

Report of the Head of Planning, Transportation and Regeneration

Address FANUC HOUSE 1 STATION APPROACH RUISLIP

Development: Section 73 application seeking Minor Material Amendment to revise Condition 2 (Approved Plans) of planning permission ref: 26134/APP/2016/1987, dated 5/7/17: Demolition of existing office building and re-development of the site to provide a 4 storey building with basement parking comprising 40 residential units with associated car parking, amenity space and landscaping, to allow replacement of car lift with access ramp, increase size of terrace over the ramp, relocate children's play area, relocation of 4 disabled spaces from surface level to basement, provision of 13 M4(2) compliant spaces with net reduction from 31 to 29 spaces, uplift of cycle space provision from 41 to 51 cycle spaces, increasing the size of the M4(3) units, additional service provision, including riser areas and plant room and car park ventilation and roof amendments to include additional PV panel provision and increase in gable eaves height by 75mm.

LBH Ref Nos: 26134/APP/2018/2743

Drawing Nos: 2088-PGB-03 Rev C
2088-P19
2088-P08
2088-P09
2088-P01 Rev A
2088-P04
2088-P11 Rev E
2088-P12 Rev C
2088-P13 Rev C
2088-P14 Rev C
2088-P22 C - SECTION B-B
2088-P23 - SECTION C-C
7203-110
7203-100c
7203-101c
180720 Drainage Maintenance and Management Plan
180720 GTA Drainage Statement
180720 GTA Drainage Statement
7203-102 Sheet 1
7203-103a Sheet 2 of 2
7203-104a
2088-51-180725-L-JM
2088-P07
2088-P05
2088-P25
2088-P30 Rev B
2088-P31 Rev A
2088-P32
2088-P17 Rev E
2088-P18 Rev E
2088-P16 Rev C
2088-P06

2088-P03 Rev E
2088-P10 Rev E
2088-P15 Rev B
2088-P21 Rev D

Date Plans Received: 26/07/2018
Date Application Valid: 27/07/2018

Date(s) of Amendment(s): 09/10/2018
26/07/2018
10/10/2018
01/08/2018

1. SUMMARY

Permission was granted under planning ref: 26134/APP/2016/1987 for the demolition of existing office building and re-development of the site to provide a 4-storey building with basement parking comprising 40 residential units with associated car parking, amenity space and landscaping.

The principle of development of the site to provide a 4-storey building has already been established by virtue of the extant permission. This application seeks minor material amendments to the consented scheme namely:

- to create a ramp access into the lower ground floor car park instead of a car lift;
- to provide 29 car parking spaces across the site instead of 31;
- minor alterations to the mix of units; and
- alterations to the landscaping.

It is considered that the proposed changes to the design of the building will fit sensitively with existing streetscape. The proposed modifications to the approved scheme would be within the London Plan density guidelines, providing good internal and external living space. The proposed amendments would not have an adverse impact on the living conditions of surrounding occupiers in terms of over dominance, loss of privacy and loss of daylight/sunlight.

The Council's Access Officer considers the proposal to improve the accessibility of the consented scheme. The proposed changes are therefore considered to be an improvement and therefore acceptable. This application is recommended for approval subject to a Deed of Variation to secure this consent against the original consent.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning, Transportation and Regeneration to grant planning permission, subject to a Deed of Variation securing the following:

- 1. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status and Highway Engineers Comments**
- 2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs or an in kind scheme to be provided.**

3. Travel Plan to include £20,000 Bond.
4. Delivery and Servicing Plan.
5. Affordable Housing Review Mechanism
6. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions Note to the planning officer: - Please note that to encourage in kind construction training schemes within the Borough the planning officer is expected to seek to promote and facilitate the contact between the applicant/ developer and the LBH Construction Training - Team once the development is considered acceptable in principle.
7. A £50,000 contribution towards town centre/highway improvements in the immediate vicinity.
8. Prohibit future residents of the development from obtaining parking permits, season tickets or car parking permits within existing or future management schemes (excluding blue badges).

B) That the applicant meets the Council's reasonable costs in the preparation of the S106/S278/S38 Agreement and any abortive work as a result of the agreement not being completed.

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 30 November 2018, or any other period deemed appropriate that delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse the application for the following reason:

'The development has failed to secure obligations relating to highway improvements and transport, further review of the provision of affordable housing if the project is delayed, construction and employment training and project management and town centre improvements. Accordingly, the proposal is contrary to policies R17, OE1, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and Policies H2 and EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policies 3.12 and 5.12 of the London Plan (March 2016) and the NPPF.'

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 attached:-

1 RES3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of 04-07-2020.

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 2088-P03 Rev E, 2088-P10 Rev E, 2088-P11 Rev E, 2088-P12 Rev C, 2088-P13 Rev C, 2088-P14 Rev C, 2088-P15 Rev B, 2088-P16 Rev C, 2088-P17 Rev D, 2088-P18 Rev D, 2088-P19, 2088-P21 Rev C, 2088-P22 Rev C, 2088-P23, LP/FHSAR/030 Rev D, PA/FHSAR/040 Rev A and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

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:

7203-110, 7203-100 Rev C, 7203-101 Rev C, Drainage Maintenance and Management Manual, 7203-102, 7203-103 Rev A, 7203-104 Rev A, 7203-200 Rev A, 7203-201 Rev A, 5695.Land.Man.002, J2444/1/F3 May 2016, J2444C/1/F1, Sustainability Statement [SW&H] Rev 1.0, Transport and Highways Impact Assessment Addendum Rev 2, May 2016, Landscape and Ecology Scheme Rev 03, Heritage and Townscape Appraisal 1680.6.1 March 2016, Energy Statement Rev 3, 1263 B Rev 3.0 + EAS Addendum, Design and Access Statement Rev C and 2088-PGB-03 Rev C.

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

REASON

To ensure that the development complies with the objectives of Policy 5.17 of the London Plan (March 2017).

4 RES6 Levels

The development hereby approved shall be carried out in accordance with the level plans approved under planning ref: 26134/APP/2018/3253.

REASON

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

5 RES7 Materials (Submission)

The development hereby approved shall be implemented in accordance with the traditional clay tile, red brick, metal railings and other details agreed under planning ref: 26134/APP/2017/4635.

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).

6 RES8 Tree Protection

The development hereby approved, shall be implemented in accordance with the tree protection measures approved under planning ref: 26134/APP/2018/314.

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)

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

The development hereby approved shall generally be carried out in accordance with Landscape and Ecology Scheme report by Acorn Ecology. Landscape proposals are contained in Aspect dwg. Nos. 5695/ASP1.0 Rev M, 1.1 Rev M, 2 Rev F, DCCLA dwg. No. HLPL/FHSAR/020 A and Mayford's topographic survey and Landscape Management Plan (document ref. 5695.Land.Man.002) by Aspect approved under planning ref: 26134/APP/2018/314.

Prior to the relevant part of the development, details of hedges, tree species and 5 passive and active electric charging points shall be submitted to and approved in writing by the Local Planning Authority.

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, BE24, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015).

8 NONSC Retention of separate car parking area

The 7 proposed parking spaces provided within the separate smaller area of the application site shown on Drw. MP 2088-P01 Rev A shall be retained for use by the occupiers of the proposed flatted block for so long as the development remains in existence.

REASON

To ensure that adequate parking facilities are provided for the development, in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

9 NONSC External Amenity Space

The external amenity space shown on the approved plans shall be implemented prior to the units being brought into use.

REASON

To ensure that appropriate amenity space is provided, in accordance with Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

10 RES13 Obscure Glazing

The side bathroom and secondary kitchen/dining room and bedroom windows of Unit 8 on the ground floor, side studio window(s) of Units 9, 10, 19 and 20 on the first floor, Units 21, 22, 31 and 32 on the second floor and Units 33 and 40 on the third floor facing Metropolitan and Central Houses shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

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

11 NONSC Privacy Screens

Prior to the units being brought into use, details of the siting, design and materials of side privacy screens to the balconies shall be submitted to and approved in writing by the Local Planning Authority.

The screens shall be retained on site for so long as the development remains in existence.

REASON

To ensure that the proposal provides a acceptable standard of residential amenity, in accordance with Policy BE24 of the of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

12 NONSC Accessibility Provision

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

REASON:

To ensure an appropriate standard of housing stock in accordance with London Plan Policy 3.8d, is achieved and maintained.

13 NONSC Details of foundations/ ground works

The development hereby permitted shall be executed in conjunction with detailed design and method statements that have been agreed in writing by the Infrastructure Protection department at London Underground for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent).

The agreement shall be submitted to the local planning authority prior to commencement of any excavation works.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

REASON

To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2015 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

14 NONSC Construction Management Strategy (including Crane Use Etc)

The development hereby permitted shall be carried out in accordance with Construction Environmental Management Plan by Jaysam approved under planning ref: 26134/APP/2018/314.

REASON

To safeguard the amenity of surrounding areas and to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems in accordance with Policy OE5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 7.7 of the London Plan (March 2016).

15 RES17 Sound Insulation

The development hereby permitted shall be carried out in accordance with sound insulation details approved under planning ref: 26134/APP/2017/4635. All works which form part of 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) (rail traffic) (air traffic) (other) noise in accordance with Policy OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.15 of the London Plan (March 2016).

16 NONSC Vibration Insulation

The development hereby permitted shall be carried out in accordance with vibration insulation details approved under planning ref: 26134/APP/2017/4635. All works which form part of 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 vibration in accordance with Policy OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

17 NONSC Noise Rating Level

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

REASON

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

18 NONSC Mechanical Ventilation

The development hereby permitted shall be carried out in accordance with mechanical ventilation details approved under planning ref: 26134/APP/2017/4635. All works which form part of 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 the development complies with Policy EM8 of the Hillingdon Local Plan: Part

One - Strategic Policies (November 2012), Policy 7.14 of the London Plan (2016) and paragraph 124 of the National Planning Policy Framework.

19 NONSC Low Emission Strategy/ Air Quality Action Plan

The development hereby approved shall be implemented in accordance with the Low Emissions Strategy approved under planning ref: 26134/APP/2018/314.

REASON

To ensure the development reduces and manages its air quality impacts in an area that currently exceeds minimum EU limit values for health and in line with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and 7.14 of the London Plan (March 2016).

20 NONSC Revised Cycle Parking Provision

Notwithstanding the details submitted on Drawings No. PL-07 Rev. J, revised details of the provision to be made for cycle parking to include a total of at least 49 long stay and 1 short-stay spaces shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be implemented in accordance with the revised details and the cycle parking spaces shall be permanently retained for so long as the development remains in existence.

REASON:

To ensure that adequate facilities are provided in accordance with Policy 6.9 of the London Plan (March 2016).

21 RES22 Parking Allocation

The development hereby approved shall not 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).

22 RES26 Contaminated Land

The development hereby permitted shall be implemented in accordance with the Ground Investigation Report approved under planning ref: 26134/APP/2018/618.

REASON

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

23 NONSC Sustainable Water Management

The development hereby permitted shall be implemented in accordance with SuDs measures and drainage systems approved under planning ref: 26134/APP/2018/618. Thereafter the measures implemented shall be retained and maintained in accordance

with these details for as long as the development remains in existence.

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to:

- Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012),
- Policy 5.12 Flood Risk Management of the London Plan (March 2016) and
- To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and
- Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016).
- National Planning Policy Framework (March 2012), and the
- Planning Practice Guidance (March 2014).

24 NONSC Flood Risk Prevention

Unless otherwise agreed in writing by the Local Planning Authority, the development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) Version 3 dated December and the additional amended drawings submitted in February and March 2017 and the following mitigation measures detailed within the FRA.

Prior to occupation, a scheme for the management of flooding within the site shall be submitted to, and approved in writing by the Local Planning Authority. It will include:

- i) Provision of a Flood Action Plan to all future residents including plan and locations of appropriate refuge and evacuation routes etc, and explanations that the site is at risk.
- ii) Finished floor levels are set at 47.25m. A survey shall be submitted to and approved by the Local Planning Authority showing the as built levels comply.
- iii) Provision of the detail of the proposed screens.
- iv) Provision of compensatory flood storage on the site to ensure sufficient space is retained to control the surface water flood risk. As built ground level information submitted

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 minimise the impact of flooding on the proposed development and future occupants and

To minimise the impact of the proposed development on the surrounding area.

- i) by ensuring the satisfactory storage of/disposal of surface water from the site.
- ii) by ensuring that compensatory storage of flood water is provided.

To comply with Policy 5.13 of the London Plan (March 2016) and to ensure the development does not increase the risk of flooding in compliance with:

Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012),

Policy DME1 9 Management of Flood Risk in emerging Hillingdon Local Plan Part 2 - Development Management Policies, and

Policy 5.12 of the London Plan (March 2016), and

National Planning Policy Framework (March 2012), and the

Planning Practice Guidance (March 2014).

25 NONSC Energy Assessment

The development hereby approved, shall provide PV panels in accordance with the details approved under planning ref: 26134/APP/2018/727.

REASON

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

26 NONSC Ecological Protection and Enhancement Scheme

The development hereby approved, shall provide protection and enhancement in accordance with the details approved under planning ref: 26134/APP/2018/314.

REASON

To ensure the development makes a positive contribution to the protection and enhancement of flora and fauna in an urban setting in accordance with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

27 RES24 Secured by Design

The dwelling(s) shall achieve 'Secured by Design' accreditation, adhering to the New Homes 2016 Design Guide 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 (March 2016) Policies 7.1 and 7.3.

28 NONSC Non Standard Condition

The site access shall be provided with those parts of a 2.4m x 23m highway visibility splay and a 2.4m x 2.4m pedestrian visibility splay which can be accommodated within the site in both directions and shall be maintained free of all obstacles to 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 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies

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

NPPF6	NPPF - Delivering a wide choice of high quality homes
LPP 2.15	(2016) Town Centres
LPP 3.2	(2016) Improving health and addressing health inequalities
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.8	(2016) Housing Choice
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.13	(2016) Affordable housing thresholds
LPP 4.7	(2016) Retail and town centre development
LPP 4.8	(2016) Supporting a Successful and Diverse Retail Sector and related facilities and services
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2016) Trees and woodlands
LPP 8.2	(2016) Planning obligations
EC5	Retention of ecological features and creation of new habitats

BE4	New development within or on the fringes of conservation areas
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
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.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H4	Mix of housing units
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
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
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
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
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
NPPF- 11	NPPF-11 2018 - Making effective use of land

NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 4	NPPF-4 2018 - Decision-making
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 7	NPPF-7 2018 - Ensuring the vitality of town centres
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport

3 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.

4

The Council's Waste Services Manager provides the following general advice:

Design Considerations

a) The bin enclosures must be built to ensure there is at least 150 mm clearance in between the bulk bins and the walls of storage area. The size and shape of the bin enclosures must also allow good access to bins by residents, and if multiple bins are installed for the bins to be rotated in between collections. The dimensions of an 1,100 litre bulk bin are shown below: -

Height: 1,370mm
Depth: 990mm
Width: 1,260mm

b) Arrangements should be made for the cleansing of the bin stores with water and disinfectant. A hose union tap should be installed for the water supply. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than 1:20) towards the drainage points.

c) The material used for the floor should be 100 mm thick to withstand the weight of the bulk bins. Ideally the walls of the bin storage areas should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.

d) The gate / door of the bin stores need to be made of metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Please ensure the doorway should allow clearance of 150 mm either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.

e) Internal bin chambers should have appropriate passive ventilators to allow air flow and stop the build up of unpleasant odours. The ventilation needs to be fly proofed.

f) If the chambers are inside the building they should have a light. The lighting should be a sealed bulked fitting (housings rated to IP65 in BS EN 60529:1992).

g) The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).

h) The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.

i) The roadway should be strong enough to withstand the load of a 26 tonne refuse collection vehicle.

General Points

The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

5 170 LBH worked applicant in a positive & proactive (Granting)

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site lies towards the southern end of Ruislip town centre forming the edge of centre site and comprises two sites. The main 0.19 ha rectangular site of Fanuc House forms a corner plot located to the north of Ruislip Underground Station, on the eastern side of Station Approach, to the south of its junction with Pembroke Road and a small 90sqm rectangular hardstanding area located to the east of the site, to the north of the access to the Station car park.

Fanuc House forms a two storey modern office building which fronts Station Approach with car parking at its rear, accessed from Pembroke Road and surrounding landscaping, the main area being on the south side of the building. The site slopes gently towards the south and there are a number of trees on site, mainly along the site's eastern and southern boundaries. The building is currently vacant.

Immediately to the south of the site is a small private car park, beyond which is the Grade II listed South Ruislip Underground Station and signal box on the Metropolitan and Piccadilly lines which is separated from the private car park by an access road which serves the station car park adjacent to the railway line further to the east. Metropolitan House (fronting Pembroke Road) and Central House (to its rear) immediately adjoin the site to the east which form part of an in-depth flatted re-development scheme, essentially comprising three / four storey blocks with accommodation in the roof, including some double floor roof elements. To the west, on the opposite side of Station Approach is Kings Lodge, an 'L' shaped 6 to 8 storey residential building. On the opposite side of Pembroke Road to the north is a 4 - 5 storey flatted block known as Pembroke House, the 3 storey Neyland Court and more traditional residential properties including bungalows to the east.

The town centre boundary runs along the eastern boundary of the site and also includes the railway and its car park to the south. The Ruislip Village Conservation Area is also located to the north west of the site and at its nearest point includes the parade buildings fronting High Street to the north of Pembroke Road. The site is covered by TPO 332 (although it appears that none of the protected trees remain) and has a Public Transport Accessibility (PTAL) Level of 4/5 (on a scale of 1 to 6, where 6 represents the highest level of accessibility).

3.2 Proposed Scheme

This application seeks a minor material amendment to the original planning consent. The changes sought are namely:

- replacement of a car lift with a ramp access into the lower ground floor car park;
- the reduction in car parking spaces from 31 to 29;
- reconfiguration of the landscaping at the entrance to allow for a refuse vehicle to collect waste and recycling;
- the increase in the size of a terrace over the ramp and relocation of the children's play area to this space;
- increase in the provision of cycle parking from 42 to 51 spaces;
- increasing the size of M4(3) units;
- the unit mix has changed from 12 studio, 19 x one bedroom and 9 x two bedroom units to 13 x studio, 19 x 1 bedroom and 8 x 2 bedroom units; and
- roof amendments to include additional PV panel provision and increase in gable eaves height by 75mm.

3.3 Relevant Planning History

26134/78/2102 1 Station Approach Ruislip
Mixed dev. on 0.2730 hectares (outline)(P)

Decision: 29-04-1982 Approved

26134/APP/2016/1987 Fanuc House 1 Station Approach Ruislip

Demolition of existing office building and re-development of the site to provide a 4 storey building with basement parking comprising 40 residential units with associated car parking, amenity space and landscaping. Amended plans and supporting information received.

Decision: 16-06-2017 Approved

26134/B/84/1071 1 Station Approach Ruislip
Reserved mats. of outline 26134/782102(P)

Decision: 29-08-1984 Approved

26134/C/84/1841 1 Station Approach Ruislip
Mixed dev. on 0.1950 hectares (full)(P)

Decision: 28-01-1985 Approved

Comment on Relevant Planning History

Permission was granted under planning ref: 26134/APP/2016/1987 for the demolition of existing office building and re-development of the site to provide a 4-storey building with basement parking comprising 40 residential units with associated car parking, amenity space and landscaping. This application has yet to be implemented.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.E7 (2012) Raising Skills
- PT1.H2 (2012) Affordable Housing
- PT1.HE1 (2012) Heritage
- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.T1 (2012) Accessible Local Destinations
- PT1.CI1 (2012) Community Infrastructure Provision

Part 2 Policies:

NPPF6	NPPF - Delivering a wide choice of high quality homes
LPP 2.15	(2016) Town Centres
LPP 3.2	(2016) Improving health and addressing health inequalities
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.8	(2016) Housing Choice
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.13	(2016) Affordable housing thresholds
LPP 4.7	(2016) Retail and town centre development
LPP 4.8	(2016) Supporting a Successful and Diverse Retail Sector and related facilities and services
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic

	environment and promoting appropriate soundscapes.
LPP 7.21	(2016) Trees and woodlands
LPP 8.2	(2016) Planning obligations
EC5	Retention of ecological features and creation of new habitats
BE4	New development within or on the fringes of conservation areas
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
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.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H4	Mix of housing units
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
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
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
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
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 4	NPPF-4 2018 - Decision-making
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 7	NPPF-7 2018 - Ensuring the vitality of town centres
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **6th September 2018**

5.2 Site Notice Expiry Date:- **6th September 2018**

6. Consultations

External Consultees

Neighbouring residents were consulted on this application between 15-08-2018 and 06-09-2018 by way of a site notice and press advertisement in the local paper.

5 neighbouring residents objected to the application. The comments received are summarised below:

- > the extra sewage that would be produced would add to the problems experienced by the nearby King's Lodge;
- > the proposal could result in flooding, especially within the underground car park;
- > the vehicle entrance in only 8m from the station entrance and busy, the development would add further congestion;
- > given the site's proximity to the station, the application should be car free and residents should have access to a car club;
- > it is a travesty that a car club is not provided instead of car parking spaces, the new residents should walk to and from the station which is a minute and a half away and to the town centre;
- > this application is likely to house people short terms coming in and out of Heathrow (given the size of units and the number of car parking spaces) instead of long terms residents;
- > the traffic generated by this proposal would conflict with other road users, particularly buses;
- > the look and feel of Station Approach is turning into a tunnel whereby residents are forced through a tunnel towards the Grade II listed, nationally significant station;
- > the new development fails to provide an attractive streetscene that allows greater appreciation of the Grade II Listed station;
- > 50 cycle parking spaces are far too many;

- > a 73% car parking ration is not enough; and
- > the proposal is likely to result in flooding on Pembroke Road.

Comments received from statutory bodies are summarised below:

TfL (Summary)

Suggests off-site car parking should be removed to encourage, walking and cycling. A car parking management plans to manage car parking on site should be used instead of a permit system. TfL considers that the proposal would not give rise to significant net transport impact from the consented proposal; it considers that the latest proposal does not comply with the current and Draft London Plan standards in terms of car and cycle parking.

Historic England (Summary)

No need to consult Historic England on this application.

Metropolitan Police (Summary)

No objection to this application.

NATS

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

Internal Consultees

Highways (Summary)

The amendment to condition 2 is considered acceptable in terms of disabled compliant bay relocation, de-minimis reduction in 'on-plot' car parking space and uplift in cycle parking provision.

Flood Risk Officer (Summary)

Initially objected to the proposal which introduced impermeable hard landscaping in an area previously approved for SuDs.

Officer comment: The proposal was revised following these comments.

Waste Strategy (Summary)

The proposed bin hold area would require the refuse collection vehicle to stop on the highway outside of the property. The maximum distance over which a refuse collector should move the containers is 10 metres (BS5906:2005).

Officer comment: It is for this reason a new bin store is provided within 10m of the highway. There are single yellow lines along Pembroke Road outside the site and the yellow box junction is at the junction with Station Approach.

Access Officer

I have reviewed the proposed changes to the parking arrangements which form part of this NMA

application.

I would support this application on the basis that the consented scheme would require disabled people to travel in excess of 40 m to an accessible entrance. The relocation of the M4 (3) spaces would mean that the bays would be covered, and this arrangement would be in keeping with the principle and spirit of inclusive design.

Following numerous discussions with Building Control and the agent/developer, the spaces have been relocated to the basement to achieve compliance with Approved Document M to the Building Regulations.

A reduction of two parking bays would mean that over 50% of the spaces would be fully accessible to older and disabled people, as well as to those with young children.

In terms of the M4 (3) apartments which have increased in size, this again signifies an improvement on the consented scheme.

Conclusion: no concerns are raised from an accessibility perspective.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of development was agreed under planning ref: 26134/APP/2016/1987. It was accepted that there was no policy objection to the loss of office space and the existing building is of limited architectural interest.

Unit Mix and Sizes

The unit mix has changed from 12 studio, 19 x one bedroom and 9 x two bedroom units to 13 x studio, 19 x 1 bedroom and 8 x 2 bedroom units. The size of the accessible units have increased to ensure they meet M4(2) and M4(3) standards. All units meet London Plan standards (2016) and the proposed mix of units is considered acceptable in this edge of town centre location.

7.02 Density of the proposed development

Urban areas are defined as areas with predominantly dense development such as, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes

Policy 3.4 of the London Plan (March 2016) seeks to ensure that new residential developments achieve the maximum intensity of use compatible with the local context and character of the site and the capacity of local public transport. This site has a Public Transport Accessibility Level (PTAL) of 4 (where 6 represents the highest level of public transport accessibility and 1 the lowest), and Table 3.2 of the London Plan advises that an appropriate residential density for this urban site would be in the range of 70 - 260 units per hectare (u/ha), (where units have a typical size of 2.7 - 3.0 hr/unit) and 200 -700 habitable rooms per hectare (hr/ha). Therefore, in terms of density, the proposal would be considered acceptable and would secure the optimum potential of the site, in accordance with policy 3.4 of the London Plan (2016).

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

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the Local Planning Authority will seek to ensure that new development within residential areas complements or improves the amenity and character of the area. Policy BE1 of the Local Plan: Part 1 Strategic Policies (2012) requires all new development to

improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long term needs of all residents.

The application site is located outside, but close to the south eastern edge of the Ruislip Village Conservation Area and at the southern end of Station Approach, is the Grade II listed Ruislip Underground Station buildings, footway bridge and signal box on the opposite side of the railway line.

Ruislip Village Conservation Area

The north western corner of the site is sited some 40m from the boundary of the Ruislip Village Conservation Area which at this point comprises 2 storey parade buildings (with accommodation in the roof) which front the High Street to the north of Pembroke Road. The proposed building would respect the building line along this side of Pembroke Road and with a part three, part four storey height, would sit comfortably between the 6 - 8 storey Kings Lodge building to the west and the 3 storey Metropolitan House (with accommodation in the roof) to the east. The overall footprint and height of the development remains as consented and therefore is considered not have an impact on the character of the nearby Ruislip Village Conservation Area.

Ruislip Underground Station

Ruislip Underground Station, together with its footway bridge and a signal box located at the eastern end of the southern platform are Grade II listed. Following advice from the Council's Conservation/ Urban Design Officer, the consented scheme underwent various revisions and is 3-storeys in height at the rear so as to reduce its impact of the listed Station building. The proposed building would be sited approximately 30m from the nearest part of the listed Station building and be separated by the mini-roundabout at the end of Station Approach that is used as a turnaround facility by the buses. As such, the proposed building would not be sited nearer to the station building than the adjoining Kings Lodge, nor be sited nearer to the railway line than the adjoining three storey Central House.

The main changes proposed are to the roof. The amendments include additional PV panel provision and increase the gable eaves height by 75mm, though there is no overall increase in height to the ridge or to the maximum height of the building. The alteration to the height of the building would be very limited and would not result in an appreciable change to the appearance of the consented scheme. The design of the building with a hipped roof facing the station would continue to mimic the adjoining development.

This proposal would maintain space around the station as consented. Overall the scale, siting and appearance of the building would remain fundamentally the same as the approved scheme and the resultant building is considered to be appropriate in relation to the surrounding context.

7.04 Airport safeguarding

The overall height of the development has not changed. NATS have raised no objections to this application.

7.05 Impact on the green belt

No green belt issues are raised.

7.06 Environmental Impact

The environmental impacts relating to contamination and noise relating to this developmen

have been agreed through approval of details applications. Compliance conditions would be secured under this application.

7.07 Impact on the character & appearance of the area

Policy 7.1 of the London Plan (March 2016) 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 optimising the housing potential/density of sites (Policy 3.4) and sustainable design and construction (Policy 5.3) are also relevant.

Saved Policies BE13 and BE19 of the Hillingdon Local Plan seek to ensure that new development complements or improves the character and amenity of the area, Policy BE35 requires developments adjacent to or visible from major rail connections to be of a high standard of design, layout and landscape, and that where the opportunity arises, important local landmarks are opened up from these transport corridors. 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.

Overall the scale, siting and appearance of the building would remain fundamentally the same as the approved scheme and the resultant building is considered to be appropriate in relation to the surrounding context.

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to protect the amenities of surrounding residential properties from new development in relation to loss of sunlight, dominance and loss of privacy respectively. The Council's Supplementary Planning Document HDAS: Residential Layouts provides further clarification in that it advises that buildings of two or more storeys should maintain at least a 15m separation distance from adjoining properties to avoid appearing overdominant and a minimum 21m distance should be maintained between facing habitable room windows and private amenity areas such as balconies and patio areas (considered to be a 3m deep area adjoining the rear elevation of a property) in order to safeguard privacy.

The changes under this application would not result in an increase in bulk, massing or introduce new windows that would detrimentally impact neighbouring amenity.

As per the consented development (planning ref: 26134/APP/2016/1987) the proposal is not considered to harm the amenity of neighbouring occupiers. The proposed east facing windows in the projecting wings would be secondary or serve non-habitable rooms so that they can be made non-openable and obscure glazed, a condition is secured with this application.

7.09 Living conditions for future occupiers

Internal Living Space

The proposed flats would have internal floor areas ranging from 39.6sqm to 42.9sqm in the case of the studio units; 50.9sqm to 58.9sqm in the case of the 1 bed, 2 person units and 64.0sqm to 66.9sqm in the case of the 2 bed, 3 person units. These floor areas are sufficient to satisfy the London Plan's minimum internal floor areas of 39sqm, 50sqm, 61sqm and 70sqm respectively for each type of flat unit.

All the habitable rooms would have a good outlook from their main habitable room patio doors/windows. Furthermore, the majority of the units would have their main aspect facing

either south, east or west, with some dual fronted units. A total of 7 units would have a mainly northern aspect, but of these, two would also have a large clear glazed window serving the open plan dining room/kitchen facing west. As such, it is considered that the units would provide a suitable outlook and adequate sunlight to their main habitable rooms to ensure that a reasonable standard of residential amenity would be afforded.

External amenity space

The proposal includes a communal garden area at the rear of the block, including a children's play area and all the units would have a private balcony/terrace areas. The balconies would range in size from 4.9sqm to 10.5sqm and have a minimum depth of some 1.5m.

The Council's amenity space standards would require a total of 840sqm of external amenity space (32 x 20sqm and 8 x 25sqm). The proposal would provide some 488sqm of usable communal amenity space, whilst the areas of the private balconies/terraces would total 278sqm which give a total of 766sqm.

Policy 3.6 of the London Plan (2016) requires developments to make provision for play and informal space based on the expected child population generated by the scheme and an assessment of future needs. The play space calculator requires 61 sqm to be provided on site. This application dedicates at least 70 sqm of children's play space on the terraced area of the development which is also accessible and therefore the development complies with Policy 3.6 of the London Plan (2016).

The Council's HDAS 'Residential Layouts' at paragraph 4.19 does state that 'Exceptions to garden area requirements will only apply in special circumstances such as the provision of small non-family housing, predominantly made up of 1 bedroom units, in town centres or the provision of small non-family housing above shops. However, even in these areas, care should be taken to provide some usable and reasonable private outdoor amenity space, perhaps in the form of balconies. Larger flatted developments in town centres, in excess of 10 units, will be expected to provide adequate private amenity space, having regard to the above guidelines.'

This is an edge of town centre scheme where the majority of the units would be studios/one bedroom flats. Most units would have their own good sized balcony/terraced area and there would be a good sized communal garden at the rear. Furthermore, the site is located within 500m walking distance of the recreation ground on Pond Green to the east and within 720m walking distance of the park at the end of Shenley Avenue to the east. As the amount of amenity space proposed on site would account for approximately 90% (taking into account private and communal spaces) of that required by the Council's standards, it is considered that the scheme would provide an adequate amount of amenity space, having sufficient regard to the Council's standards.

Under the original application an acceptable quantitative and qualitative standard of communal amenity space was considered acceptable, the general arrangement of amenity space is proposed to remain the same and therefore considered to accord with Policy BE23 of the Hillingdon Local Plan: Part Two Policies (September 2012).

7.10 Traffic impact, car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) at Paragraph 32 states 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 35 of NPPF (2018) 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 the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Policy AM2 requires development proposals to be assessed on their contribution towards traffic generation, policy AM7 requires the traffic generation of proposed development to be acceptable in terms of the capacity and safe and efficient functioning of existing roads and policies AM9 and AM14 require development proposals to satisfy cycle and car parking standards.

The consented scheme relied on a car lift to provide access into the basement car park whereas this application would provide ramp access into the lower ground floor car park. As such, it was requested by the Major Applications Planning Committee on 14 March 2017 that the application was revised to provide accessible car parking spaces at surface level. The application was approved subject to a Section on 06 April 2017.

This revised application and car parking arrangement has been discussed extensively with the Highways, Building Control and Access Officer. The original consent comprised 31 (0.77 spaces per unit) car parking spaces, this application proposes 29 car parking spaces (0.73 spaces per unit). The layout of the car parking scheme has been revised to ensure it is convenient and functional for accessible users. This arrangement has been strongly supported by the Access, Building Control and Highways Officers because on the basis that the consented scheme would require disabled people to travel in excess of 40 m to an accessible entrance. The relocation of the M4 (3) spaces would mean that the bays would be covered, and this arrangement would be in keeping with the principle and spirit of inclusive design.

The revised layout has been supported by a car parking note which sets out that at least 8 car parking spaces consented under previous application were proving difficult to function in practice. In particular, the layout of the accessible spaces would have been difficult for wheelchair users to easily use due to the distance between the parking spaces and the accessible entrance. Although there appears to be a reduction of two car parking spaces, the benefits of a safe and convenient access for wheelchair users outweigh the loss of two car parking spaces. The replacement of the car lift with ramp access is also considered to provide all future occupiers convenient access to car parking spaces.

Under the consented application a car parking ratio of 0.77 spaces per unit was accepted due to a high PTAL score of 4/5, being next to the underground station and bus terminus. This application reduces the ratio to 0.73, in the context of the overall improvements to safe and convenient access to the spaces, this is on balance accepted. A Section 106 clause is recommended which seeks to prevent future occupants of this development from applying for car parking permits in the event of any future expansion of the controlled parking zone area, in order to prevent a proliferation of on street car parking. As such, it is considered that the application complies with UDP Saved Policies AM14 and AM15.

In order to comply with London Plan standards, 20% of the car parking spaces should be served with active electric charging points, with a further 20% being easily capable of conversion in the future. This has been dealt with by condition.

The applicant has shown plans for the provision of 50 cycle parking spaces in the basement along with 2 motorcycle parking spaces. The London Plan (March 2016) standards require 49 long stay spaces (1 space per studio and 1 bed-room units and 2 spaces per all other units) and 1 short term space (1 space per 40 units) . 1 short stay cycle parking space is proposed to be provided at surface level and as such this proposal is considered to accord with Policy AM2, AM7, AM9 and AM14 of the Local Plan: Part Two (November 2012).

7.11 Urban design, access and security

Issues of design and access have been discussed elsewhere in the relevant sections of this report.

SECURITY

The Metropolitan Police's Secure by Design Officer has reviewed the application and raises no objections subject to the development adhering to the security principles of Secured by Design and to this end, recommends a condition. This forms part of the officer recommendation.

7.12 Disabled access

In assessing this application, reference has been made to the London Plan 2016, Policy 3.8 (Housing Choice), and Approved Document M to the Building Regulations 2015 (ADM 2015). In line with the above policy requirement, 10 percent of the residential units should meet the prescribed standards for an M4(3) Category 3 - wheelchair user dwelling, with all remaining units designed to the standards for Category 2 M4(2) - accessible and adaptable, as set out in ADM 2015.

The previous consented scheme included three Wheelchair Accessible/Wheelchair Adaptable units, with a step-free approach to the principal private entrances, via two lifts.

Revised plans have been submitted demonstrating that 4 of the units would be compliant with M4(3) of the Building Regulations. In terms of the M4 (3) apartments which have increased in size, this signifies an improvement on the consented scheme.

In terms of the approach route to these flats, the development would provide safe, convenient and step free access from points of access such as from the communal parking areas. A reduction of two parking bays would mean that over 50% of the spaces would be fully accessible to older and disabled people, as well as to those with young children. The relocation of the M4 (3) spaces would mean that the bays would be covered, and this arrangement would be in keeping with the principle and spirit of inclusive design.

Specific requirements for 'Communal Lifts and Stairs' is set out in M4(3) units within the Building Regulations. It does not require a second lift to be provided as this is unnecessary in well maintained modern blocks like this. The development proposals are therefore acceptable and accord with planning policy.

7.13 Provision of affordable & special needs housing

Affordable Housing

The consented scheme found that in this case there would be benefits arising from bringing a vacant town centre site back into use, which would outweigh the limited provision of affordable housing.

The development would introduce a total of 40 dwellings, thereby triggering the Mayor's

affordable housing requirement threshold. 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's Planning Obligations Supplementary Planning Document (supplementary planning guidance) adopted in July 2014 notes at paragraph 4.16 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.

Policy H2 requires approximately 14 units of the 40 units proposed would have to be provided as affordable housing to comply with the requirements of Policy H2, to be secured by way of the S106 Agreement.

A full Financial Viability Assessment (FVA) was carried out in support of the original application, which had been reviewed by an appropriately qualified, third party, financial consultant. The FVA has confirmed that the scheme is not capable of providing any affordable housing on site, which has been verified by the third party assessor and is therefore considered acceptable. A review mechanism would be secured through a Deed of Variation.

7.14 Trees, Landscaping and Ecology

Trees and Landscaping

Policy BE38 of the of the Hillingdon Local Plan: Saved UDP Policies (November 2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate.

The site is covered by TPO 332, although none of the protected trees remain on the site. The Council's Tree/ Landscaping Officer advises that in the course of pre-application meetings, it has been agreed that the only trees on the site which are worthy of retention and are to be retained are the selected specimens along the east boundary of the site. The details of tree protection have been agreed through an approval of details application, a condition is secured to ensure it is complied with.

The submitted plans have been revised to ensure the proposal benefits from appropriate landscaping. The proposed landscaping seeks to enhance the setting of the building. The proposed planting around the perimeter of the site reinforces the boundary and provides privacy for the units at ground floor level. Hard landscaping is attractively laid out and usable to future occupiers. No objections are raised to the revised landscaping plans. Details of hedge and tree species is required by condition to ensure the species proposal visually enhances the setting of the building and contributes positively to the character of the area.

7.15 Sustainable waste management

London Plan Policy 5.17 requires adequate provision to be made for refuse and recycling facilities for new development.

The proposal includes the provision of 12 eurobin store enclosure. Under this application, a key change is the provision of a new bin store within 10m of the highway. There are single yellow lines along Pembroke Road which would allow for waste to be collected conveniently from the site. As such, the proposal accords with planning policy requirements.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (March 2016) establishes the energy hierarchy for minimizing carbon dioxide emissions, Policy 5.3 states that the highest standards of sustainable design and construction should be employed, Policy 5.6 requires an assessment of the use of Combined Heat and Power systems, Policy 5.7 seeks to increase the use of renewable energy and Policy 5.9 seeks to address impacts of overheating and excessive heat generation.

An approval of detail application secured details PV panels. A compliance condition is attached to ensure the agreed details are implemented.

7.17 Flooding or Drainage Issues

Policy OE7 of the Saved Policies UDP seeks to prevent development in areas liable to flood unless appropriate flood protection measures are proposed and Policy OE8 seeks to resist developments that would result in an increased risk of flooding elsewhere. Policy 5.13 of the London Plan (March 2016) also requires development proposals to utilize sustainable drainage techniques.

The application is supported by a revised Flood Risk Assessment. There are no specific flooding or drainage issues associated with this application, and the proposal would not alter the development in terms of drainage or flood risk.

7.18 Noise or Air Quality Issues

Policies 7.14 and 7.15 of the London Plan (March 2016) requires development proposals amongst other criteria, to be at least 'air quality neutral' and to manage noise respectively and Policies OE1 and OE3 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012) advise that planning permission will not normally be granted for uses and structures that are likely to be detrimental to the area or amenities of surrounding properties due to amongst other criteria, noise and vibration or the emission of dust, smell or other pollutants unless sufficient mitigation measures are utilised.

Details of air quality, noise and vibration have been agreed through approval of detail applications. Several conditions are secured to ensure the details are complied with.

7.19 Comments on Public Consultations

This application seeks minor amendments to a consented scheme. All comments received are addressed elsewhere within this committee report.

7.20 Planning Obligations

Policy R17 of the Council's Unitary Development Plan states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of 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'.

In accordance with the previous consents, the following would be secured through a Deed of Variation to the S106 agreement:

A Section 73 Deed of Variation Agreement would be needed to secure the following:-

1. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status and Highway Engineers Comments
2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs or an in kind scheme to be provided.
3. Travel Plan to include £20,000 Bond.
4. Delivery and Servicing Plan.

5. Affordable Housing Review Mechanism

6. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions Note to the planning officer: - Please note that to encourage in kind construction training schemes within the Borough the planning officer is expected to seek to promote and facilitate the contact between the applicant/ developer and the LBH Construction Training - Team once the development is considered acceptable in principle.

7. A £50,000 contribution towards town centre/highway improvements in the immediate vicinity.

8. Prohibit future residents of the development from obtaining parking permits, season tickets or car parking permits within existing or future management schemes (excluding blue badges).

7.21 Expediency of enforcement action

There are no enforcement issues raised by this application.

7.22 Other Issues

There are no other issues relating to this application.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of

opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

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

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

9. Observations of the Director of Finance

Not applicable to this development.

10. CONCLUSION

The amendments under this application have been assessed against the original consent under planning ref: 26134/APP/2016/1987 for the demolition of existing office building and re-development of the site to provide a 4 storey building with basement parking comprising 40 residential units with associated car parking, amenity space and landscaping.

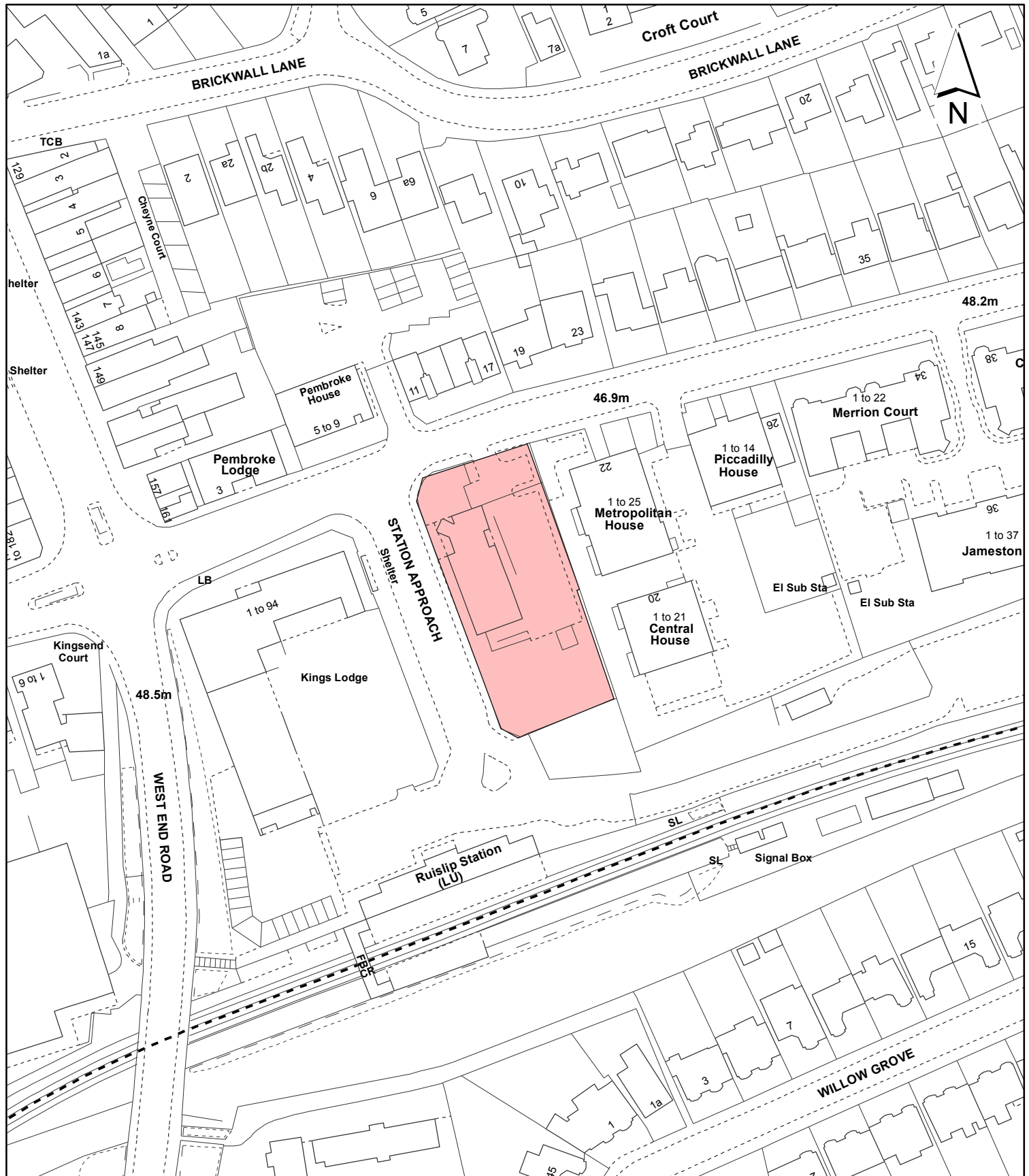
The principle of a 4-storey development has already been established by virtue of the extant permission. The proposed amendments under this application to create a ramp access instead of a car lift, minor alterations to the mix of units, the number car parking spaces and layout of landscaping. The proposed changes are considered to be minor and acceptable in the context of the original consent. This application is recommended for approval subject to subject to a Section 106 Legal Agreement and conditions.

11. Reference Documents

NPPF (2018)
London Plan (March 2016)
Hillingdon Local Plan: Part One (November 2012)
Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)
London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)

Contact Officer: Zenab Haji-Ismail

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Notes:

 Site boundary

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Site Address:

Fanuc House 1 Station Approach

Planning Application Ref:

26134/APP/2018/2743

Planning Committee:

Major

Scale:

1:1,250

Date:

October 2018

LONDON BOROUGH OF HILLINGDON Residents Services Planning Section

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HILLINGDON
LONDON