

Report of the Head of Planning, Transportation and Regeneration

Address 15-17 HIGH ROAD ICKENHAM

Development: The erection of a three storey building comprising 3x1 bed, 6x2 bed and 3x3 bed flats with associated parking, cycle and amenity space.

LBH Ref Nos: 57069/APP/2018/1779

Drawing Nos: IKC-P201-S2-P0-Proposed Front and Rear Elevation(1)
IKC-P202-S2-P0-Proposed North East and South West(
IKC-P300-S2-P0-Proposed Section AA(1)
IKC-P100-S2-P0-Proposed Ground Floor Plan
IKC-P101-S2-P0-Proposed First Floor Plan
IKC-P102-S2-P0-Proposed Second Floor Plan
KC-P103-S2-P0-Proposed Roof Plan
IKC-P610-S2-P0 High Road Ickenham-DandA Statement-
IKC-P610-S2-P0 High Road Ickenham-DandA Statement-
IA-401-LP-P01 Landscape proposals plan
IKC-P002-S2-P0-Existing Site Plan
IKC-P003-S2-P0-Proposed Site Plan
IKC-P001-S2-P0-Site Location Plan

Date Plans Received: 11/05/2018

Date(s) of Amendment(s):

Date Application Valid: 18/05/2018

1. SUMMARY

Planning permission is sought for demolition of the existing structures on the site and redevelopment for residential purposes for 12 flats, comprising 3 x 1 bed, 6 x 2 bed and 3 x 3 bedroom apartments. The residential units will be provided in one 3 storey block. The site falls within the Ickenham Local Centre and the Ickenham Village Conservation Area. previous buildings located on the site (now demolished under a previous consent) were not locally or statutory listed.

The application has been submitted following a previous planning approval for 9 flats, in a block of similar footprint and height to the current proposal. The changes to the scheme are primarily internal reconfiguration, to allow for the additional units.

24 surrounding residents/commercial premises have been consulted. 3 representations have been received from neighbours to the public consultation. In addition, a petition bearing 52 signatures has been received objecting to the application. The main areas of concern are summarised below.

- > The proposal is not in keeping with the neighbouring properties and is an overdevelopment of the site
- > At 3 storeys it is too tall and will overlook adjacent gardens in Parkfield Road
- > The proposed traffic access/egress from the High Road would be prejudicial to highway and pedestrian safety.

Representations have been received from Ickenham Residents Association, objecting to the scheme.

A petition bearing 57 signatures has also been received in support of the application.

Any perceived harm brought about by the demolition of the existing cottages has been weighed against the benefits of the scheme. The proposed development is not considered to affect the significance of the conservation area. The proposed new housing would provide a good standard of accommodation meeting the the new national housing space standards. Overall, the amenity space provided is considered acceptable. Each of the units are considered to benefit from a reasonable level of outlook, privacy and light. Surrounding residential properties will not be adversely affected by the proposals.

Environmental impacts can be addressed by the imposition of suitably worded conditions. No highway objection is raised to the proposed development.

Approval is recommended accordingly subject to a S106 Agreement securing an affordable housing contribution and off-site highway improvements.

2. RECOMMENDATION

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

(i) Transport: All on site and off site highways works as a result of this proposal, including provision of a site access, (which shall be constructed as a Heavy Duty Crossover), landscaping improvements to the grassed verge and alterations to the centre hatch markings

(ii) Construction Training: Either a construction training scheme delivered during the construction phase of the development or a financial contribution

(iii) Affordable Housing: £115,000 in lieu of affordable housing on-site provision and an affordable housing review mechanism

(iv) Carbon off-set contribution of £19,404

(v) The residents of this development not to be eligible for parking permits, apart from Blue Badge holders and a charge made against the site to ensure the future buyers are aware of the parking restrictions.

(vi) Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

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

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

D) If the Legal Agreements have not been finalised by 6 months (or such other timeframe as may be agreed by the Head of Planning, Transportation and Regeneration), delegated authority be given to the Head of Planning, Transportation and Regeneration 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 highways, affordable housing, carbon off-set and construction training). The proposal therefore conflicts with 'saved' policies AM7 and R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and the London Plan (2016).'

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

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

1 RES3 Time Limit

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

REASON

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

2 RES4 Accordance with Approved Plans

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

HRI-P120-S2-P3-Proposed Ground Floor
HRI-P121-S2-P3-Proposed First Floor
HRI-P122-S2-P3-Proposed Second Floor
HRI-P123-S2-P3-Proposed Roof Plan
HRI-P200-S2-P3-Proposed Context
HRI-P201-S2-P3-Proposed Context
HRI-P202-S2-P3-Proposed Front Elevation
HRI-P203-S2-P3-Proposed Rear
HRI-P204-S2-P3- Proposed North East
HRI-P205-S2-P3-Proposed South West
IA-401-LP-P01
DFCP 3684 TPP
DFCP 3684 TRP
HRI-DS-00-GF-DR-A-P001
DFCP 3684 TSP

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).

3 RES5 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 plans and/or documents:

Flood Risk Statement Ref:163132-002 Dated MAY 2018

Transport Statement Ref: 163132-01 Dated MAY 2018

Landscape Report, by Ireland Albrecht

Addendum to 2016 Arboricultural impact Assessment Report with subsequent follow on Arboricultural Method Statement dated 27/04/2018.
Sustainability Statement dated August 2018
Energy Statement dated August 2018

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

REASON

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

4 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:

- i) make, product/type, colour and photographs/images
- ii) roof level Photo Voltaic panels
- iii) vents and flues;
- iv) details of the design and materials of the lift overrun and any rooftop services
- v) fenestration and doors
- vi) balconies including obscure screening (where applicable)
- vii) boundary walls, retaining walls and railings
- viii) bricks, render, cladding, roof finishes (where applicable)
- ix) Commemorative Stone Plaque

REASON

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

5 RES8 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.
3. The tree consultant should be retained to monitor and supervise the tree protection measures at all critical stages to include the site set up/protective fencing and construction of the cellular confinement system.

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 BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

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

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

- 1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
- 2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage for 22 cycles
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts for 12 cars, including demonstration that 4 of all parking spaces are served by electrical charging points (2 active and 2 passive)
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
- 3. Details of Landscape Maintenance
 - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
- 4. Schedule for Implementation
- 5. Site interpretation - for example, a suitable pavement or wall plaque to commemorate the site of Pete's Cottages and explain their history
- 6. Other
 - 6.a Existing and proposed functional services above and below ground
 - 6.b Proposed finishing levels or contours

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

REASON

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

7 RES20 Traffic Arrangements - submission of details

The approved development shall not be occupied until the traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose for the lifetime of the development. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area. 2 (20%) of the parking spaces shall be served by active electric charging points and 2 (20%) of the parking spaces shall be served by passive electric charging points.'

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate offstreet parking, and loading facilities in compliance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

8 NONSC Non Standard Condition

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

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

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

REASON

To safeguard the amenity of surrounding areas and to ensure that highway and pedestrian safety is not prejudiced, in accordance with Policies OE1 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

9 RES22 Parking Allocation

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

scheme and remain under this allocation for the life of the development.

REASON

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

10 RES23 Visibility Splays - Pedestrian

The access for the proposed car parking shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

REASON

In the interests of highway and pedestrian safety in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

11 RES24 Secured by Design

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

REASON

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

12 RES25 No floodlighting

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 RES26 Contaminated Land

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

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

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

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

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

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

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

14 RES15 Sustainable Water Management (changed from SUDS)

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

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

REASON

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

15 NONSC Housing Standard Condition 1

The dwellings hereby approved shall be constructed to meet the standards for a Category 2M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON:

To ensure an appropriate standard of housing stock in accordance with London Plan (2016) policy 3.8c, is achieved and maintained.

16 NONSC Housing Standard Condition 2

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

REASON:

To ensure an appropriate standard of housing stock in accordance with London Plan (2016) Policy 3. 8d, is achieved and maintained.

17 N2 Noise-sensitive Buildings - use of sound insulation

Development shall not begin until a sound insulation scheme for protecting the proposed development from road traffic noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic noise in accordance with policy OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2016) Policy 7.15.

18 NONSC Enhanced sound insulation

Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w} + C_w$ 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.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic noise in accordance with policy OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2016) Policy 7.15.

19 RES6 Levels

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

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance

with policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

20 SUS2 Energy Efficiency Major Applications

No development shall take place on site until an energy efficiency report has been submitted to, and approved in writing by the Local Planning Authority. The energy efficiency report shall demonstrate how the Mayors Energy Hierarchy will be integrated into the development, including a full assessment of the site's energy demand and carbon dioxide emissions, measures to reduce this demand to zero carbon. The methods identified within the approved report shall be integrated within 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.

INFORMATIVES

1 I11 The Construction (Design and Management) Regulations 1994

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

2 I12 Notification to Building Contractors

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

3 I13 Asbestos Removal

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

4 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.

5 117 Communal Amenity Space

Where it is possible to convey communal areas of landscaping to individual householders, the applicant is requested to conclude 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.

6 118 Storage and Collection of Refuse

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans. For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

7 121 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).

8 123 Works affecting the Public Highway - Vehicle Crossover

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

9 13 Building Regulations - Demolition and Building Works

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

10 132 **Trees in a Conservation Area**

As the application site is within a conservation area, not less than 6 weeks notice must be given to the Local Planning Authority of any intention to cut down, top, lop or uproot or otherwise damage or destroy any trees on the application site. Please contact the Trees & Landscape Officer, Residents Services, 3N/02, Civic Centre, Uxbridge, UB8 1UW for further advice.

11 147 **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).

12 15 **Party Walls**

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

carry out work to an existing party wall;

build on the boundary with a neighbouring property;

in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

13 152 **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).

14 153 **Compulsory Informative (2)**

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

AM14

New development and car parking standards.

AM15	Provision of reserved parking spaces for disabled persons
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE1	Development within archaeological priority areas
BE4	New development within or on the fringes of conservation areas
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC2	Nature conservation considerations and ecological assessments
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
OE1	Protection of the character and amenities of surrounding properties and the local area
OE7	Development in areas likely to flooding - requirement for flood protection measures
S10	Change of use of shops in Local Centres - criteria for permitting changes of use outside core areas
S9	Change of use of shops in Local Centres
LPP 2.15	(2016) Town Centres
LPP 3.8	(2016) Housing Choice
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 6.13	(2016) Parking
LPP 7.14	(2016) Improving air quality
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.3	(2016) Designing out crime
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
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

15 159 **Councils Local Plan : Part 1 - Strategic Policies**

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

16 16 **Property Rights/Rights of Light**

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

17

In accordance with the provisions of the NPPF, the Local Planning Authority has actively engaged with the applicant both at the pre application and application stage of the planning process, in order to achieve an acceptable outcome. The Local Planning Authority has worked proactively with the applicants to secure a development that improves the economic, social and environmental conditions of the area. In assessing and determining the development proposal, the Local Planning Authority has applied the presumption in favour of sustainable development Accordingly, the planning application has been recommended for approval.

18

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy, which is due on commencement of this development. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority.

In addition, the development hereby approved represents chargeable development under the Hillingdon Community Infrastructure Levy. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738"

3. CONSIDERATIONS

3.1 Site and Locality

The site is a brownfield site located on the west side of High Road, Ickenham. It has an approximate area of 0.11ha and has been vacant for 18 years The existing buildings on the site (now demolished) were dilapidated and had been left in a state of disrepair. The last known use was for residential use on upper storeys with a retail unit at ground floor. The last known use of the retail unit was as a garden centre.

The site falls within the Ickenham Village Conservation Area. The previous buildings located on the site were not locally or statutory listed. The site also lies on the periphery of the Ickenham Local Town Centre, which is based around the major junction of Ickenham High Road and Swakeleys Road.

The site is bounded by a three storey commercial building to the south, beyond which lies Saint Giles Church, and within its grounds is a graveyard and church hall.

Ickenham High Road is located to the east, On the opposite side of the High Road are 3 storey residential buildings. There is a public house, which is locally listed, located across the High Road to the south and a mixed use commercial and residential parade to the north. To the west are residential properties, which are a mixture of terraces and bungalows that align with the local road network.

The general character of the area comprises a mix of residential, commercial and community use buildings, predominately 2/3 storey in scale.

The site is located in an Archaeological Priority Area.

3.2 Proposed Scheme

The proposal constitutes an up lift of a previous planning permission for 9 flats (ref:57069/APP/2017/143). The current scheme involves redevelopment for residential purposes for 12 flats, comprising 3 x 1 bed, 6 x 2 bed and 3 x 3 bedroom apartments. The residential units would be provided in one 3 storey block. The scheme would involve a new vehicular access and provide for 12 off street parking spaces and 22 covered cycle storage spaces.

The block will be set in 2.5 metres from the southern boundary and 4.5 metres off the northern boundary, with parking and communal amenity space to the rear. The proposed predominant material, brick, is chosen to reflect the local context. Proposed materials are Smeed Dean London Yellow Stock, dark red clay tile roof, zinc cladding to dormer windows, vertical black metal balustrade and composite aluminium windows and Blend London Red Stock.

The following reports have been submitted in support of the application:

- Design and Access Statement

This document sets out the urban design and access aspects of the redevelopment proposals. It provides supporting information to the planning application and describes the proposed response to context, the quantum of development, the layout of buildings and open spaces, scale, access and refuse strategy arrangements.

- Daylight and Sunlight Study

The study confirms that the proposed design satisfies all of the requirements set out in the BRE guide 'Site Layout Planning for Daylight and Sunlight'.

- Flood Risk Assessment

The assessment demonstrates that the proposals are consistent with the aims of the NPPF and the Technical Guidance to the NPPF. The site will not be at significant risk of flooding, nor will it significantly increase the flood risk to others.

- Transport Assessment (TA)

The TA assesses the impact the proposed development will have on the local highway network and considers suitability of access to the development for sustainable transport and service vehicles. The TA concludes that there are no highway or transport reasons why the proposed development should not be granted planning permission.

- Arboricultural Impact Assessment (AIA)

The AIA assesses the condition and value of 7 individual specimens and one group which are on, or close to, the site. There are no 'A' grade trees on the site. Two 'B' grade trees (T5 Corkscrew willow and T6 sycamore) will be protected and retained as part of the development. T7, a Kanzan cherry, is a street tree beyond the control of the applicant and will be retained. All other trees are 'U' grade, with the exception of a 'C' grade birch. These will be removed.

- Tree Survey

- Landscape Proposals

- Sustainability Statement

This report details how the design has considered the site's potential environmental impacts and how those impacts can be managed and mitigated in line with the prevailing spatial planning policies.

- Energy Strategy

This document responds to planning policy in respect of energy consumption and carbon dioxide emissions. In accordance with the updated London Plan, the shortfall to the Zero Carbon target for new residential dwellings has been calculated as £19,013.60.

3.3 Relevant Planning History

57069/APP/2002/1709 15-17 High Road Ickenham

ERECTION OF A THREE STOREY BLOCK TO PROVIDE OFFICES AT GROUND FLOOR AND RESIDENTIAL FLATS AT FIRST AND SECOND FLOORS (OUTLINE APPLICATION)

Decision: 28-03-2003 Refused **Appeal:** 28-03-2003 Dismissed

57069/APP/2002/2388 15-17 High Road Ickenham

DEMOLITION OF EXISTING BUILDING (APPLICATION FOR CONSERVATION AREA CONSENT)

Decision: 10-01-2003 Refused

57069/APP/2004/2467 15-17 High Road Ickenham

ERECTION OF A BLOCK OF 12 TWO-BEDROOM FLATS

Decision: 02-11-2004 Refused

57069/APP/2004/2468 15-17 High Road Ickenham

DEMOLITION OF EXISTING BUILDINGS (APPLICATION FOR CONSERVATION AREA CONSENT)

Decision: 02-11-2004 Refused

57069/APP/2017/143 15-17 High Road Ickenham

Three storey building comprising of 7 x 2-bed and 2 x 3-bed flats with associated parking, cycle and amenity space involving demolition of existing cottages.

Decision: 28-06-2017 Approved

Comment on Relevant Planning History

Approval was granted on 4th July 2017 (ref:57069/APP/2017/143) for a three storey building comprising of 7 x 2 - bed and 2 x 3 bedroom flats, with associated parking, cycle and amenity space involving demolition of existing cottages.

The current scheme differs from the previously refused 12 unit scheme ref: 57069/APP/2004/2467 by addressing design, amenity, parking and highway related issues satisfactorily.

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.C11 (2012) Community Infrastructure Provision
- PT1.E5 (2012) Town and Local Centres
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.H1 (2012) Housing Growth
- PT1.HE1 (2012) Heritage

Part 2 Policies:

- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- BE1 Development within archaeological priority areas
- BE4 New development within or on the fringes of conservation areas
- BE13 New development must harmonise with the existing street scene.
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.

BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC2	Nature conservation considerations and ecological assessments
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
OE1	Protection of the character and amenities of surrounding properties and the local area
OE7	Development in areas likely to flooding - requirement for flood protection measures
S10	Change of use of shops in Local Centres - criteria for permitting changes of use outside core areas
S9	Change of use of shops in Local Centres
LPP 2.15	(2016) Town Centres
LPP 3.8	(2016) Housing Choice
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 6.13	(2016) Parking
LPP 7.14	(2016) Improving air quality
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.3	(2016) Designing out crime
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
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

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **4th July 2018**

5.2 Site Notice Expiry Date:- Not applicable

25th June 2018

6. Consultations

External Consultees

The application has been advertised under Article 15 of the Town and Country Planning General Development Management Order 2015 as a Major Development. 18 adjoining owner/occupiers have been consulted and site notices were also posted.

3 responses (two objections and one in support) have been received to the neighbour consultation, the contents of which are summarised below.

- Concerned the over development of flats/apartments over a relatively small area of Ickenham will be detrimental to the area and for residents. Particularly with the massive development of flats on RAF West Ruislip site.

- Ickenham is not in need of more apartment buildings, this block will ruin the character of Ickenham village.

- Since the premises was vacated there has been no attempt to conserve or preserve the premises. Over the years we have been subjected to numerous unfortunate occurrences which have affected our property and the surrounding area which are summarised below:

- 1) Several instances of breaking in

- 2) Pipework being removed.

- 3) Drug users frequenting the premises and leaving used syringes with needles thrown into the area

- 4) A recent fire at the premises

- 5) The hoarding is ineffective, obscures adjoining business and is dilapidated

I would therefore urge that this planning application be approved.

In addition a petition bearing 52 signatures has been received objecting for the following reasons:

- > The proposal is not in keeping with the neighbouring properties and is an overdevelopment of the site

- > At 3 storeys it is too tall and will overlook adjacent gardens in Parkfield Road

- > The proposed traffic access/egress from the High Road is a danger to traffic entering the service road to Parkfield Road. It also poses a danger to the many pedestrians who walk past this site, including school children.

A petition bearing 57 signatures has also been received in support of the proposals.

HISTORIC ENGLAND (GLAAS)

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter. Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

The application involves a significant intensification of built development on a site which overlaps the Archaeological Priority Area covering the historic core of Ickenham village. A desk-based assessment submitted with a previous application was helpful in clarifying the site's archaeological potential, which appears to be low due to its peripheral location. On balance I therefore consider it unlikely that the proposed development would cause significant harm to archaeological interests. No further assessment or conditions are therefore necessary.

Please note that this response relates solely to archaeological considerations. If necessary my Historic Buildings and Areas colleagues should be consulted separately regarding statutory matters.

NATS

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, air space user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

MoD SAFEGUARDING

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

ICKENHAM RESIDENTS ASSOCIATION

All previous planning applications for the above site have alternated between 9, 12 and 15 flats, and this latest proposal for a 3-storey building is to incorporate 12 flats of different sizes.

This current proposal would be a massive building changing the road scene completely with 11 parking spaces and 1 disabled parking space for 12 flats.

As you are aware this is and always has been a very controversial site, and we are keen to carry out our duties on behalf of our members as fully as possible. We also enclose our previous letter query in connection with p/a 2017/3854 dated 06.12.17.

We are very concerned about the constant change of details and are completely in the hands of your Planning Team with their greater expertise and facilities and trust that they will take our points into consideration to arrive at the correct decision.

Further representations;

As we said before, we are very concerned about the constant change of details of the number of flats envisaged, and our members are asking questions of what will be happening on this site.

We are completely in the hands of your Planning Team with their greater expertise and facilities and trust that they will take our points into consideration to arrive at the correct decision.

Internal Consultees

FLOOD AND DRAINAGE OFFICER

Following the submission of the FRA from Ardent there are no objections to the proposed development. The proposals raise finished floor levels 150mm minimum above ground levels and restrict the run off from the site to greenfield run off rates of 1.3 l/s securing betterment over the existing situation and provide this storage of 41m³ through permeable paving. No condition is

required unless the proposals change as a result of survey of the levels of the Thames Water network being connected into.

There are proposals to extend grassed verge, to reduce the impermeable areas, this is supported by the Council, but the area should be maximised across the whole frontage where possible and lowered with gaps in kerbing so that it can function as a rain garden to provide in addition flood risk capacity on the road and air quality improvements and be secured through the S278 and or S106 agreement.

WASTE STRATEGY

The number of bins intended is suitable for the number of properties in the proposed development. A minimum of two of the bins should be dedicated to mixed dry recyclables.

The transport assessment for the original application(57069/APP/2017/143) states:
'On refuse collection day, and in line with the current arrangements for properties in the vicinity, refuse vehicles will temporarily stop on High Road to collect from the proposed refuse collection point, which is located within a 25m bin drag distance of a waiting vehicle on High Road. Given that the servicing and refuse collection arrangements are comparable to the existing arrangements locally, it is considered the proposals are suitable and appropriate for the development'.

It is not suitable for the vehicle to stop in front of the entrance to the site next to the current dropped kerb as there are double yellow lines. The vehicle should also not block the access road. The maximum distance that the crews should move the bins is 10 metres and dropped kerbs should be installed.

(Officer Note: A communal bin store is shown located on the frontage in proximity of the highway, in order to ensure that waste collection distances do not exceed 10m from the point of collection. The Highway Engineer is satisfied with the collection arrangements which are similar to the approved scheme).

TREE AND LANDSCAPE OFFICER

This site is occupied by a derelict house and outbuildings which was previously used as a small garden centre on the west side of the High Road, opposite the junction with Austins Lane. No access has been gained into the site which is surrounded by hoardings. However, a Landscape Report describes the overgrown and self-set vegetation within the site - the taller species of which are visible above the fence line. The site is not covered by a TPO, although it lies within the Ickenham Village Conservation Area - a designation which protects trees.

COMMENT: The site was the subject of a previous application, ref.2017/143, which was approved. The application is supported by an Arboricultural Impact Assessment by DF Clark Bionomique, which assesses the condition and value of 7 individual specimens and one group which are on, or close to, the site. There are no 'A' grade trees on the site. Two 'B' grade trees (T5 Corkscrew willow and T6 sycamore) will be protected and retained as part of the development. T7, a Kanzan cherry, is a street tree beyond the control of the applicant and will be retained. All other trees are 'U' grade, with the exception of a 'C' grade birch. These will be removed, albeit G1 is on the adjacent property and will be subject to the agreement of the land owner.

A Tree Protection Plan has been submitted (Appendix 5), together with details of a cellular confinement system (Appendix 7). A Landscape Report, by Ireland Albrecht, and Landscape Proposals Plan ref. 1A_401_LP-P01 has been submitted. - Some amendments will be required to the plan selection and clarification is required about the proposal to plant on the highway verge.

If the application is recommended for approval there is no objection subject to adherence to the tree and landscape information, together with some additional supporting information, to be covered by conditions.

RECOMMENDATION: No objection subject to conditions RES8, RES9 (Parts 1,2,4,5 and 6) and RES10. The tree consultant should be retained to monitor and supervise the tree protection measures at all critical stages to include the site set up/protective fencing and construction of the cellular confinement system.

HIGHWAY ENGINEER

This brownfield site is located on The High Road in Ickenham which is designated as a Classified road in Council's hierarchy of roads and lies north of Swakeley's Road in proximity of the local town centre. The existing buildings are vacant and were previously utilised for residential and retail uses which broadly concurs with the composition of the surrounding mix of predominantly commercial use which includes a component of residential. These buildings are to be demolished with a proposed replacement build that will consist of a single building containing 12 flatted units. There is currently no vehicular access provision into the site therefore a new single access from The High Road is proposed.

The site address exhibits a PTAL rating of 3 which is considered as average and therefore encourages a higher dependency on the private motor car. It is however noted that West Ruislip Station to the north of the site and Ickenham Train Station to the south are within 10 minutes walking distance from the address.

Parking Provision & Internal parking Layout

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 12 residential flats (3x1, 6x2 and 3x3 bedrooms). The maximum standard requires 1.5 spaces per unit hence a quantum of up to 18 spaces should be provided on-site to comply with the adopted parking standard. A quantum of 11 on-plot spaces are proposed located to the rear of the new build with 1 disabled compliant space placed on the frontage totalling 12 spaces. The proposed internal parking arrangement conforms to the Department for Transport's (DfT) - Manual for Streets (MfS) (circa 2007) best practice for road and parking layouts as it allows for vehicles to enter and leave the site in a forward gear which is the recommended practice on highway safety grounds.

Although the parking provision falls below the maximum standard equating to a ratio of 1:1, it is highlighted that the same ratio had been accepted for the extant consent given the reasonable PTAL rating and convenient location of the two aforementioned train stations. On that premise the quantum and arrangement of parking is considered acceptable.

Disabled Compliant Parking Provision

In accord with the saved UDP standard - 10% of parking spaces should be disabled compliant equating to a minimum of 1 space. 1 space has been indicated on the site frontage which therefore conforms to the standard.

Electric Vehicle Charging Point Provision

It is encouraged that electric vehicle charging points (EVCPs), in line with London Plan 2016 (LP 2016) standards, are provided 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 can be secured via planning condition.

Vehicular Access Arrangements

There are no existing vehicular access provisions linked to the site. The new site layout would demand a new access from The High Road with alterations to the centre hatch markings on the roadway allowing the provision of a 'right turn pocket' easing access for southbound vehicles travelling to the address. The principle of access and adjustment of the highway road markings are considered acceptable in principle. The construction of the new access will need to be undertaken to an appropriate Council standard under a S278 (Highways Act 1980) agreement and at the applicant's expense.

Front Boundary Treatment

In line with the aforementioned MfS best practice for new development road and parking layouts, it is considered necessary to impose a boundary wall height condition where it abuts the adopted public highway in order to help ensure that adequate visibility splays are established and maintained at the new vehicular access point to enhance the safety of vehicles emerging from the site envelope and all other road users.

It is therefore recommended that, if possible, a front boundary height condition (RES23) is applied to maintain a low frontage wall/fence not exceeding 1.2m in height across the whole length of the new and revised frontage or for at least 1-2m on either side of the crossing if feasible.

Cycling Provision

In terms of cycle parking there should be a provision of at least 1 secure and accessible space for each of the 1-2 bedroom flatted units and 2 spaces for the 3 bedroom provisions (totalling 15 spaces) in order to conform to the adopted minimum borough cycle parking standard. A figure of 22 is proposed with an acceptable positioning of a secure and accessible compound to the rear of the build which is therefore considered acceptable.

Trip Generation

The proposal would clearly create traffic generation from this dormant site. However peak period traffic movement into and out of the site would not be expected to rise above 3-4 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.

Operational Refuse Requirements

Refuse collection will continue via The High Road. A specific communal bin store location is shown located on the frontage in proximity of the highway. This is welcomed as it helps to ensure that waste collection distances do not exceed 10m from the point of collection in order to conform to good practice. There are no further observations.

Construction Logistics Plan (CLP)

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

Conclusion

The application has been reviewed by the Highway Authority who are 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).

ASB & ENVIRONMENT

From an environmental health perspective there are no objections to the application, but suggest

the following should you be mindful to grant the application.

>The noise level in rooms at the development hereby approved shall meet the 'Good' noise standard specified in BS8233:2014 for internal rooms and external amenity areas.

Reason: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

> Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value DnT,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. 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 noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

> Standard Environmental Health Informative - Nuisance from Demolition and Construction Work.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site has an extant planning consent (57069/APP/2017/143) for 7 x 2 and 2 x 3 bedroom units in a 3 storey block of comparable siting and scale to the current scheme. The current proposal involves a scaling up of 3 flats, to provide 3 x 1, 6 x 2 and 3 x 3 bedroom units. The principle of the loss of the retail use and redevelopment of the site for residential purposes in a 3 storey block has therefore already been established by virtue of the extant planning permission granted in 2017.

In assessing the current up-lift scheme, the following considerations have been taken into account:

Residential Use

The NPPF, The London Plan (2016), the adopted Hillingdon Local Plan: Part 1- Strategic policies and the saved Hillingdon Unitary Development Plan Policies (2012) all support the provision of residential accommodation in appropriate locations. London Plan Policy 3.3 (increasing housing supply) seeks to increase London's housing supply, enhance the environment, improve housing choice and affordability and to provide better accommodation for Londoners.

Local Plan Policy PT1.H1 affirms the London Plan targets to deliver 4,250 new homes in the Borough from 2011 to 2021 or 6,375 dwellings up to 2026. The proposal includes 12 residential units, which will contribute towards the Council's housing supply as prescribed in the London Plan and emerging local policy. No objections are raised to the intensification of the site for its historic residential use, subject to heritage, amenity and transport issues being satisfactorily addressed.

Loss of Retail

The previous buildings on the site, which have now been demolished by virtue of the extant permission for this site, had been vacant for approximately 18 years, were dilapidated and had been left in a state of disrepair. Its last known use was for residential use on upper storeys with a retail unit at ground for as a garden centre. The site is located on the periphery of the Ickenham Local Centre, outside of the core area. Ickenham Local centre is

vibrant and includes local essential shop uses sufficient in number range and type to serve the surrounding residential area.

No objections are therefore raised to the loss of the retail element, in accordance with the aims of policies S9 and S10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.02 Density of the proposed development

The application site has an area of 0.1155 ha. The wider local area is considered to represent a suburban context and has a Public Transport Accessibility Level (PTAL) of 3. Policy 3.4 of the London Plan seeks for new developments to achieve the maximum possible density which is compatible with the local context. Table 3.2 of the London Plan recommends that for a PTAL of 3, in the context of a suburban setting, a density of 150-250 hr/ha or between 50-95 u/ha, (assuming 2.7-3.0 hr/u) can be achieved for the application site. For an urban setting a density of 200-450 hr/ha or between 70-170 u/ha, (assuming 2.7-3.0 hr/u) can be achieved for the application site. The High Road, with its mix of 2 and 3 storey buildings, and a mix of different uses can be considered as urban in character, although the surrounding areas are predominantly lower density development and residential in nature.

The proposal seeks to provide 12 residential units, totalling 36 habitable rooms. This equates to a density on a site area of 0.1155 ha of 103 u/ha and 311 hr/ha. This level of development is within the guidelines set out within Table 3.2 density matrix of the London Plan, assuming a PTAL of 3 for an urban setting and just above the guidelines for a suburban setting.

Given the above, it will be important to demonstrate that the units will have good internal and external living space, and that the scale and layout of the proposed development is compatible with sustainable residential quality, having regard to the specific constraints of this site, including its conservation area designation.

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

ARCHAEOLOGY

The NPPF accords great weight to the conservation of designated heritage assets and also non-designated heritage assets of equivalent interest. Heritage assets of local or regional significance may also be considered worthy of conservation. Policy BE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will only allow development, which would disturb remains of importance in archaeological priority areas where exceptional circumstances can be demonstrated. Part 2 Saved Policy BE3 states that the applicant will be expected to have properly assessed and planned for the archaeological implications of their proposal. Proposals which destroy important remains will not be permitted.

The site falls within the Archaeological Priority Area covering the historic core of Ickenham Village. The applicant's desk-based assessment submitted in support of the previous application concluded that the site's archaeological potential appears to be low due to its peripheral location.

English Heritage (GLAAS) has advised that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest and that no further assessment or archaeological conditions are necessary.

IMPACT ON THE CONSERVATION AREA

The site falls within the Ickenham Village Conservation Area. Policy BE4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is relevant. This policy states that new development within or on the fringes of conservation areas will be expected to preserve or enhance the features, which contribute to the Conservation Area's special architectural or visual qualities.

The site forms part of the eastern gateway into the conservation area and its forward position means that it is prominent in street scene when seen from the north eastern approach. The conservation area contains a number of statutory and locally listed buildings. To the south east of the site there is a 2 storey Locally Listed public house, and to the south lies the Church of Saint Giles (grade II*). Within the grounds of the church are a graveyard, which includes listed graves and structures, and a church hall. Opposite the church are an important group of listed buildings, these are small in scale, tightly developed and positioned around the village pump and pond. These form the historic core of the conservation area. In all, the site and its immediate context have a mixed character, although they clearly retain and reflect the village character that is an important element of the Ickenham Village Conservation Area.

- Demolitions

The application property previously comprised a pair of late 19th century or early 20th century cottages which were included specifically within the Ickenham Village Conservation Area in 2002, due to their architectural and historic interest and the fact that they were located in an area that presents an entry point into the heart of the historic Ickenham Village. These buildings, despite their delapidated condition were considered to have architectural and historic merit, contributing to the conservation area and should ideally have been incorporated into any new development scheme.

However these cottages have already been demolished as part of the extant planning permission ref: 57069/APP/2017/143. In granting this consent for development on the site, the possibility of retaining these cottages was rigorously explored. - New Build

In terms of siting, the location and footprint of the building currently under consideration are similar to the scheme approved in 2017 and is considered acceptable in principle. With regard to scale and massing, again, there are no substantial changes to the external envelope of the current proposal compared with the approved scheme. The main changes are modifications to the internal layout to accommodate the additional units and changes to the unit mix.

In order to respect the urban context, the proposal has been designed to reflect the scale and volume of its surroundings. This has been achieved by designing the building to read as three separate blocks and therefore breaks down the volume of the building. Each block has a different width which allows the roofscape to vary slightly, helping to define each block as an individual element. The proposal has been kept to three storeys, which reflects the scale of buildings on both sides of the High Road, and the low pitch of the gable ends results in the overall building height being complimentary to its surroundings, reflecting something of the established scale and character of the existing street frontage within this part of the conservation area. In addition, there are further proposed enhancements to the adjacent area of road side verge, in terms of planting.

Overall, it is considered that the scheme will introduce a built form that is appropriate to its Conservation Area context and will improve the townscape character of the area. The

proposals will enhance the quality of the conservation area, in compliance with Policy BE4 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012) relevant policies of the London Plan and the provisions of the NPPF.

7.04 Airport safeguarding

There are no airport safeguarding issues related to this development.

7.05 Impact on the green belt

The site does not lie in Green Belt.

7.07 Impact on the character & appearance of the area

Saved Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seek to ensure that new development complements or improves the character and amenity of the area, whilst Policy BE38 seeks the retention of topographical and landscape features and provision of new planting and landscaping in development proposals. The scale, bulk and siting of buildings are key determinants in ensuring that the amenity and character of established residential areas are not compromised by new development.

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 impact on neighbours, density and sustainable design and construction are also relevant.

The scale, bulk and siting of buildings are key determinants in ensuring that the amenity and character of established residential areas are not compromised by new development. The main constraints and opportunities of the site have been identified, in particular its relationship to neighbouring residential and commercial properties and its Conservation Area designation.

In terms of its immediate context, the site is bounded by a modern three storey commercial building of little architectural merit to the south, a 2 and a half storey building with a prominent roof form to the north and to the west lies a development of 2 storey residential properties. Along the street frontage the buildings are well spaced, with the gaps between the properties, reinforcing the village like character of this part of the conservation area. Beyond the village centre, which is more tightly developed and includes a number of purpose built commercial terraces, the majority of buildings have frontages of a narrow to moderate width.

Across the High Road and beyond the boundary of the Conservation Area, facing the site is part of the former RAF West Ruislip site. This has been redeveloped to accommodate three storey residential buildings, which are well set back from the main road and are partially screened by mature trees. They do not have a uniform 20th century commercial appearance, divorced from the core of the conservation area

This area of the High Road has not developed a strict building line. Whilst there is a general zone in which all the buildings sit, their facades do not align, creating a staggered rhythm to the street context. The proposal seeks to continue this theme by respecting the neighbouring building lines and offering a stepped facade.

Locally the pattern is for stand alone buildings as opposed to large terrace blocks. To reflect this, the proposed building is set back from the boundaries on either side of the site. In terms of footprint, the pattern buildings along the High Road is for long deep buildings which offer a thin frontage onto the street. The proposal looks to replicate this, with a longer

thin element of the building utilizing the depth of the site while offering the appearance of three individual blocks to the street frontage. This idea helps to maximise the site while keeping the scale appropriate on the street frontage.

The proposal subject to this application represents an uplift to the previously approved scheme amounting to 3 additional flats. This increase in the number of units has been achieved primarily through internal modifications, increasing the number of one bedroom units, whilst maintaining amenity space, massing and visual appearance. The building is no higher, of a very similar footprint and constructed in the same materials as the consented scheme. There are only minor differences to the street scene. The scheme remains within the density range of planning policy and contributes to borough's housing supply and choice. It should also be noted that this increase has allowed a financial contribution towards affordable housing in the borough, the level of which has been independently verified by a Council appointed consultant.

Overall, it is considered that the scheme will introduce a built form that is appropriate to its Conservation Area context and will not have an adverse impact on the townscape character of the area. In summary, The proposed design and appearance of the development is therefore in accordance with Part 1 Policy BE1 of the Local Plan, Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), and London Plan Policies 7.1 to 7.8.

7.08 Impact on neighbours

In relation to outlook, Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires new residential developments to be designed to protect the outlook of adjoining residents. Policy BE24 states that the design of new buildings should protect the privacy of occupiers and their neighbours. In relation to sunlight, Saved Policy BE20 seeks to ensure that buildings are laid out to provide adequate sunlight and preserve the amenity of existing houses.

The closest residential properties to the site are flats at 19, 21 and 29 High Road Ickenham to the north and properties in Biniface Road and Parkfield Road to the rear. There are no other residential properties in close proximity to the site.

Outlook

The massing of the proposed building is of a single three storey 'T' block which will be positioned so it is outside the 21 metre zone from the properties to the rear. This exclusion zone creates an area for the communal amenity space at the rear of the site. Adequate setbacks have been provided from the northern and southern boundaries to avoid overdominance. As the development would be sited a sufficient distance away from adjoining properties, it is not considered that there would be any loss of amenity to surrounding occupiers in terms of over dominance. The proposal complies with relevant guidance and is not considered to result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Daylight/Sunlight

A daylight and Sunlight study has been submitted in support of the application. It concludes that the proposed development will have a low impact on the light receivable by its neighbouring properties and confirms that the development design satisfies all of the requirements set out in the BRE guide 'Site Layout Planning for Daylight and Sunlight'.

Given its orientation and relationship with neighbouring residential windows, the proposals would not create a material loss of daylight or sunlight to neighbouring properties, in accordance with Policy BE20 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and relevant design guidance.

Privacy

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the design of new buildings should protect the privacy of occupiers and their neighbours. (HDAS) Supplementary Planning Document: Residential Layouts, also sets out a minimum distance of 21m between facing habitable room windows, as measured at a 45 degree line from the centre of the nearest first floor window.

There are no private or communal amenity areas or windows in the flank elevations of the commercial properties on either side of the application site (7-9 and 19-29 High Street). In addition, adequate separation distances are maintained between the proposed first and second floor rear windows and facing windows of the existing properties in Boniface Road to the west.

The proposal complies with relevant guidance and is not considered to result in a loss of privacy to adjoining occupiers in accordance with Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

- Housing Standards

The London Borough of Hillingdon is committed to achieving the highest standards of access and inclusion. All buildings that are open to the public and all housing development schemes must be constructed according to the policies and design details as outlined in the SPG Hillingdon Design and Accessibility Statement (HDAS) Accessible Hillingdon.

The London Plan (2016) require that all residential units within the development should be built in accordance with Part M4(2) of the Building Regulations (2015 Edition) and that 10% of the units be designed and constructed in accordance with Part M4(3) of the Building Regulations (2015 Edition).

The submitted documentation indicates that 1 no. of the units will be a Part M, category 3 wheelchair user dwelling, with the rest constructed in accordance with Part M4(2) of the Building Regulations. The proposed development therefore accords with relevant policy requirements on internal space standards. It is considered that the information in the submitted plans and documentation, including the design and access statement illustrate that standards could be achieved, in accordance with London Plan Policy 3.8 and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted January 2010.

- Mix of units

Saved Local Plan Part 2 Policies H4 and H5 seek to ensure a practicable mix of housing units are provided within residential schemes. One and two bedroom developments are encouraged within town centres, while larger family units are promoted elsewhere. The housing mix has 3 x 1-bed, 6 x 2 and 3 x 3 bedroom units. This mix of units is considered to be appropriate in this location and includes some three bedroom units, to help meet the requirement for family housing in the borough.

- Private amenity space

Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (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. Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document - Residential layouts, suggests that the following shared amenity space for flats and maisonettes is provided:

- 1 bedroom flat - 20m² per flat
- 2 bedroom flat - 25m² per flat
- 3 bedroom flat - 30 m² per flat

The Total HDAS requirement for this development equates to 300 m². All of the dwellings will benefit from private amenity space, in the form of balconies or private gardens. In total, 427.4 m² of amenity space, including 209 m² of communal space has been provided, in compliance with the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Saved Policy BE23 of the Local Plan. Saved Policy BE23 of the Local Plan.

- Outlook and Light

The daylight and sunlight study submitted in support of the application Right confirms that the proposed design satisfies all of the requirements set out in the BRE guide 'Site Layout Planning for Daylight and Sunlight'. It is therefore considered that all of the proposed units would benefit from reasonable levels of outlook and light, in compliance with Policies BE20 and BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), HDAS: Residential Layouts and the provisions of the London Plan.

- Privacy

Saved Policy BE24 states that the design of new buildings should protect the privacy of occupiers and their neighbours. A minimum separation distance of 21 metres is required to avoid overlooking and loss of privacy. A condition is recommended requiring details of obscure screening, where applicable to the proposed rear facing balconies, to prevent loss of privacy between the proposed units. Subject to compliance with this condition, it is considered that the design of the development would protect the privacy of future occupiers, in accordance with Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and relevant design guidance.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) at Paragraphs 108-109 state that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Paragraph 110 of NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states: The LPA will not grant permission for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London

road network, or

(ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety

Policy 6.3 of the London Plan requires development proposals to ensure that the impacts on transport capacity and the transport network are fully assessed.

The site has a PTAL rating of 3 indicating an average accessibility to public transport. This site is located almost equidistant from West Ruislip Train Station to the north and Ickenham Train Station to the south. Both stations are within 10 mins walk of the site and offer links to Central London, Uxbridge, High Wycombe and beyond to the west. Several local bus routes run along Ickenham High Road which serve to link Ickenham to Ruislip and Uxbridge. There are waiting restrictions in place on the High Road frontage of the site. High Road Ickenham (B466) is a classified road on the Council's road network.

- Traffic Generation

To assess traffic impact of the proposed development a Transport Assessment has been submitted in support of the proposed development. The existing site previously contained two residential buildings and a retail element, which have been vacant for a number of years. The proposal is therefore likely to result in increased traffic generation. However the Highway Engineer notes that the peak period traffic movement into and out of the site would not be expected to rise above 3-4 vehicle movements during the peak morning and evening hours. The Highway Engineer considers that this uplift is marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

- Access

The Highway Engineer notes that there are no existing vehicular access provisions linked to the site and the development would require a new access from the High Road with alterations to the centre hatch markings on the roadway, thereby allowing the provision of a 'right turn pocket', easing access for southbound vehicles travelling to the site. The Highway Engineer considers that the access and adjustment of the highway road markings are acceptable in principle. However, the construction of the new access will need to be undertaken to an appropriate Council standard under a S278 (Highways Act 1980) agreement and at the applicant's expense.

- Visibility

It is considered necessary to impose a boundary wall height condition where it abuts the adopted public highway, in order to ensure that adequate visibility splays are established and maintained at the new vehicular access point, to enhance the safety of vehicles emerging from the site envelope and all other road users.

- Car Parking

It is proposed to provide 12 residential flats. The Council's maximum standard requires 1.5 spaces per unit, which would equate to up to 18 spaces. 11 on-site spaces are proposed, located to the rear of the block, with 1 disabled compliant space located at the frontage, totalling 12 spaces.

The Highway Engineer notes that although the proposed parking ratio of 1:1 falls below the

maximum standard, that same ratio had been accepted for the extant consent, given the reasonable PTAL rating and convenient location of the two nearby train stations. It is considered that a balance of providing sufficient on-site car parking to meet demand arising from the proposal, as well as reducing the impact on the capacity of surrounding streets and meeting wider sustainability objectives has been achieved.

One of these spaces will achieve space standards for disabled parking. In addition, the proposed car parking provides for electric vehicle charging points (20% active and 20% passive). This equates to 2 active and 2 passive charging points in compliance with London Plan standards.

The Highway Engineer raises no objections to the internal parking arrangement which allows vehicles to enter and leave the site in a forward gear, which is the recommended practice on highway safety grounds.

Cycle Parking

The proposed scheme will provide a total of 22 secure and covered spaces at ground floor level which is considered adequate.

Operational Refuse Requirements

Refuse collection will continue via the High Road. A specific communal bin store location is shown located on the frontage, in proximity of the highway. This is welcomed as it helps to ensure that waste collection distances do not exceed 10m from the point of collection in order to conform to good practice.

In conclusion, it is considered that the network can accommodate the flows produced by the development without any severe impact. Overall, it is considered that the proposals strike the requisite balance between parking restraint, to promote alternative travel modes and the provision of adequate parking. Subject to conditions and transport and highways obligations being covered within the S106 Agreement, it is considered that safe and suitable access to the site can be achieved and the the residual cumulative impacts of development are not so severe as to prevent or refuse the proposed development.

7.11 Urban design, access and security

SECURITY

The development proposes to re-establish a greater sense of community, neighbourly presence and territorial responsibility among residents. The proposal is considered to improve the current site conditions. A condition is recommended to ensure the development achieves compliance with the Secure by Design principles.

7.12 Disabled access

The London Borough of Hillingdon is committed to achieving the highest standards of access and inclusion. All buildings that are open to the public and all housing development schemes must be constructed according to the policies and design details as outlined in the SPG Hillingdon Design and Accessibility Statement (HDAS) Accessible Hillingdon.'

Local Plan Part 1 Policy BE1, London Plan Policy 3.8 (2016) and the Mayor of London's Housing Standards require that all residential units within the development to be built in accordance with Part M4(2) of the Building Regulations 2010 (2015 Edition) and that 10% of the units be designed and constructed in accordance with Part M4(3) of the Building Regulations 2010 (2015 Edition). Appropriately worded conditions are recommended

accordingly, to ensure compliance with these standards. The scheme incorporates a lift (designed to the relevant DDA standard) to all levels of development.

With regard to Blue Badge parking, the Greater London Authority's guidance on 'Wheelchair Accessible Housing' (September 2007), further states that "generally one blue badge parking space will be required for each wheelchair accessible unit, including those that would otherwise be car-free". One disabled parking bay has been provided for, in compliance with these standards.

Subject to conditions, it is considered that lifetime homes equivalent and wheel chair standards can be achieved, in accordance with the London Plan Policies 3.8, 7.1 and 7.2 and in general compliance with the Council's Supplementary Planning Document "Accessible Hillingdon".

7.13 Provision of affordable & special needs housing

The development would introduce a total of 12 dwellings, therefore triggering the affordable housing requirement threshold of 10 units as set out in London Plan policy 3.13. Policy H2 of the Hillingdon Local Plan: Part 1- Strategic Policies relates to Affordable Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. The Council notes however, that subject to the provision of robust evidence, it will adopt a degree of flexibility in its application of Policy H2 to take account of tenure needs in different parts of the borough as well as the viability of schemes. On this basis, 4 of the 12 units proposed in the scheme would have to be provided as affordable housing to comply with the requirements of Policy H2, to be secured by way of a S106 Agreement.

A full Financial Viability Appraisal (FVA) has been carried out in support of this application, which has been reviewed by an appropriately qualified third party financial consultant. The Council's assessor has confirmed based upon the assumptions and analysis set out in the FVA report, the proposed scheme is able to support an Affordable Housing Off-Site Contribution for of £115,000, in lieu of on-site provision.

The Council's assessor recommends an affordable housing review mechanism to ensure that if the scheme is delayed, its viability is re-assessed in the light of future economic conditions. The review mechanism forms part of the S106 Agreement.

7.14 Trees, landscaping and Ecology

- Landscaping

The site lies outside any designated Tree Preservation Order areas. However, as the site is within a conservation area, all trees on site are protected. The Landscape Report describes the site as overgrown and self-set vegetation within the site.

Tree T5 Twisted Willow and Tree T6 Sycamore are to be retained. 2 no. trees are proposed in the communal garden to mitigate tree loss and screen views from neighbouring properties. A 1.2m high boundary, low wall with railings is proposed along the street frontage. Site frontage would be improved by planting 3 new matching trees and grass planted to continue existing grass verg. However, street tree planting would need local authority approval.

The Tree and Landscape Officer raises no objections to the removal of specified trees on the site or to the indicative landscaping scheme. Nevertheless it will be important to ensure that appropriate materials and landscaping are secured by condition. Subject to compliance with the above mentioned conditions, it is considered that the scheme is

compliant with Policies BE13, BE19 and BE38 of the Hillingdon Local Plan:Part 2 - Saved UDP Policies (November 2012), relevant London Plan policies and design guidance.

7.15 Sustainable waste management

Local Plan Policy EM11 requires proposed development to address waste management at all stages of a development life. London Plan Policy 5.17 requires suitable waste and recycling facilities in all new developments. HDAS - New Residential Layouts provides further details on waste management to guide development proposals.

In order to address the above policies, the scheme incorporates provision for refuse and recycling at a specific communal bin store location located on the frontage, in proximity of the highway. The bin store areas are easily and safely accessible from the highway collection point.

7.16 Renewable energy / Sustainability

Policy 5.3 of the London Plan requires development proposals to demonstrate sustainable design standards are integral to the proposal. It requires major development proposals to meet minimum sustainable design standards set out in the Mayor's SPG. Policy 5.2 of the London Plan seeks to minimise carbon dioxide emissions and requires major residential developments to achieve a zero carbon standard. However if this cannot be achieved, then a cash in lieu contribution will be sought.

The supporting documentation indicates that proposal's energy and water use will be designed to meet current building regulations and London Plan Standards, with a fabric first approach, adopted to achieve optimum building performance. A number of additional measures are to be introduced to enhance the buildings overall performance.

An Energy Statement demonstrates how the proposed development can incorporate energy efficient design measures, how it addresses requirements for sustainable design and construction and meets the relevant policy requirements. The development will adopt sustainable design and construction techniques. This includes the incorporation of renewable energy in the form of photovoltaic panels on the roof of the development, enhanced insulation, low energy lighting and other energy saving measures.

The Energy Statement demonstrates that through the use of the Be Lean, Be Clean and Be Green framework, regulated carbon emissions can be reduced by 35.1% against Part L 2013.

The GLA's Zero Carbon Homes tax will apply to the proposed development. As such, the remaining CO₂ emissions other than those reduced on-site, are to be offset down to zero. The GLA general offset price of £60 per tonne has been used to calculate the carbon offset contribution. The total cost to offset all of the remaining cumulative carbon emission (316.9T CO₂) over 30 years is approximately £19,013.60.

Subject to a legal agreement securing the carbon offset contribution, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

7.17 Flooding or Drainage Issues

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The site falls outside any flood

zones as defined in the Council's own Strategic Flood Risk Assessment (SFRA) and is with flood zone 1 on the Environment Agency maps.

The flood risk to the site is considered to be low. Safe access and egress can be achieved using the normal access routes.

The Council's Flood and Drainage Officer has assessed the submitted Flood Risk Statement and raises no objections to the proposed development. The proposals raise finished floor levels are 150mm minimum above ground levels and restrict the run off from the site to greenfield run off rates of 1.3 l/s, securing betterment over the existing situation, in part by providing storage of 41m³ through permeable paving.

There are proposals to extend the highway grassed verge, to reduce the impermeable areas and this is supported by the Flood and Drainage Officer, as this can function as a rain garden to provide in addition flood risk capacity on the road. Details can be secured through the S278 and or S106 agreement.

It is considered that any outstanding flood and sustainable drainage issues can be addressed by the imposition of a suitably worded condition, in the event of an approval. Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with the Hillingdon Local Plan: Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan and the aspirations of the NPPF.

7.18 Noise or Air Quality Issues

NOISE

Although a Noise Assessment was submitted in support of the consented scheme, none has been provided for this uplift proposal. The internal configurations have been modified and above the ground floor, the internal layouts, with the same room uses stacking do not repeat in all cases, thereby introducing the potential for neighbour disruption. A condition is therefore recommended requiring details of enhanced sound insulation for the floor/ceiling /wall structures separating different types of rooms/ uses in adjoining dwellings, for instance living room and kitchen above bedroom of separate dwellings.

In addition, the application site is on a busy high road. It is therefore reasonable to expect that traffic is likely to be high enough to affect the residential amenities of future occupiers. Subject to conditions requiring a sound insulation, it is considered that the scheme would be compliant with Policy OE5 of the Hillingdon Local Plan Part 2.

7.19 Comments on Public Consultations

In response to the concerns raised by local residents and the Ickenham Resident's Association (IRA), the applicant has made the following observations:

'It would appear the IRA's concern is with the increase from 9 flats to 12 flats and the change to the street scene.

The increase of flats is achieved by thoughtful design that has maintained amenity space, massing and visual appearance, coupled with a reconfiguration internally. The addition of 3 flats, which is an increase of 7 habitable rooms is achieved in part by the provision of one bedroom dwellings. There are very minor visual changes. The building is no higher, of a very similar footprint and constructed in the same materials as the approved scheme. The appearance differences in the street scene are de minimis. There will be no noticeable increase in traffic movements.

The scheme remains within the density range of planning policy and contributes to borough's housing supply and choice. It should also be noted that this increase has allowed a financial contribution towards affordable housing in the borough, the level of which has been independently verified by a Council appointed consultant.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific supplementary planning guidance.

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 impacts of the development, which have been agreed with the applicant:

- (i) Transport: All on site and off site highways works as a result of this proposal, including provision of a site access, (which shall be constructed as a Heavy Duty Crossover) landscaping improvements to the adopted footpath in front of the development and alterations to the centre hatch markings
- (ii) Construction Training: Either a construction training scheme delivered during the construction phase of the development or a financial contribution
- (iii) Affordable Housing: A contribution of £115,000 in lieu of affordable housing on-site provision and an affordable housing review mechanism
- (v) Carbon offset contribution of £19,404
- (vi) The residents of this development not to be eligible for parking permits, apart from Blue Badge holders and a charge made against the site to ensure the future buyers are aware of the parking restrictions.
- (viix) Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

The applicant has agreed to these proposed Heads of Terms, which are to be secured by way of the S106 Agreement. Overall, it is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development, in compliance with Policy R17 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012).

The development will be liable for the Mayoral CIL and Hillingdon's own CIL.

7.21 Expediency of enforcement action

None.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

accordance with all relevant primary and secondary legislation.

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

No objections are raised to the principle of residential development on this site. The proposed development responds to neighbouring residential and commercial uses, will introduce a built form that is appropriate to its Conservation Area context and will improve the townscape character of the area, by removing redundant and degraded buildings.

The development will not give rise to detrimental impacts in terms of the amenity of existing neighbours and future occupiers. All units will comply with relevant standards. The detailed design of the scheme will incorporate measures to ensure it represents a sustainable development and achieves the required reduction in carbon dioxide emissions.

An off- site affordable housing contribution has been agreed. The applicant has offered an acceptable package of contributions, including off site highway improvements, to be secured by way of a proposed S106 Agreement. In addition, access, parking, drainage, highway safety issues have been satisfactorily addressed, subject to conditions.

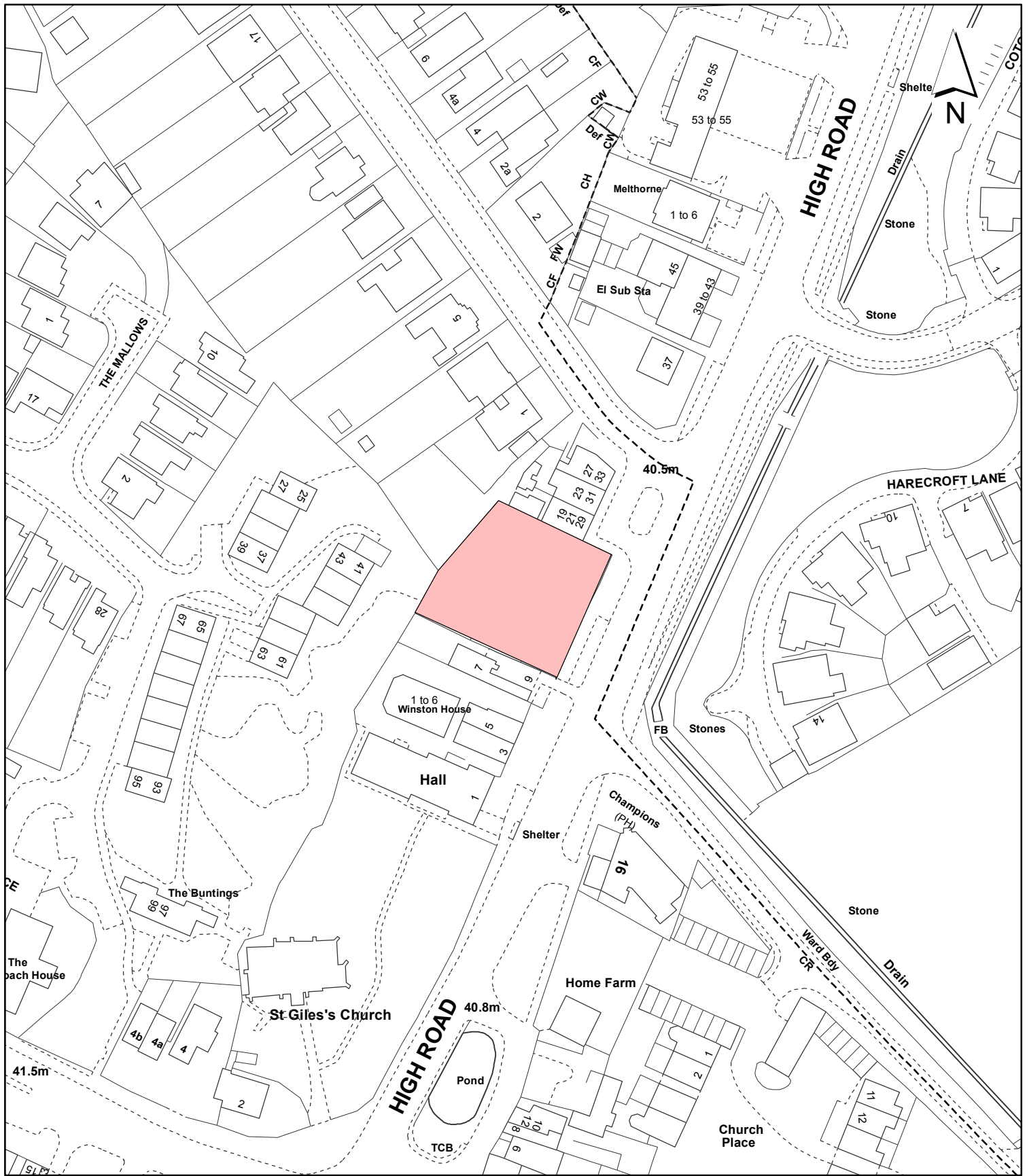
It is recommended that the application should be supported, subject to a Section 106 Legal Agreement and conditions.

11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan 2016
National Planning Policy Framework (NPPF 2018)
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document: Accessible Hillingdon (January 2010)

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Notes:

 Site boundary

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Site Address:

**15-17 High Road
Ickenham**

**LONDON BOROUGH
OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
57069/APP/2018/1779

Scale:
1:1,250

Planning Committee:
Major

Date:
September 2018

