 residential flats consisting of 8x2 bed & 1x3 bed flats by way of roof top extensions to the existing building. The maximum standard requires a total quantum of up to 14 spaces for the proposed mix in order to comply with the adopted parking standard. 9 spaces are proposed which equates to an overall parking ratio of 1:1.

Although there is a moderate shortfall in provision it is noted that the site's PTAL of 3 does not fully reflect the 'real world' public transport accessibility especially given the location of Eastcote Tube Station which is within 2 minutes walking distance of the address and the plethora of local bus services passing the location. It is also observed that the local area is extensively covered by waiting restrictions which helps to deter any potential extraneous parking generated by the proposal. When combining these factors and circumstances together, it is considered that the quantum of parking proposed is to an acceptable level.

The additional parking spaces will be provided on the lower ground floor and are readily accessible in usability terms. It is noted that the 9 additional spaces, subject of this current proposal, are newly located to the north-eastern end of the building and are distinctly separate provisions to those associated with the original 34 and more recent 5 flat PA consents. In essence the necessary parking provisions for the preceding PA's were reviewed and agreed at each determination and bear no influence on the parking numbers

proposed at this time.

Cycle Parking

In terms of cycle parking there would be a requirement to provide at least 1 secure and accessible space for each of the 2 bedroom flatted units and 2 for the 3 bedroom unit. This would total 10 new spaces. 10 are to be provided in addition to the 34 spaces allocated for the prior approval. The arrangement is therefore considered acceptable.

Accessible Car Parking

In accord with the Housing Design Guide 2010 - 10% of parking spaces should be disabled compliant equating to a minimum of 1 space. This has not been indicated within the submission and should be provided via appropriate condition.

Electric Vehicle Charging Point Provision

Within the proposed parking quantum there is a requirement for electric vehicle charging points (EVCPs) in line with London Plan (2016) standards for this C3 use which would equate to 2 EVCPs for 'active' provision with a further 2 spaces acting as 'passive' provision for future activation. This has been indicated and will therefore be provided.

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

7.11 Urban design, access and security

This has been covered in paragraph 7.07 and 7.12 of the report.

7.12 Disabled access

Canada House is a former office block which has been converted into flats under a previous Prior Approval consent to change its use to Class C3 to create 39 new units. A 336 m² GIA remains as office use, however, it is understood that this is subject to a further Prior Approval application which is yet to be determined.

This application seeks planning consent to extend the second storey and form a new third storey, to create an additional nine new flats.

London Plan Policy 3.8(c) requires all new housing to be designed and constructed as accessible and adaptable in accordance with M4(2) as set out in Approved Document M to the Building Regulations (2015 edition). Optional requirement M4(2) may only apply to a dwelling that is erected.

Given that lift access was not a feature of the existing office building, and that 39 flats are understood to have been created, it is unlikely that lift access could reasonably be accommodated within the existing building to allow step free approach to the proposed nine dwellings.

7.13 Provision of affordable & special needs housing

Due to the size of the development, this application does not meet the threshold for affordable housing.

7.14 Trees, Landscaping and Ecology

Policy BE38 of the Local Plan: Part Two (November 2012) requires developments to utilise

topographical features of merit and provide new planting and landscaping wherever it is appropriate. The Design and Access Statement makes no reference to external amenity space and the drawings show none. In the absence of any landscape and external amenity enhancement, the proposal fails to satisfy saved policy BE38.

It has been identified by the trees and landscaping officer that there is no opportunity for landscape enhancement on site and therefore, where possible, the development is expected to incorporate green roofs and green walls. The immediate public realm is poor and as such a contribution is being sought through a Section 106 legal agreement to secure funding to support local public open spaces / street tree planting. Overall, the proposal is considered acceptable subject to relevant conditions securing hard and soft landscaping details and a Section 106 contribution towards the immediate public realm.

7.15 Sustainable waste management

Refuse collection will continue via Field End Road as per the prior approval scheme. There would be benefit in operating a site management regime that would ensure that waste collection distances do not exceed 10m from the point of collection in order to conform to good practice. This can be secured through an appropriately worded condition.

7.16 Renewable energy / Sustainability

Given the size of the development, Policy 5.2 (carbon reduction) of the London Plan (2016) does not apply to the development.

7.17 Flooding or Drainage Issues

The additional accommodation is being formed through a rooftop extension, flooding and drainage does not apply to this development.

7.18 Noise or Air Quality Issues

Due to the size of the development, air quality requirements do not apply.

7.19 Comments on Public Consultations

Although concerns have been raised relating the scheme permitted under prior approval, the unit mix and layout of the prior approval cannot be considered as part of this application as it relates only to the extension.

7.20 Planning Obligations

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. Planning obligations should be:

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

'Saved' policy R17 of the Unitary Development Plan (2012) is concerned with securing planning obligations to supplement improvements to the public realm through planning obligations in conjunction with other development proposals.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impact of the development.

Non-monetary

- i) A restriction preventing future residents from applying for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site (with the

exception of Blue Badge holders).

Monetary contributions:

ii) Public realm improvements contribution £37,000

iii) Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides more than 100 sqm of floorspace. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None identified.

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 to this application.

10. CONCLUSION

This application seeks permission for the erection of a rooftop extension to provide 9 residential units (8 x 2 bedroom and 1 x 3 bedroom). The principle of development is considered acceptable as the proposal provides residential accommodation within a sustainable town centre location.

The proposed extension sits in harmony with the host building and the surrounding area. The proposed extension, by virtue of its siting and design is unlikely to result in harm to neighbouring residents. This proposal includes adequate private and communal amenity space at rooftop level which is appropriately screened, within a town centre location this is on balance accepted. This proposal also includes 1 car parking space for each unit which given its location and proximity to Eastcote Station this approach is acceptable.

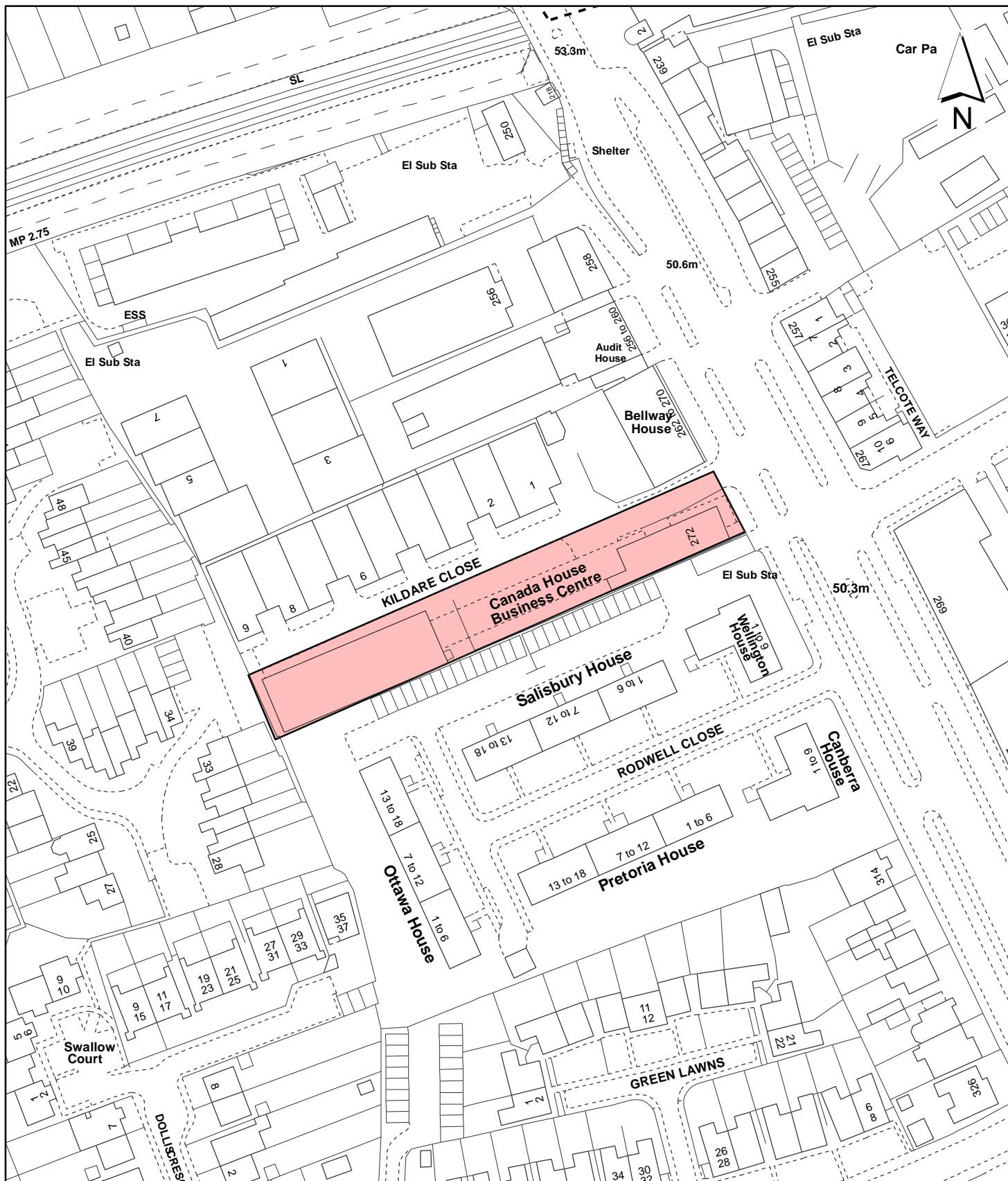
For the reasons outlined above, this application is considered acceptable subject to condition and a Section 106 contribution towards local improvements.

11. Reference Documents

The Hillingdon Local Plan: Part 1 - Strategic Policies (8th November 2012)
Hillingdon Local Plan: Part 2 - Local Plan: Part Two (November 2012)
London Plan (2016)
National Planning Policy Framework (2012)
Council's Supplementary Planning Document - Planning Obligations
The Mayor's Housing Supplementary Planning Guidance

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Notes



Site boundary

For identification purposes only.

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Site Address

Canada House

Planning Application Ref:

3894/APP/2018/498

Planning Committee

North Application

Scale

1:1,250

Date

June 2018

**LONDON BOROUGH
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