

Report of the Head of Planning, Transportation and Regeneration

Address BOURNE COURT SITE BOURNE COURT RUISLIP

Development: Redevelopment to provide 87 residential units in two blocks, together with associated access, car and cycle parking; communal and private amenity space; and landscaping

LBH Ref Nos: 11891/APP/2018/3414

Drawing Nos:

- 303-PL-011-00 - Existing Site Plan
- Part 1 - Design and Access Statement, (WaM Architecture) Sept 2018
- Part 2 - Design and Access Statement, (WaM Architecture) Sept 2018
- Part 6 - Design and Access Statement, (WaM Architecture) Sept 2018
- Part 5 - Design and Access Statement, (WaM Architecture) Sept 2018
- Part 3 - Design and Access Statement, (WaM Architecture) Sept 2018
- Part 4 - Design and Access Statement, (WaM Architecture) Sept 2018
- 303-PL-010-00 - Location Plan
- Tree Constraints Plan - 3162/001 Rev A (Writtle Forest / Eight Associates) July 2018
- 180620 - Bourne Court - TPP - Issue 2
- 303-PL-305-01 - Southeast Elevation_Block B
- 303-PL-310-01 - building heights comparison
- Arboricultural Implication Assessment, Ref: 3162, Issue No.2, prepared by Eight Associates
- Arboricultural Method Statement, Ref: 3162, Issue No.1, prepared by Eight Associates
- Tree Survey and Tree Constraints Plan, 3162, Issue No.1, prepared by Writtle Forest / Eight Associates, July 2018
- Tree Protection Plan - 3162/001 Rev 2 (Writtle Forest / Eight Associates) July 2018
- Ecology Briefing Note, prepared by CSA Environmental dated August 2018
- Sustainability Statement, Ref: 3161, Issue No.2, prepared by Eight Associates
- Energy Assessment, Ref: 3161, Issue No.2, prepared by Eight Associates
- Noise Exposure Assessment ref: 8493-NEA-01, prepared by Clement Acoustics dated 13/09/13
- 303-PL-100-02 - Proposed Site Plan
- 303-PL-200-02 - Proposed Ground Floor
- 303-PL-201-02 - Proposed First Floor
- 303-PL-202-02 - Proposed Second Floor
- Amenity Space Analysis, prepared by HGH Consulting
- 303-PL-306-02 Southwest Elevation Planning Statement, (HGH Consulting) Sept 2018
- Revised Energy Statement & Appendices (Eight Associates) Jan 2019
- Revised Transport Statement & Appendices (Paul Mew Assoc) Jan 2019
- Revised Accommodation Schedule
- 303-PL-204-01 - Proposed Roof Plan
- 303-PL-300-01 - Northeast Elevation
- 303-PL-302-01 - Northwest Elevation_Block A
- 303-PL-303-01 - Southeast Elevation_Block A
- 303-PL-304-01 - Northwest Elevation_Block B

Flood Risk Statement - Ref: 18039/CB, prepared by Water Environment dated 07/09/2018

Drainage Strategy, Project No: 18039, prepared by Water Environment dated September 2018

Drainage Strategy Plan - drawing no.18039-SK01, dated 01.08.18

Date Plans Received:	24/09/2018	Date(s) of Amendment(s):	24/09/2018
Date Application Valid:	24/09/2018		18/03/2019
			25/01/2019

DEFERRED ON 12th March 2019 FOR FURTHER INFORMATION .

Following the planning committee on 12th March 2019 Members resolved to defer the application as concerns were raised in regards to the TRICS data used, proposed amenity space, possible overlooking to the rear of properties on Canfield Drive and waste collection.

The main body of this report (Section 7.09) concerning living conditions for future occupiers has been updated. Other sections of the report have been revised to reflect the proposed changes, in particular the 'Proposed Scheme':

87 car parking spaces with 9 disabled car parking spaces, 20 Active and 23 Passive, and 176 cycle spaces.

The proposed site layout and parking provision have been amended and an updated set of plans has been submitted. In summary the revised plans, submitted since the committee meeting show:

- increase in communal amenity space along the south-western boundary (300 m² increase);
- reduction in car parking spaces to 1:1 (total of 87 car parking spaces);
- loss of 6 cycle spaces (total of 176);
- amendments to the car-park layout to provide better access for the refuse bins in and out of Building A and more generous space for a refuse vehicle entering the site.
- the revised layout has resulted in the loss of five trees around the parking spaces. The loss has been compensated by the widening of the landscape buffer on the south-west boundary where four trees have now been added.
- better relationship with properties in Canfield Drive due to the introduction of a green buffer.

Following the submission of the revised planning drawings, a full 14 day public re-consultation has been undertaken which commenced on 20.03.2019 and expires on 03.04.2019. Further comments have been received and these are noted below, any further comments received will be provided via an addendum.

EXTERNAL CONSULTEES

NATS:

NATS No Objection remains.

HEATHROW AIRPORT LIMITED:

We have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

LOCAL RESIDENTS:

- Building are too close to Canfield Drive gardens.
- They will affect light and privacy of Canfield Drive residents.
- Already a huge renovation taking place right next to this which is disrupting the local area, why is this needed?

INTERNAL CONSULTEES

HIGHWAYS OFFICER:

Parking Provisions

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP policy states that new development will only be permitted where it is in accordance with the Council's adopted parking standards.

In order to comply with the maximum parking standard there is a requirement for 1.5 on-plot spaces per unit to be provided resulting in a total of 130 spaces. A quantum of 87 spaces is proposed which includes for 9 disabled compliant spaces with the majority of spaces arranged in a 'courtyard' surface level fashion. Although the provisions fall below the maximum standard, the proposed parking ratio to unit provision of near on 1:1 was considered acceptable at the pre application stages and concurs with a comparable ratio accepted within the previous 2017 consented scheme (11891/APP/2016/3583) for 69 residential units with 71 car park spaces on the same site. A parking allocation planning condition will be required in order to ensure satisfactory parking provision for each unit in perpetuity.

Although it is noted that Transport for London have suggested a lower on-plot parking ratio, it is considered beneficial to apply the higher near on 1:1 ratio as it lessens the likelihood of untoward and injudicious parking displacement onto the public highway which would be to the detriment of established local residents and other users of the road network.

On the above premise, the proposed 1:1 quantum is considered acceptable with the further recommendation of the site address being made 'Resident Permit Restricted' in order to prevent future occupiers from obtaining parking permits for the local area and occupying the residential parking bays in the vicinity of the site during operational hours. This will assist in deterring excess car ownership/usage from within the site. This aspect would be secured by legal agreement under Section 106 of the Town and Country Planning Act 1990 (T&CPA 1990).

Electric Vehicle Charging Points (EVCP's)

The parking requirement for EVCP's in line with London Plan 2016 (LP 2016) standards for this C3 use would equate to 17 EVCPs for 'active provision' with a minimum of a further 17 spaces acting as 'passive' provision for future activation. The applicant has indicated a marginally higher provision of 20 spaces for active and 23 passive, in a suitably arranged manner which therefore conforms to the required standard.

Disabled Compliant Parking

In accord with the saved UDP standard - 10% of parking spaces should be disabled compliant. With the provision of 87 spaces this would equate to 8 spaces. A figure of 9 is indicated by the applicant within suitable locations in proximity of new building entrance/exit points.

Cycling Parking

In terms of cycle parking there would be a provision of 176 secure and accessible spaces in total for residents and visitors located throughout the site which is compliant with the 2016 London Plan. The provisions are located in proximity of the site entrance but a more widespread distribution of provision would have been preferred - this being the accepted practice. However given the relatively constrained scale of the site envelope, it is considered that the proposed layout will adequately serve new occupiers.

Motorcycle/Scooter Parking

The Council's UDP saved policy standard requires that 1 motorcycle/scooter parking space per 20 parking spaces be provided for the residential element. In this case, 4-5 spaces would be a requirement. This has not been depicted within the submission and hence should be secured via planning condition by sensibly utilising redundant areas within the site envelope.

Vehicular Trip Generation

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP policy considers whether the traffic generated by the proposed development is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

A London database of trip generation for different land uses (TRAVL) has been applied by the applicant in order to determine the likely traffic generated by the proposal. As members may be aware, TRAVL has now been amalgamated within the TRICS database however as there are a lack of comparable registered sites on the latter, the application of TRAVL is still considered as a legitimate land use trip generation tool. To further substantiate the justification for using TRAVL in this case, the applicant has provided a TRICS verification exercise which concluded that out of 34 comparable sites only 5 were located in Greater London. Of those 5, the expected daily and peak traffic generation was demonstrated as comparable to the TRAVL sourced data as presented within their submission. The applicant's methodology and findings are considered acceptable.

It is therefore predicted that the proposal would clearly increase traffic generation from the site as compared to the previous day care and care home facility however peak period traffic movement into and out of the site is not expected to rise beyond 20-25 additional two-way vehicle movements during the peak morning and evening hours. This is a typical figure that would normally be expected for this quantum of residential development within a suburban setting exhibiting an approximate 1:1 on-plot parking ratio with a 'moderate or above' PTAL score.

As a proportion of the traffic activity on the surrounding road network (namely Station Approach) this increase would equate to an approximate traffic increase of 1.5 - 2 % distributed over the peak hour. This estimation does not include for sustainable travel choices that some of the new occupiers may pursue given the relatively good 'real world' PTAL and the required Travel Plan that is discussed in a following sub-heading. The true traffic generation is therefore anticipated to reduce further.

Nevertheless the projected uplift (without allowance for sustainable travel choices) is considered manageable in generation terms and therefore considered absorbable within the local road network without detriment to traffic congestion and road safety.

Internal Road Site Layout /Vehicle Access Provisions

The proposed internal parking and road layout arrangement broadly conforms to the Department for Transport's (DfT) - Manual for Streets (MfS) (circa 2007) best practice for road and parking layouts as there is a highway safety benefit derived from the provision of sufficient turning space within the site roadways. Such benefit is realised by allowing all vehicles to enter and leave the site in a forward gear without hindrance which conforms to recommended best practice based on operational and highway safety grounds. This also applies to delivery and refuse/emergency vehicles. In order to help demonstrate the latter, the applicant has submitted

a 'vehicle tracking exercise' conducted through the site by a refuse vehicle and fire tender within the revised transport assessment (dated January 2019) which indicates that the internal road network is fit for this purpose. The findings are verifiable and supported by Hillingdon's waste services division.

In terms of refuse collection, waste collection distances between the new bin stores (or suitable bin stores/collection points) and a refuse vehicle should not exceed 10m in order to accord with the Council's waste collection standard. This parameter is required to be secured via planning condition.

It has therefore been satisfactorily demonstrated that the all of above listed design requirements (with the exception of waste collection points) have been secured within the submitted designs. Access to the new roadway and the indicated parking spaces within the site envelope would be gained via a newly created/reopened aperture in Bourne Court. This is considered acceptable in principle however there is likely to be some public highway related work required where the site boundary marries with the adopted roadway in Bourne Court and such works would need to be secured via a s278 legal agreement under the Highways Act 1980 at the applicant's expense.

Travel Plan

For this scale of proposal a Travel Plan (TP) is required. This requirement conforms with Transport for London's (TfL's) guidelines as it would address all good practice mechanisms necessary to achieve a modal shift away from the private motor car thereby leading toward a sustainable personal travel mode to and from the site. Implementation, monitoring and management of the TP would be undertaken by an appointed travel plan co-ordinator (TPC) who would work in partnership with Hillingdon and TfL together with relevant stakeholders. The TP will therefore need to be secured via planning condition.

Construction Logistics Plan (CLP)

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

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).

WASTE/REFUGUE OFFICER:

The updated plan alleviates my concerns regarding the collection of refuse from the bin store located in building A.

The plan indicates that the pulling distance for the bins will be approximately 10 metres to the vehicle stopping point and that the pathway is a minimum of 2 metres wide which is considered to be acceptable.

The pathway should be laid smooth without steps and a dropped kerb installed if the pathway is raised above the road.

The refuse vehicle will be required to reverse further than 12 metres (maximum recommended distance) to access the store. However, I have no major concerns regarding this as vehicles should not be travelling at speed in the area and all of our collection crews operate with two crew members, one of which will act as a banksman whilst the vehicle is reversing at a slow speed. Fixed reversing mirrors could be installed in the area to reduce the risk of accidents.

LANDSCAPE OFFICER:

The proposal has removed 9 car spaces and improved access to the refuse storage area. In terms of the landscape layout, this has resulted in the loss of five trees from the central parking zone. The loss has been partly compensated by the widening of the landscape buffer on the south-west boundary where five trees have been added.

The conifer hedge on the north-east boundary is still shown as a retained feature. As previously noted this hedge is currently a nuisance to the neighbouring property and will need to be removed and replaced with more suitable planting.

It is understood that the current amended layout responds in part to operational requirements of the site.

OFFICER COMMENTS ON DEFERRED ISSUES

TRCIS DATA:

Trips are calculated on a per dwelling basis, not on a per parking space basis. Previously there were 96 parking spaces and 87 dwellings, now there are 87 parking spaces proposed. As the number of dwellings has not changed, the predicted trip generation will not change. The transport consultant has confirmed that the difference in parking ratios between the two schemes is not significant enough to review the TRICS site selection.

A revised transport statement was submitted and this provided a TRICS verification exercise. It stated that in order to gather a reasonable number of sites with comparable characteristics to the proposed development and the application site, the search area had to be extended to Greater London and the South East of England. This is a commonly applied and accepted principle.

The transport consultant has stated that location alone should not be a reason to de-select a site, but rather a holistic approach should be taken looking at all parameters available. A total of 34 comparable sites from the TRICS were utilised as part of the validation assessment which is considered to be broad and robust. When gathering an average trip rate for a development the TRICS Best Practice Guidance states that it is preferable to have a greater number of sites selected so that any discrepancies between individual sites is less prominent in the output.

The TRICS assessment carried out validates the TRAVL data used in the submitted Transport Statement. The TRAVL data was used in the Transport Statement submitted with the 2014 and 2016 permitted planning applications.

The transport consultant asserts that they previously looked at whether an assessment could be made based on Greater London TRICS sites alone, however in the mixed private/affordable dataset there are only three sites with similar location characteristics to the development site with a parking ratio of 1:1 or greater. Such a low sample of sites is not considered to be robust.

EXTERNAL AMENITY SPACE:

The Council's SPD for Residential Layouts provides standards on the amount of external amenity space that should be provided with all new residential developments. The required amount is based on the number of units provided by the development and the amount of bedrooms that they provide. This is set out in para. 4.17 and is as follows:-

20 m² per 1 bedroom unit.

25 m² per 2 bedroom unit.

30 m² per 3 bedroom unit.

As such, the proposed development should provide at least 2,045 m² of usable external amenity space.

It is considered that the scheme provides an appropriate balance of external communal and private amenity space to ensure that the scheme provides suitable living conditions for future occupiers. External amenity space is provided in the form of private balconies and terraces for the units on the upper floors, private gardens for the ground floor units, and communal green amenity space for shared use at ground floor level.

The revised scheme now proposes an enlarged central communal amenity area with elongated amenity and additional planting on the SW boundary to Canfield Drive and useable communal amenity space on the south east boundary in between the existing properties in Bourne Court and the front block, with private amenity space to the ground floor units.

The central communal area has increased in size from 340 m² to 640 m².

In summary:

The overall Hillingdon SPD Amenity requirement based on 87 units is 2045 m².

The overall Amenity space provided in the revised 87 unit scheme is now 2496 m².

The total shared communal amenity space is 1003 m².

The total Balcony Area is 547.5 m².

The total Private Garden Area is 945 m².

Excluding the 10 units which benefit from private gardens the figures are as follows (based on 77 units):

The overall Hillingdon SPD Amenity requirement based on 77 units is 1765 m².

The overall amenity based on Private Balconies and Communal Amenity for the 77 units is 1550.5 m².

Therefore the revised scheme is fully compliant when considering the total overall proposed amenity space although it is short when the private garden areas are removed. However it is important to note that the quality and quantity of the proposed amenity space has been significantly improved. The central communal amenity area has increased by 300 m² to a total of 640 m². This provides a better relationship with properties in Canfield Drive due to the introduction of a green buffer zone which now extends along the south western boundary and with the introduction of 4 additional trees.

In addition when considering the approved extant scheme (Ref: 11891/APP/2016/3583) these are the key facts:

- The approved scheme contains 594 m² of private amenity and 1409 m² of communal amenity.
- All but 1 of the 45 Balconies approved fail to meet the space standards required for balconies.
- The overall amenity area in the approved scheme is 2003 m².

The approved 69 unit scheme provides 1409 m² of shared / communal space. However 604 m² of the approved scheme amenity is along the northern edge and the proposed space to the western edge is more akin to a buffer landscape than useable amenity space, therefore the net useable communal amenity space is more like 805 m².

It should also be noted that some of the amenity in the original consented scheme is landscape

buffer zones around the perimeter, which is overshadowed in northern aspects and cannot be deemed fully "communal". It is considered that the previous consented scheme did not have the same level or quality of shared amenity space than that which is now proposed. The revised scheme creates:

- more amenity space;
- better quality amenity space; and
- covered, integrated balconies which are compliant with London Plan Space Standards providing occupants with over 7sqm of useable amenity space.
- All the family units are at ground floor with the benefit of private gardens whereas in the approved scheme they did not have private ground floor provision and only shared the communal areas.

The proposed central communal space has increased and widened to the south west boundary so that it is the same width as the rear gardens of the Canfield Drive properties. The area of usable and attractive green space has increased from 340 m² to 640 m² plus the addition of four trees along this boundary to add further screening and improve the overall amenity provision proposed and outlook to and from the development.

There is a public green space, Stonefield Park which is located 440 metres to the south west. This can be accessed by walking down either Bourne Avenue or Deane Avenue (directly opposite Bourne Court) travelling south and then onto either Nairn Road or Frazer Avenue to access the park.

OVERLOOKING:

In regards to the future occupants of the proposed development it is noted that some of the proposed flats on the upper floors would have habitable facing windows which would be less than 21m, on the south elevation of Block A and its return eastern elevation, plus the south east corner of Block A and the north elevation of Block B.

It is considered the affected flats in Block A would be:

- First Floor: between unit nos. 25, 24, 23 and 26, 27;
- Second Floor: between units nos. 44, 43, 42 and 45, 46

On the south east corner of Block A and the north elevation of Block B are:

- First Floor: between unit nos. 22 (Block A) and 72 (Block B)
- Second Floor: between units nos. 41 (Block A) and 85 (Block B)

However subject to a condition securing the implementation of mitigation measures to include for example privacy screens and fins, officers are satisfied that there would be no detrimental overlooking as to justify a refusal within the proposal. These requirements are also extended to the ground floor to ensure that all bedroom windows directly overlooking car parking spaces are also covered by this condition to ensure the future amenity of the occupants are suitably protected.

In regards to the potential overlooking to the rear of the residential properties on Canfield Drive, it should be noted that as the report highlighted there are no proposed habitable room windows facing these properties on the first and second floor. The only bedroom window is located at ground floor level on each end elevation. The proposed upper floor windows would only serve the non-habitable galley kitchens and all windows servicing the kitchens are proposed be

conditioned (Condition 15) to be permanently obscured glazed and non-opening below 1.8 metres.

WASTE/REFUGE:

The waste refuge officer has commented on the proposal and confirms there are now no concerns with the proposal in terms of collection and movement within the site. The collection of refuse from the bin store located in Building A has been addressed by the removal of the parking space and proposed tree, thereby providing more space and better access.

The plan indicates that the pulling distance for the bins will be approximately 10 metres to the vehicle stopping point and that the pathway is a minimum of 2 metres wide which is considered to be acceptable.

The refuse vehicles can enter and leave the site in forward gear. The refuse vehicle will be required to reverse further than 12 metres (maximum recommended distance) to access the store. However, no concerns are raised as vehicles should not be travelling at speed in the area and the waste officer has confirmed that all collection crews operate with two crew members, one of which will act as a banksman whilst the vehicle is reversing at a slow speed.

In addition a waster management plan will be added by way of condition and details such as fixed reversing mirrors to be installed in the area in order to reduce the risk of accidents will also be included.

CONCLUSION

The scheme will comprise a mixture of units all with well-designed and integrated private amenity built around a courtyard with a large green space at its heart. The scheme would be set into two main blocks with a central parking area allowing for an improved open appearance and visual outlook for those residents to the south (Canfield Drive) of the proposed scheme. In addition the revised scheme now results in reduction in the overall height of the proposed built form and would be no greater than 9 metres.

Although there has been local objections and a petition raised against the proposal, there are no objections to the principle of the development, which it is considered would achieve an acceptable appearance within the street scene, provide a suitable landscape setting, appropriate living conditions for future occupiers and have no undue or unacceptable impacts on the amenity of nearby residential occupiers.

Therefore subject to conditions and planning obligations the development would be acceptable and is recommended for approval.

1. SUMMARY

This application seeks full planning permission for the redevelopment of the site including the former Bourne Lodge, Phoenix Day Centre and Wren Centre, (all of which have now been demolished) to provide a residential scheme comprising 87 flats with associated works involving landscaping, amenity space and parking.

Planning permission (ref: 11891/APP/2016/3583) was granted on 14/11/2017 for the redevelopment of the site to provide 69 residential units with associated car parking and amenity space. The current proposal represents an uplift in the number of proposed units and respective car parking spaces through a new design approach simplifying and improving the built form and layout compared with the extant approved scheme. The application has also been subsequently refined through a series of amendments in response to officer comments and the Ministry of Defence. The revised scheme would

comprise of 3 storeys with a maximum overall height of 9 metres.

The scheme will comprise a mixture of 1, 2 and 3-bedroom units all with well-designed and integrated private amenity built around a courtyard with a large green space at its heart. The scheme would be set into two main blocks with a central parking area allowing for an improved open appearance and visual outlook for those residents to the south (Canfield Drive) of the proposed scheme.

Although there has been local objections and a petition raised against the proposal, there are no objections to the principle of the development, which it is considered would achieve an acceptable appearance within the street scene, provide a suitable landscape setting, appropriate living conditions for future occupiers and have no undue or unacceptable impacts on the amenity of nearby residential occupiers.

Subject to conditions and planning obligations the development would be acceptable in all other regards and is recommended for approval.

2. RECOMMENDATION

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

A) That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:

i. Highways: S278/S38 agreement to secure highway works.

ii. Affordable Housing in-lieu Payment of £2,681,000.

iii. Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost + coordinator costs) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

iv. Green Travel Plan: Prior to occupation a full Green Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such as matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives. A £20,000 Travel Plan bond is also to be secured.

v. Parking Permits: The residents of this development not to be eligible for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site, apart from Blue Badge holders and a charge made against the site to ensure the future buyers are aware of the parking restrictions.

vi. Flood & Drainage Management and Maintenance Plan. This should specify:

a. Provide a plan of the drainage implemented on site, showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

b. Provide a management and maintenance plan for each aspect.

c. Include details of Inspection regimes, performance specification, Operation standards (remediation and timescales for the resolving of issues where a PMC).
d. Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.

vii. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 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 the Legal Agreement has not been finalised within 6 months (or such other time frame 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, construction training, travel plan and floods and drainage management and maintenance plan). The proposal therefore conflicts with policies AM7 and R17 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and the Council's Planning Obligations SPD and the London Plan (2016).'

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

1 SP01 Council Application Standard Paragraph

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

2 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.

3 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:

303-PL-100-02

303-PL-200-02

303-PL-201-02
303-PL-202-02
303-PL-204-01
303-PL-300-01
303-PL-302-01
303-PL-303-01
303-PL-304-01
303-PL-305-01
303-PL-306-02
303-PL-310-01

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 (March 2016).

4 RES5 General compliance with supporting documentation

The development hereby permitted shall be carried out in accordance with the specified supporting plans and/or documents:

Revised Energy Assessment & Appendices, Ref: 3161, Issue No.3, prepared by Eight Associates

Revised Transport Statement & Appendices, prepared by Paul Mew Associates dated January 2019

Arboricultural Implication Assessment, Ref: 3162, Issue No.2, prepared by Writtle Forest / Eight Associates

Arboricultural Method Statement, Ref: 3162, Issue No.1, prepared by Writtle Forest / Eight Associates

Tree Survey and Tree Constraints Plan, 3162, Issue No.1, prepared by Writtle Forest / Eight Associates

Tree Constraints Plan No:3162-001 Rev A, Writtle Forest / Eight Associates

Tree Protection Plan No:3162/001 Rev 2, Writtle Forest / Eight Associates

Ecology Briefing Note, prepared by CSA Environmental dated August 2018

Sustainability Statement, Ref: 3161, Issue No.2, prepared by Eight Associates

Noise Exposure Assessment ref: 8493-NEA-01, prepared by Clement Acoustics dated 13/09/13

Flood Risk Statement - Ref: 18039/CB, prepared by Water Environment dated 07/09/2018

Drainage Strategy, Project No: 18039, prepared by Water Environment dated September 2018

Drainage Strategy Plan - drawing no.18039-SK01, dated 01.08.18

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 (March 2016).

5 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 all proposed buildings have been

submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

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

6 RES7 Materials (Submission)

Prior to the commencement of works above damp proof course level, details of all materials and external surfaces, including details of balconies and terraces, have been submitted (including physical samples where appropriate) to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

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

7 NONSC Overlooking

Prior to the commencement of works above damp proof course level, full details of the physical measures to prevent overlooking, between the proposed flats and all bedroom windows at ground floor overlooking the car parking spaces, including the height, colour and material of balcony privacy screens, louvre and fins shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to first occupation of the flats hereby approved and shall be retained thereafter.

REASON

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

8 NONSC Energy

Prior to commencement of works, a detailed energy assessment shall be submitted to and approved by the Local Planning Authority. The assessment shall include the measures (incorporating specifications) proposed to reduce the CO2 emission by 35% from a building regulations compliant building. The detailed assessment shall provide:

- 1 - clear details on the energy efficiency measures including a commentary by a relevant expert on the impacts this has on the emissions in relation to a building regulations compliant development;
- 2 - full details of the CHP facility and / or any other mitigation measures as agreed with the Local Planning Authority - including energy and fuel inputs/outputs; location and type of main CHP unit; details of the connection through the building; emissions from the unit; and the maintenance regime;
- 3 - full details of the low and zero carbon technology including location, specification and type of equipment. In this instance it should be noted that the use/installation of PV Panels has been strictly prohibited by the Ministry of Defence and therefore can not be utilised.

The development must proceed in accordance with the approved plans unless otherwise agreed in writing with the Local Planning Authority.

Reason

To ensure the development contributes to a reduction in CO2 in accordance with London Plan Policy 5.2.

9 NONSC Ecological Enhancement scheme

Prior to the commencement of works above damp proof course level, a scheme including plans and planting schedules shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include full details of the measures to enhance natural habitats; this must include a robust landscaping strategy which considers biodiversity value as well as the inclusion of features such as bird boxes across the site. The development must proceed in accordance with the approved details.

REASON

To ensure the development contributes to ecological enhancement in accordance with Policy EM8 of the Hillingdon Local Plan: Part One Strategic Policies (November 2012) and Policy 7.28 of the London Plan (March 2016).

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

Prior to the commencement of works above damp proof course level, a landscape scheme shall be 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

1.d The soft landscaping plan should include the removal of hedge TG03 on the eastern boundary and replaced with more suitable boundary planting

2. Details of Hard Landscaping

2.a Covered and Secure Refuse Storage

2.b Covered and Secure Cycle Storage (for 176 bicycles)

2.c Means of enclosure/boundary treatments, including security measures/gates by way of controlled access to the development

2.d Car Parking Layouts - to show total number of 87 parking spaces, including 9 disability standard spaces, and 4 motorcycle parking spaces and including demonstration 49% of all parking spaces are served by electrical charging points (20 to be active and 23 to be 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. Other

5.a Existing and proposed functional services above and below ground

5.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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs), 5.17 (refuse storage) and 6.9 (cycling) of the London Plan (March 2016).

11 RES10 Tree to be retained

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

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

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

12 RES24 Secured by Design

The buildings and car park 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.

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) Any soils imported to the site shall be tested and certified as free from contamination.

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

14 NONSC Imported soils

No contaminated soils or other materials shall be imported to the site. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

15 RES13 Obscure Glazing

The first and second floor windows in the south west elevation of Blocks A and B, overlooking Canfield Drive, 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

16 RES22 Parking Allocation

No unit hereby approved shall be occupied until a parking designation and 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (March 2016).

17 NONSC TFL - Delivery and Servicing Plan (DSP)

Prior to occupation, a Delivery and Servicing Plan (DSP), as referred to in the London Freight Plan, which identifies efficiency and sustainability measures to be undertaken once developments are operational shall be submitted to and approved by the Local Planning Authority in conjunction with TfL.

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

REASON

To to minimise congestion impacts and improve safety in accordance with Policies 6.13 and 6.14 of the London Plan (2016).

18 NONSC Construction Environmental Management Plan (CEMP)

The proposed development hereby approved, shall not commence until a Construction Environmental Management Plan (CEMP), has been submitted to and approved in writing by the Local Planning Authority (LPA) in conjunction with the MoD covering the application site and any adjoining land which will be used during the construction period. The Plan will be a requirement given the constraints and sensitivities of the local residential road network in order to minimise/avoid potential detriment to the public realm. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. The Plan shall include the details of cranes and other tall construction equipment (including the details of obstacle lighting).

All demolition, construction and enabling work at the development shall be carried out in accordance with the approved Plan unless otherwise agreed in writing by the LPA.

Reason:

- To safeguard the amenity of surrounding areas in accordance with Policy OE5 of the Hillingdon Local Plan: Part Two (November 2012);

- 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016); 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 compliance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

19 NONSC MOD - Bird Hazard Management Plan

The proposed development hereby approved, shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. To maintain air traffic safety this plan should make provision for the applicant to:

- Prevent the successful breeding of gulls at the site by appropriate licensed means.
- At the reasonable request of the MOD disperse any gulls or other bird populations considered by the MOD to pose an unacceptable hazard to air traffic.
- Management of any flat/shallow pitched roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.
- Ensure the landscaping plan includes no more than 10% of berry bearing species.
- Provide access to the roof for personnel undertaking bird control measures.

The Bird Hazard Management Plan shall be implemented as approved upon completion of the roofs and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

To comply with policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and to manage the roof areas in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

20 NONSC Noise Assessment

Prior to the commencement of works above damp proof course level, a noise assessment shall be submitted to the Council for approval of external noise levels incl. reflected and re-radiated noise and details of the sound insulation of the building envelope, orientation of habitable rooms away from major noise sources and of acoustically attenuated mechanical ventilation as necessary to achieve internal room- and (if provided) external amenity noise standards in accordance with the criteria of BS8233:2014. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

21 NONSC Sound Insulation

Prior to the commencement of works above damp proof course level, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w} + C_{tr}$ [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 and to safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

22 N11 Control of plant/machinery noise

The rating level of noise emitted from the plant and/or machinery equipment in connection with the proposed development hereby approved shall be lower than the lowest existing background noise level by at least 5dBA. The measurements and assessment shall be made in accordance with British Standard BS4142:2014, "Method for rating industrial noise affecting mixed residential and industrial areas." The noise levels shall be determined at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity. A post installation noise assessment shall be carried out where required to confirm compliance with the noise criteria and additional steps to mitigate noise shall be taken, as necessary. Any such details shall be implemented prior to occupation of the development and thereafter be permanently retained.

REASON

To safeguard the amenity of the surrounding area in accordance with policies OE1 and OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

23 NONSC Accessibility

The development hereby approved shall ensure that 10% of the residential units are constructed to meet the standards for Category 3 M4(3) 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 that an appropriate standard of housing stock, in accordance with London Plan Policy 3.8 (c) and (d), is achieved and maintained (2016).

24 NONSC Refuse/Waste Management Plan

Prior to occupation of the development hereby approved, the applicant shall submit a refuse management plan to the Local Planning Authority for its approval. The plan shall include details of refuse and recycling storage enclosure/s and shall detail how the refuse and recycling bins shall be moved to a predefined collection point, together with details of a management company responsible for it. The plan should also include details, number and location of Fixed Reversing Mirrors. The approved measures shall be implemented and maintained for so long as the development remains in existence.

REASON

To ensure appropriate refuse storage is provided on site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with policies OE3, AM2 and AM7 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policy 5.17 of the London Plan (2016).

INFORMATIVES

1

1. An accessible parking space, with a 1.2 m defined transfer area, should be provided for every M4 (3) dwelling. The bays should not be marked with the international wheelchair symbol, but all other specifications would need to be provided.

2. Paving materials, lighting and appropriate visual contrasts should accord with the specifications prescribed in BS 8300:2018.

3. The inclusion of a separate shower room and cloakroom within the M4(2) units should be redesigned to provide a bathroom capable of 1500 mm diameter turning circle (with the bath tub removed).

2 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).

3 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) 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 (March 2016) and national guidance.

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.
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
OE5	Siting of noise-sensitive developments
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
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
R16	Accessibility for elderly people, people with disabilities, women and children
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
LPP 3.10	(2016) Definition of affordable housing
LPP 3.11	(2016) Affordable housing targets
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.13	(2016) Affordable housing thresholds
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.17	(2016) Waste capacity
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.21	(2016) Trees and woodlands
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 2	NPPF-2 2018 - Achieving sustainable development

4 159 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.

5 11 Building to Approved Drawing

You are advised this permission is based on the dimensions provided on the approved

drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

6 12 Encroachment

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

7 119 Sewerage Connections, Water Pollution etc.

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.
Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

8

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

9

The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

10

The proposed development is within the area covered by the Affinity Water Company. For your information the address to write to is:
Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

11 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise 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.

12 I21 Street Naming and Numbering

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering Officer at streetnamingandnumbering@hillington.gov.uk.

13 I25A The Party Wall etc. Act 1996

On 1 July 1997, a new act, The Party Wall etc. Act 1996, came into force.

This Act requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:-

- 1) carry out work to an existing party wall;
- 2) build on the boundary with a neighbouring property;
- 3) 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. Building Control will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by Building Control should be taken as removing the necessity for the building owner to comply fully with the Act.

14 I47 Damage to Verge

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

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

For further information and advice contact - Highways Maintenance Operations, Central

Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

15

You are advised that the Local Planning Authority will expect balcony details submitted in compliance with condition 6 to provide an appropriate solution with regard to the appearance of the building overall, both with respect to screening items which might be on the balcony and the overall appearance of the building. Consideration should be given to these matters prior to submitting any details in respect of this condition.

16

You are advised that the roads within the development will not be adopted by the Council and will be expected to remain in private ownership.

17

You are advised that the MET Police secure by design officer considers the development should have a gated entrance. There is no objection to this in principle, subject to the details forming part of the landscape condition discharge.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises an approximately 0.7 hectare broadly square shaped plot located at the north west end of Bourne Court, a residential cul-de-sac accessed off Station Approach in South Ruislip.

There were previously 3 detached buildings within the site. The Phoenix Centre and Wren Centre which were formerly used as a day care centre for adults with physical mobility and learning difficulties and Bourne Lodge which was formerly a care home facility. Bourne Lodge Care Home closed down due to outdated facilities and accommodation which did not meet current care home standards. The Phoenix and Wren Centres have been relocated to new purpose designed facilities. All buildings on the site have now been demolished.

The site falls within a mixed use area. It is bounded to the south west by the rear gardens of two-storey predominantly terraced houses in Canfield Drive; to the north west by Odyssey Business Park, which comprises office buildings and associated parking areas; to the north east by commercial buildings located in The Runway; and to the south east by three-storey flats in Bourne Court. A Council owned public path exists to the south west corner of the plot adjacent to the substation which leads to Station Approach.

The site falls within the 'developed' area as designated in the Hillingdon Local Plan. South Ruislip Local Centre is located to the north east and beyond Bourne Court to the south east. Station Approach is designated as a Local Distributor Road

3.2 Proposed Scheme

The proposal relates to the erection of residential development comprising 87 residential units in two blocks of flats, 87 car parking spaces and associated access, amenity and landscaping works. In summary the proposal involves:

87 residential units comprising:

- 34 x 1 bed units;
- 45 x 2 bed units; and
- 8 x 3 bed units.

87 car parking spaces:

- 9 disabled parking units located within close proximity to entrance options; and
- 20 Active electronic charging points (24% = compliant)
- 23 Passive electronic charging points (24% = compliant)
- 176 secure and sheltered long-stay cycle parking spaces

Amenity:

- 9 private garden amenity spaces on ground floor level;
- Private amenity in the form of balcony's; and
- A central courtyard with a large green communal amenity space.

Landscaping:

- New boundary planting (NW boundary);
- New/Central communal amenity space - extended along Western boundary to provide an additional green buffer;
- Shrub planting and patio space leading from the primary living areas;
- Bulb planting to provide seasonal temporary interest to the amenity grass;
- Semi-mature trees to define entrances and setting to the new building;
- 8 number Feature Copper Beech trees with their contrasting foliage offering a link to the material palette on the main buildings; and
- A variety of permeable paving in a tone complementary to the main building architecture.

Refuse/Recycling:

- Refuse vehicle being able to enter and exit the site in a forward gear; and
- Bin stores conveniently located for residents with a central store in each building.

Accessibility:

- All units designed to Lifetime Homes Standards;
- 9 Accessible units;
- Lift from ground floor to third floor; and
- Both buildings have a defined main entrance as well as secondary access points and secondary access cores.

3.3 Relevant Planning History

11891/A/82/0741 Bourne Mental Health Hostel Bourne Court Ruislip
Erection of a single-storey extension.

Decision: 23-07-1982 Approved

11891/APP/2014/91 Bourne Court Site Bourne Court Ruislip
Demolition of all existing single/two storey buildings including outbuildings within the site and construction of residential development comprising of 49 residential units and 64 car parking spaces and associated works

Decision: 29-08-2014 Approved

11891/APP/2016/3583 Bourne Court Site Bourne Court Ruislip

Demolition of all existing single/two storey buildings including outbuildings within the site and erection of residential development comprising 69 residential units, 80 car parking spaces and associated works.

Decision: 13-07-2017 Approved

11891/APP/2018/1007 Bourne Court Site Bourne Court Ruislip

Details pursuant to the partial discharge (demolition phase only) of Condition 8 (Sequence of Development & Tree Protection Measures) as attached to planning permission approved under 11891/APP/2016/3583 (demolition of all existing single, two storey buildings including outbuildings within the site and erection of residential development comprising 69 units, 80 car parking spaces and associated works)

Decision: 24-05-2018 Approved

Comment on Relevant Planning History

11891/APP/2014/91 - Demolition of all existing single/two storey buildings including outbuildings within the site and construction of residential development comprising of 49 residential units and 64 car parking spaces and associated works. Approved on the 29th August 2014.

11891/APP/2016/3583 - Demolition of all existing single/two storey buildings including outbuildings within the site and erection of residential development comprising 69 residential units, 80 car parking spaces and associated works. Approved on the 13th July 2017.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (2016)
National Planning Policy Framework
Hillingdon Supplementary Planning Document: Accessible Hillingdon
Hillingdon Supplementary Planning Document: Residential Layouts
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Noise
Hillingdon Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document - Planning Obligations

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment
PT1.CI1 (2012) Community Infrastructure Provision
PT1.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.H2 (2012) Affordable Housing

Part 2 Policies:

- 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.
- 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
- OE5 Siting of noise-sensitive developments
- H4 Mix of housing units
- H5 Dwellings suitable for large families
- H8 Change of use from non-residential to residential
- 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
- R16 Accessibility for elderly people, people with disabilities, women and children
- 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

LPP 3.10	(2016) Definition of affordable housing
LPP 3.11	(2016) Affordable housing targets
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.13	(2016) Affordable housing thresholds
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.17	(2016) Waste capacity
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.21	(2016) Trees and woodlands
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 2	NPPF-2 2018 - Achieving sustainable development

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **7th November 2018**

5.2 Site Notice Expiry Date:- **31st October 2018**

6. Consultations

External Consultees

180 surrounding property owners/occupiers and the South Ruislip Residents' Association were consulted on 04.10.2018. In addition site notices were displayed near to the site on Bourne Court, Station Approach and Canfield Drive on 10.10.2018. This application was also advertised in the press on 17.10.2018.

Following the revised scheme which was submitted the application was subject to a full 21 day re-consultation period which expired on the 19th February.

7 local objections and a Petition in objection with 32 signatories have been received. Only two objections have been received following the re-consultation on the revised scheme and therefore the majority of these comments relate to the larger scheme which has since been revised with the removal of one storey.

Nevertheless, the objections can be summarised as follows:

- overdevelopment
- height
- impact on infrastructure, schools, GPs, dentists
- overlooking and privacy concerns regarding properties on Canfield Drive
- congestion and traffic flow
- The road infrastructure along Station Approach/West End Road cannot cope with all the current redevelopment in this area.
- Both the Bourne Court and Acol Crescent sites have caused distress, damage to our property. In principal in favour of the land being redeveloped, however object to height; overlooking concerns, access to public footpath which is used to dump rubbish; service road may be used as a cut through and rubbish dump
- concerns to height relating to Northolt Airport and flight path
- any tree planting along boundary with Canfield Drive service road (no's 14-24) should ensure properties remain undamaged by spreading tree roots in the future
- already a new development next door to Bourne Court
- disruption to a small area - traffic is already an issue on Station Approach, this will add even more during development

METROPOLITAN POLICE - DESIGNING OUT CRIME GROUP (DOCG) - (Comments received in October 2018):

Today I met with the applicant and reviewed the plans. I advised on what was required to achieve Secure by Design Accreditation.

I strongly recommend that the entrance area to the estate is secured with gates, with access control so that only residents have access to the development. This is essential to deter crime and anti social behaviour. I also request that a condition that Secure By Design accreditation is achieved by the site.

If justification is required for these requests please contact myself for a full explanation.

OFFICER COMMENTS:

No updated comments have been received although it is noted that given the nature of these comments, they do remain valid.

TRANSPORT FOR LONDON (TFL) - (Updated comments on the revised 2019 scheme):

After assessing the case documents, TfL make the following comments on the application:

Car Parking

The application proposes a total of 96 car parking spaces, equating to a provision of 1.1 spaces per unit, which is an increase (in parking ratio terms) on the previous scheme. As was stated in TfL's previous comments, this provision is wholly unacceptable. Developments in outer London areas with a PTAL of 3 should provide car parking at a maximum of 0.75 spaces per dwelling to meet draft London Plan policy T6.1.

Whilst yet to be adopted, the draft London Plan has now been through full consultation and minor suggested changes have been made (which, incidentally made no changes to car parking standards) and therefore now holds significant weight in determining planning applications.

The Mayor's Transport Strategy (MTS) outlines ambitious mode share targets, with a primary aim of 80% of all journeys in London to be made on foot, by cycle or by public transport by 2041. In order to achieve this aim, maximum car parking standards in the London Plan should not be exceeded. The proposals as it stands, and indeed the previous submission, significantly undermine Mayoral targets as outlined above.

Regardless of the level of car parking which is ultimately agreed, all residential parking spaces must provide infrastructure for electric or Ultra Low Emission Vehicles to conform to draft London Plan policy T6.1.

A permit free condition should be secured on any consent, preventing future residents from obtaining a parking permit in the local CPZ.

Cycle Parking

A total of 182 long stay cycle parking spaces are proposed which is in conformity with draft London Plan policy T5 and is therefore welcomed. All cycle parking should be fit for purpose, covered, secure and well-located as well as being designed and laid out in accordance with the London Cycling Design Standards (LCDS). At least 5% of the spaces should be able to accommodate larger and adapted cycles in accordance with the LCDS. Cycle parking should be distributed evenly across the site to serve all residents in different areas of the site.

Trip Generation and Modal Split

Despite previous comments, the trip generation has been calculated using the TRAVL database, which is, as previously stated, no longer supported and does not reflect current trends in London. The most recent survey included in the assessment took place some 13 years ago, with some surveys dating back some 19 years.

It is noted that the applicant has since interrogated the TRICS database, however has included site from outside Greater London, which is not considered appropriate or comparable to the sites characteristics. In order for full and robust assessment, a trip generation and modal split assessment should be carried out using Greater London sites only from the TRICS database.

In conclusion, TfL maintains its objection to the amended application for the above reasons, particularly on car parking grounds. It is considered that the proposal as it stands significantly undermines Mayoral targets and draft London Plan policy.

OFFICER COMMENTS:

A revised transport statement has been submitted and in response to TFL's original comments and the surveys undertaken, the transport consultant had also provided an additional briefing note. These have all been reviewed by the councils highways engineer who has confirmed that the proposal would not exacerbate congestion or parking stress, and would not raise any highway safety concerns. The comments are provided in full in the following section of the report.

THAMES WATER - (Comments received in October 2018):

Waste Comments

Thames Water would advise that with regard to Foul Water sewage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided

Thames Water would advise that with regard to surface water network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from

construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

The proposed development is located within 15m of our underground waste water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

In regards to the revised scheme, January 2019 proposals, Thames Water confirmed they "have no comments to make on the amended documents."

HEATHROW AIRPORT LIMITED (October 2018 and February 2019 Comments):

We have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

NATS (October 2018 and February 2019 Comments):

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, airspace 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 - (February 2019 comments on revised scheme):

Thank you for consulting the Ministry of Defence (MOD) on the above proposed development which was received by this office on 01/02/19. I write to provide an update to my letter dated the 3rd December 2018.

The applicant is seeking planning consent to erect 87 residential units within 2 storey blocks together with access, car

parking and communal and private amenity space. The application site occupies the statutory aerodrome any development height, technical and birdstrike safeguarding consultation zones surrounding RAF Northolt. It being approximately 1.29km from the centre of the main runway. This office previously commented on an application in 2016 planning reference 11891/APP/2016/3583. This application sought permission to erect a residential development between 7-8m high above ground level (AGL) in height and featured a stairwell and lift overrun measuring 11.5m agl in height. The MOD raised no objection to this development based on the heights provided.

A new application was received in October 2018 seeking planning permission for 109 residential units within 3 storey blocks 12m above ground level. The MOD objected to this on the 3rd December due to infringing the statutory safeguarding aerodrome height surface and impact on technical performance regarding the Precision Approach Radar.

The applicant has now submitted a new application for buildings at a reduced height of 9m above ground level, the proposed buildings also included roof mounted solar photo voltaic panels.

Aerodrome Safeguarding

The proposed development site occupies the statutory height and technical safeguarding zones that ensure air traffic approaches and the line of sight of transmitters/receivers' and navigational aids are not impeded. The airspace above and around aerodromes is safeguarded to maintain an assured, obstacle free environment for aircraft manoeuvre. This development site sits beneath a piece of protected airspace called the take-off climb and transitional Obstacle Limitation Surface for RAF Northolt. The take-off climb and transitional surfaces need to be kept free from obstruction from tall structures to ensure that aircraft transiting to and from or circuiting the aerodrome can do so safely. This development at 9m AGL in height will infringe these surfaces, however in accordance with Regulatory Article 3512, the MOD note the new buildings will be shielded by existing environment. Therefore, we have no safeguarding concerns subject to the building being no higher than 9m above ground level.

Technical Safeguarding

The proposed development site is also within an area protecting the operation of the Precision Approach Radar (PAR) this radar surveys the eastern approach to the main runway at RAF Northolt and infringements cause degradation of the radar performance leading to loss of coverage. This development at 9m AGL in height is deemed acceptable, however thermal reflection from the proposed solar photo voltaic panels have the potential to degrade the performance of the radar.

Therefore, the MOD has concerns regarding the installation of solar photo voltaic panels and request they are removed

from the application due to their potential effect on the PAR. There are no concerns regarding birdstrike.

The MOD has no safeguarding concerns subject to:

- The buildings are no higher than 9m above ground level
- The solar photo voltaic panels are removed from the roof plans

Cranes

The MOD recognises that cranes may be used during the construction of tall buildings at this site. These may affect the performance of the PAR and air traffic safety. If the redevelopment of this site

does progress, it will be necessary for the developer to liaise with the MOD prior to the erection of cranes or temporary tall structures. The MOD would request that a condition such as the one below be included in any planning permission granted to ensure that the MOD is notified of when and where cranes will be erected.

Submission of a Construction Management Strategy

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the details of cranes and other tall construction equipment (including the details of obstacle lighting). The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

Reason: 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 summary, subject to the above requirements being implemented as part of any planning permission granted, the MOD maintains no safeguarding objection to this application.

It is important that the conditions requested in this response are included in any permission granted. As per Planning Circular 01/03: Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas, if Hillingdon Council decides to grant planning permission contrary to our advice then we must be notified 28 days prior to decision being made.

OFFICER COMMENTS:

These comments are duly noted and the specific requirements of the suggested condition have been incorporated within the proposed Construction Environmental Management Plan (CEMP) condition which covers all relevant matters.

Internal Consultees

WASTE - (February 2019 comments on revised scheme):

The bin storage for building B has a suitable capacity and is also suitable for the collection vehicle and crew to access. There should be a 50% ratio of containers for waste and recycling. The surface over which the containers will be pulled, should be smooth and free from steps or kerbs. A suitable latch or clasp should be fitted to allow the doors to be held open whilst the collection takes place. The path over which the bins will pass from bin store A to the collection vehicle should be a minimum of 2 metres wide without obstruction from parked cars or other permanent objects. The pathway must be smooth and free from steps or kerbs. The bin store door should allow a clearance of 150mm on either side of the bin when it is being pulled out for collection. A latch or clasp should be installed to hold the door open whilst the collection takes place. There should be a 50% ratio of containers for waste and recycling. BS5906:2005 states that residents should not have to carry their waste further than 30 metres horizontally from their property to the bin storage area. Several of the residences on the proposed plan would have to carry their waste in excess of 50 metres. If no additional storage areas are added, a plan detailing how assistance will be provided to residents who are unable to carry their waste over this distance should be submitted.

FLOOD AND DRAINAGE - (October 2018 comments on original scheme):

The proposals show they are maximising the available permeable paving within the site, and controlling flows to greenfield run of rates reducing flows off site by 80%. If this is what they wish to implement at detailed design stage there is no need for a pre-commencement condition. We can simply specify the implementation of this scheme.

However a management and maintenance plan is required to be provided with any s106 agreed. This should specify:

- i. Provide a plan of the drainage implemented on site, showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.
- ii. Provide a management and maintenance plan for each aspect.
- iii. Include details of Inspection regimes, performance specification, Operation standards (remediation and timescales for the resolving of issues where a PMC).
- iii. Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.

PRINCIPAL DESIGN & CONSERVATION - (October 2018 comments on original scheme):

No objection. The applicant has worked closely with design officers to amend the scheme to an acceptable standard.

Materials and details will need to be condition in order to maintain the proposed quality of the scheme.

TREES & LANDSCAPE - (February 2019 comments on revised scheme):

This site was occupied by LBH buildings which have now been demolished and the site cleared.

There are a number of trees and outgrown / unmanaged conifer hedges primarily situated around the boundaries.

There are no TPO's or Conservation Area designations affecting the site. This application incorporates amendments which have been the subject of negotiation with the LPA which has resulted in improvements to the scheme.

Comment

This submission includes an ecology briefing note. The opportunities for ecological enhancement (section 6.0) should be incorporated within the landscape proposals. In my previous comments it was noted that one of the residual hedges, TG03, which is shown 'to be retained' on the east boundary should be removed. The hedge is too high and forms an unmanageable feature which is too close to the neighbouring Works building on The Runway. It will also block out light from the new residential properties and should be replaced with more suitable boundary planting. It is recommended that this hedge is removed from the masterplan, prior to approval of the application, to avoid an unnecessary condition.

Recommendation

No objection subject to the removal of the existing hedge, ref. TG03. Previous post-commencement conditions should include: RES4, RES9 (parts 1,2,3,4,5 and 6) and RES10.

OFFICER COMMENTS:

The agent was contacted and it was agreed that this could be addressed by way of condition.

HIGHWAYS - (February 2019 comments on revised scheme):

Site Characteristics & Background

The site is currently a redundant day centre site located at the end of a residential cul-de-sac (Bourne Court) off Station Approach (designated as a Classified road in the Council's hierarchy of roads) in South Ruislip. It is situated within easy reach of South Ruislip LU station and exhibits a PTAL rating of 3 which is considered as moderate but is not reflective of the 'real world' exemplary public transport provision which is exemplified by the proximity of the adjacent LU station located within 5 minutes walking distance and the generous local bus service provisions.

Bourne Court exhibits a Controlled Parking Zone (CPZ) operating Monday to Friday 9am to 5pm. Further afield, there is a mix of double/single yellow lines coupled with pay and display facilities operating for the same CPZ period encompassing a high proportion of the surrounding road network. This is mainly in place to remove commuter related parking by patrons of South Ruislip LU station.

Parking stress in the locality is generally high owing to the generated demands of local businesses.

The on-plot buildings are proposed for demolition with a replacement build that will consist of several blocks containing 87 residential flats consisting of 34x1, 45x2 & 8x3 bedroom units. As a consequence of four separate pre-application meetings undertaken earlier this year, the following parking provisions have been achieved via an iterative process resulting in 96 on-plot car parking spaces which would include 10 disabled compliant bays and 23 active & passive electric vehicle charging provisions (totalling 46).

The vehicular (two-way) and pedestrian access is to be taken from Bourne Court itself which is located directly off Station approach and facilitated access to the prior day centre use.

Parking Provisions

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP policy states that new development will only be permitted where it is in accordance with the Council's adopted parking standards.

In order to comply with the maximum parking standard there is a requirement for 1.5 on-plot spaces per unit to be provided resulting in a total of 130 spaces. A quantum of 96 spaces is proposed which includes for 10 disabled compliant spaces with the majority of spaces arranged in a 'courtyard' surface level fashion. Although the provisions fall below the maximum standard, the proposed parking ratio to unit provision of near on 1:1 was considered acceptable at the pre-application stages and concurs with a comparable ratio accepted within the previous 2017 consented scheme (11891/APP/2016/3583) for 69 residential units with 71 car park spaces on the same site. A parking allocation planning condition will be required in order to ensure satisfactory parking provision for each unit in perpetuity.

Although it is noted that Transport for London have suggested a lower on-plot parking ratio, it is considered beneficial to apply the higher 1:1 ratio as it lessens the likelihood of untoward and injudicious parking displacement onto the public highway which would be to the detriment of established local residents and other users of the road network.

On the above premise, the proposed quantum is considered acceptable with the further recommendation of the site address being made 'Resident Permit Restricted' in order to prevent future occupiers from obtaining parking permits for the local area and occupying the residential parking bays in the vicinity of the site during operational hours. This will assist in deterring excess car ownership/usage from within the site. This aspect would be secured by legal agreement under Section 106 of the Town and Country Planning Act 1990 (T&CPA 1990).

Electric Vehicle Charging Points (EVCP's)

The parking requirement for EVCP's in line with London Plan 2016 (LP 2016) standards for this C3 use would equate to 22 EVCPs for 'active provision' with a minimum of a further 22 spaces acting as 'passive' provision for future activation. The applicant has indicated a marginally higher provision of 23 spaces for each component in a suitably arranged manner which therefore conforms to the required standard.

Disabled Compliant Parking

In accord with the saved UDP standard - 10% of parking spaces should be disabled compliant. With the provision of 96 spaces this would equate to 10 spaces. This has been indicated by the applicant and suitably located in proximity of new building entrance/exit points.

Cycling Parking

In terms of cycle parking there would be a provision of 182 secure and accessible spaces in total for residents and visitors located throughout the site which is compliant with the 2016 London Plan. The provisions are located in proximity of the site entrance but a more widespread distribution of

provision would have been preferred - this being the accepted practice. However given the relatively constrained scale of the site envelope, it is considered that the proposed layout will adequately serve new occupiers.

Motorcycle/Scooter Parking

The Council's UDP saved policy standard requires that 1 motorcycle/scooter parking space per 20 parking spaces be provided for the residential element. In this case, 4-5 spaces would be a requirement. This has not been depicted within the submission and hence should be secured via planning condition by sensibly utilising redundant areas within the site envelope.

Vehicular Trip Generation

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP policy considers whether the traffic generated by the proposed development is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

A London database of trip generation for different land uses (TRAVL) has been applied by the applicant in order to determine the likely traffic generated by the proposal.

It is anticipated that the proposal would clearly increase traffic generation from the site as compared to the previous day care and care home facility however peak period traffic movement into and out of the site is not expected to rise beyond 20-25 additional vehicle movements during the peak morning and evening hours. As a proportion of the traffic activity on the surrounding road network (namely Station Approach) this increase would equate to an approximate traffic increase of 1.5 - 2 % distributed over the peak hour. This estimation does not include for sustainable travel choices that some of the new occupiers may pursue given the relatively good 'real world' PTAL and the required Travel Plan that is discussed in a following sub-heading. The true traffic generation is therefore anticipated to reduce further.

Nevertheless the projected uplift is considered manageable in generation terms and therefore considered absorbable within the local road network without anticipated notable detriment to traffic congestion and road safety.

Internal Road Site Layout /Vehicle Access Provisions

The proposed internal parking and road layout arrangement should conform to the Department for Transport's (DfT) - Manual for Streets (MfS) (circa 2007) best practice for road and parking layouts as there is a highway safety benefit derived from the provision of sufficient turning space within the site arrangement which would allow all vehicles using the site to enter and leave in a forward gear without hindrance resulting from an inadequate road layout design (or other obstructions such as parked vehicles) as this is the recommended practice on operational and highway safety grounds. This includes for delivery and refuse vehicles. In the case of the latter, waste collection distances between the bin store and the refuse vehicle should not exceed 10m in order to accord with the Council's waste collection standard.

It has been satisfactorily demonstrated that the all of above listed requirements have been secured within the submitted designs.

Access to the new roadway and the indicated parking spaces within the site envelope would be gained via a newly created/reopened aperture in Bourne Court. This is considered acceptable in principle however there is likely to be some public highway related work required where the site boundary marries with the adopted roadway in Bourne Court and such works would need to be secured via a s278 legal agreement under the Highways Act 1980 at the applicant's expense.

Travel Plan

For this scale of proposal a Travel Plan (TP) is required. This requirement conforms with Transport

for London's (TfL's) guidelines as it would address all good practice mechanisms necessary to achieve a modal shift away from the private motor car thereby leading toward a sustainable personal travel mode to and from the site. Implementation, monitoring and management of the TP would be undertaken by an appointed travel plan co-ordinator (TPC) who would work in partnership with Hillingdon and TfL together with relevant stakeholders. The TP will therefore need to be secured via planning condition.

Construction Logistics Plan (CLP)

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

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).

ACCESS - (November 2018 comments on original scheme):

In assessing this application, reference has been made to the 2016 London Plan and policy 3.8 (Housing Choice) contained within.

The supporting Design & Access Statement appears to quote and reference the standards and specifications, as opposed to explaining how Approved Document M and its technical specifications have been incorporated into the design. The following observations are therefore provided:

1. An accessible parking space, with a 1.2 m defined transfer area, should be provided for every M4 (3) dwelling. The bays should not be marked with the international wheelchair symbol, but all other specifications would need to be provided.
2. Paving materials, lighting and appropriate visual contrasts should accord with the specifications prescribed in BS 8300:2018.
3. The inclusion of a separate shower room and cloakroom within the M4(2) units should be redesigned to provide a bathroom capable of 1500 mm diameter turning circle (with the bath tub removed).

To ensure compliance with the Technical Housing Standards, an amendment to the scheme would likely be required in order to meet the prescribed standards for M4(2) and M4(3) category dwellings as per the policy requirement referred to above.

Particular attention should be paid to the entrance lobby arrangement within the flats, and to spatial requirements within the bedrooms, bathrooms and kitchen areas. The plans should be amended to demonstrate compliance with the technical specifications within Approved Document M to the Building Regulations (2015 edition).

Conclusion: Any approval of this application should apply the following condition:

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

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

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

ENERGY & SUSTAINABILITY - (November 2018 and February 2019 comments on revised scheme):

Biodiversity

The submitted ecology report identifies the site has a low ecological value. There is no reason to dispute this. Consequently the proposals will not result in unacceptable ecological impacts. However, the NPPF seeks to achieve a net gain environmental performance and accordingly the following condition is required:

Condition

Prior to above ground works, a scheme including plans and planting schedules shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include full details of the measures to enhance natural habitats; this must include a robust landscaping strategy which considers biodiversity value as well as the inclusion of features such as bird boxes across the site. The development must proceed in accordance with the approved details.

Reason

To ensure the development contributes to the protection and enhancement of the natural environment in accordance with Policy EM8 of the Local Plan.

Energy

A revised Energy Assessment has been provided however this is no longer applicable as the proposed PV Panels have been prohibited by the MOD. Therefore it is recommended that a condition is imposed with reference to zero carbon (with a minimum of 35% reduction on site).

AIR QUALITY - (February 2019 comments on revised scheme):

It is noted that colleagues in highways have concluded that the proposal would involve an increase traffic generation from the site as compared to the previous day care and care home facility. However the peak period traffic movement into and out of the site is not expected to rise beyond 20-25 additional vehicle movements during the peak morning and evening hours. As a proportion of the traffic activity on the surrounding road network (namely Station Approach) this increase would equate to an approximate traffic increase of 1.5 - 2 % distributed over the peak hour. This estimation does not include for sustainable travel choices that some of the new occupiers may pursue given the relatively good 'real world' PTAL. The true traffic generation is therefore anticipated to reduce further.

The site is located within an Air Quality Management Area and therefore it is considered appropriate that air quality matters will be appropriately reviewed within the proposed Green Travel Plan which will be secured via the s106 legal agreement. Consequently subject to the Green Travel Plan, the scheme is considered acceptable.

ENVIRONMENTAL PROTECTION UNIT (EPU):

The application has no environmental assessments attached to it but looking at the details these can be covered by way of condition. Given that I do not have any objections and propose the following should you be mindful to grant this application:

Noise Assessment Condition:

Prior to commencement of the development, a noise assessment shall be submitted to the Council for approval of external noise levels incl. reflected and re-radiated noise and details of the sound insulation of the building envelope, orientation of habitable rooms away from major noise sources and of acoustically attenuated mechanical ventilation as necessary to achieve internal room- and (if provided) external amenity noise standards in accordance with the criteria of BS8233:2014.

Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

Sound Insulation Condition:

Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w} + C_{tr}$ [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 safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

CEMP Condition:

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

Reason: To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

Noise - plant/machinery Condition:

Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of the external noise level emitted from plant/ machinery/ equipment and mitigation measures as appropriate. The measures shall ensure that the external noise level emitted from plant, machinery/ equipment will be lower than the lowest existing background noise level by at least 5dBA, by 10dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity. A post installation noise assessment shall be carried out where required to confirm compliance with the noise criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is currently vacant following the demolition of the existing buildings. A previous planning application (Ref: 11891/APP/2014/91) for the residential redevelopment of the site was approved in August 2014 which included the demolition of all buildings on site and the erection of 49 residential units. This scheme was subsequently amended through the approval of a second planning application (Ref: 11891/APP/2016/3583) which increased the number of units to 69.

The principle of residential redevelopment is therefore already established through the granting of these planning applications in 2014 and 2017. On this basis, it is considered that the residential principle of the current proposal is therefore also acceptable.

7.02 Density of the proposed development

London Plan Policy 3.4 seeks to maximise the potential of sites, compatible with local context and design principles in Policy 7.1 (Design principles for a compact city) and with public transport capacity. Boroughs are encouraged to adopt the residential density ranges set out in the Density matrix (habitable rooms and dwellings per hectare) and which are compatible with sustainable residential quality.

The total area of the site is 0.73ha, with the site having a current PTAL of 2 within a suburban setting.

Whilst this exceeds London Plan standards it is important to note that these act as a guideline only. Different guidelines apply for suburban, urban and central locations. The London Plan defines a suburban location as an area with predominantly low density development such as detached and semi-detached houses, typically of two-three storeys. It defines an urban area as one with dense development such as terraced houses, mansion blocks and mixed uses, typically of two-four storeys, within 800m of a district centre or along main arterial routes.

The site does not lie close to a district centre and the area to the south west is characterised by low density development and therefore the above mentioned density figures are based on the site falling within a suburban setting. It must however be acknowledged that it also falls on the edge of a mixed use area to the north east, characterised by two-three storey buildings and located close to a local centre, more akin to an urban setting. Therefore if urban density guidelines of 200-450 hr/ha and 70-170 u/ha were applied then the proposal would be compliant.

Notwithstanding the above, the development would provide an acceptable living environment for future occupants in compliance with other Council and London Plan standards, as detailed throughout this report. Accordingly, refusal could not be justified on grounds of density.

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

Not applicable. The site does not fall within a archaeological priority area, conservation area or area of special local character and there are no listed buildings within the vicinity.

7.04 Airport safeguarding

National Air Traffic Services (NATS) have been consulted and they have confirmed that the proposed development has been examined from a technical safeguarding aspect and does not conflict with their safeguarding criteria therefore they have no safeguarding objection to the proposal.

The MoD have also been consulted and confirmed they have no safeguarding concerns subject to: the buildings are no higher than 9m above ground level; and the solar photo

voltaic panels are removed from the roof plans.

7.05 Impact on the green belt

Not applicable. There is no green belt land within the vicinity of this site.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Local Plan: Part 1 (November 2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods. Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 (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 of merit and provision of new planting and landscaping in development proposals.

Policy BE13 states that new development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance.

London Plan Policy 7.1 sets out a series of overarching design principles for development in London and Policy 7.6 seeks to promote high quality design and design-led change in key locations.

The proposal represents a new design approach which seeks to simplify and improve the built form and layout. The scheme will continue to provide a mixture of units with a courtyard providing a large green space at its heart. The scheme would be set into two main blocks with a central parking area allowing for an improved open appearance and visual outlook for those residents to the south (Canfield Drive) of the proposed scheme. One of the blocks would be set perpendicular to the road and by utilising an archway into the site creates a sense of both destination and entrance from Bourne Court.

The proposed design has sought to reflect features of surrounding buildings which would be in keeping with the character and appearance of surrounding properties. The materials are of high quality and consist of a simple pallet which will be finished in detailed brickwork to reflect the older stock London brick previously on site.

The surrounding area consists of buildings which vary in scale from single to three storey buildings. The proposed buildings have been designed to be in keeping with the height of the three storey flats within Bourne Court and to the north east along Station Approach. The original submission comprised of four storeys with a total height of 12 metres. However the top floor has now been removed and the revised scheme now has 3 storeys. Whilst this is the same as the extant planning permission the new design results in the overall proposed height being limited to just 9 metres, which is well below the previously approved scheme which had a maximum height of 11.5 metres. Therefore it is not considered that the overall height, scale and siting is such that the proposal would appear out of character with the surrounding area, or dominate the setting to an unacceptable degree that they would appear incongruous in their setting.

The original scheme was designed following detailed discussions and negotiations with the council, including the council's principal urban design and conservation officer, who has raised no objections. However the officer has requested that materials and details will need to be conditioned in order to maintain the proposed quality of the scheme. The revised scheme simply involves the removal of the top floor roof extension which was stepped in from the main brick finished building elevations and which was proposed to be finished in contrasting cladding. Therefore the proposed removal does not impact on the integrity of

the proposed building which remains unchanged in detail and appearance.

It is therefore considered that the proposed development would be in accordance with Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 7.4 and 7.6 of the London Plan (2016)

7.08 Impact on neighbours

Policies BE20 and BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to prevent developments which would be detrimental to the amenity of nearby occupiers by way of their siting, bulk, proximity or loss of light.

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that new developments do not have adverse impacts on the amenity of existing residential properties due to loss of privacy.

The Council's Supplementary Planning Document (SPD) on Residential Layouts sets out more detailed guidance aimed at avoiding developments which are overdominant or which cause unacceptable levels of overlooking or overshadowing. The SPD states that in order to protect the daylight and sunlight available to adjoining properties, and to protect against potential over domination, a minimum distance of 15m should be maintained between adjoining two or more storey buildings. Furthermore, a distance of 21m should be retained in order to ensure there is no unacceptable overlooking. The guidance confirms that a 45 degree angle principle will be applied, taken from windows about ground floor level, when determining overlooking distances and when considering daylight and sunlight issues.

The proposed scheme retains a similar bulk and form to the extant planning permission however the revised design and scheme results in a reduction in the overall height of the built form, from 11.5 metres to 9 metres. The development would be located approximately 25m from the rear elevations of properties in Canfield Drive to the south. Given this separation distance it is not considered that the proposed development would appear unduly dominant or overbearing when viewed from these properties or result in any unacceptable levels of overlooking or overshadowing such that refusal could be justified. Furthermore the design and layout has been revised such that the new 'n' shaped layout would only have two book-ends facing Canfield Drive, leaving an increased open gap on the south-west boundary. These properties would now share the views of the open green courtyard at the centre of the proposed development, which results in an improved outlook for existing residents (when compared to the previous consented scheme).

The north east and north west of the site are commercial properties and given the nature of these sites, no objection is raised by virtue of loss of outlook to these properties. The current proposal retains a broadly similar bulk and form along these boundaries as the previously consented scheme and would result in a reduction in overall height. There will therefore be no additional impact on the properties along these boundaries. It is noted that members have also resolved to grant planning permission (61166/APP/2018/2418) for the redevelopment of St Martins House on The Runway (located to the north east of the site) into 9 residential units. The proposed St Martins House development would not have any habitable windows facing the application site and all non-habitable windows would be obscure glazed. In addition the proposed layout also allows for greater separation at ground floor with the introduction of the outdoor amenity areas for the ground floor family units and together with appropriate conditions to be imposed regarding landscaping and boundary treatment would ensure there would continue to be no adverse impact.

The proposed development would be located approximately 7m from the flank wall of

properties in Bourne Court however there are no principal windows in the side elevation of Bourne Court. The proposed scheme retains a similar bulk and form along this site boundary as the previously consented schemes. However the new layout ensures that the proposed building would sit 12m away from the gable ends of the existing properties on Bourne Court. Most importantly the overall height of the scheme has been reduced. In addition a screen of large trees is also proposed along this boundary that would assist in further minimising any impact on the adjacent properties. Accordingly, in light of the previous consents and the revised scheme which reduces the overall height by 2.5 metres to a maximum of 9 metres, it is not considered that refusal could now reasonably be justified on these grounds.

Given the above and in light of the previous consents, it is not considered that the development would lead to such an unacceptable impact on residential amenity that refusal could be justified. The proposed is therefore considered to comply with the objectives of policies BE20, BE21, BE23 and BE24 of the Hillingdon Local Plan Part 2 and guidance contained within the Council's SPD on Residential Layouts.

7.09 Living conditions for future occupiers

Policies BE20, BE21, BE23 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to safeguard the residential amenity of future and neighbouring occupants. The Council's Supplementary Planning Document (SPD) on Residential Layouts sets out more detailed guidance aimed at avoiding developments which would be detrimental to residential amenity.

EXTERNAL AMENITY SPACE:

The Council's SPD for Residential Layouts provides standards on the amount of external amenity space that should be provided with all new residential developments. The required amount is based on the number of units provided by the development and the amount of bedrooms that they provide. This is set out in para. 4.17 and is as follows:-

- 20 m² per 1 bedroom unit.
- 25 m² per 2 bedroom unit.
- 30 m² per 3 bedroom unit.

As such, the proposed development should provide at least 2,045 m² of usable external amenity space.

It is considered that the scheme provides an appropriate balance of external communal and private amenity space to ensure that the scheme provides suitable living conditions for future occupiers. External amenity space is provided in the form of private balconies and terraces for the units on the upper floors, private gardens for the ground floor units, and communal green amenity space for shared use.

The proposed scheme provides approximately 2,000 m² of both private and communal amenity space with the central communal garden which helps to serve as a green lung to the development and an improved outlook for residents. The central open space and courtyard is a significant improvement which enhances the environment for both future occupants and neighbouring residents. It is also noted that the family units at ground level would each have large private garden areas considerably larger than the minimum requirement. All balconies and private amenity spaces comply with the Mayor's Housing SPD minimum width and depth measurements of 1500mm.

Furthermore the Odyssey Business Park Fields is located approximately 110m to the north west. Therefore it is considered the overall provision of outdoor amenity space is

acceptable.

The proposed development therefore complies with Local Plan Policy BE23 in regards to amenity space provision for future occupants.

INTERNAL LAYOUT:

Policy 3.3 of the London Plan (2016) sets out minimum Gross Internal Area (GIA) standards for new dwellings. These figures are informed by DCLG's Technical Housing Standards - Nationally Described Space Standard (March 2015).

The minimum GIA for a two bedroom flat is set at 61 m² (based on occupancy by 3 people) or 70m² (based on occupancy by 4 people).

The minimum GIA for a three bedroom flat is 74 m² with this increasing to 86 m² assuming occupation by 4 and 5 people respectively.

The standards also set out minimum acceptable room sizes for single and double or twin bedrooms, confirming that at least 7.5 m² should be provided for the former and 11.5 m² should be provided for the latter.

The submitted plans confirm that minimum space standards are complied with for all flats.

All proposed bedrooms meet the minimum size requirements and some of the end units are dual aspect, allowing for high levels of natural light permeation. It is considered that all the proposed habitable rooms would have an adequate outlook and source of natural light, therefore complying with the Mayor of London's Housing Standards Minor Alterations to The London Plan (March 2016). The layout in the proposed scheme has been amended to maximise the benefit of the sun path by creating an open courtyard which will maximise on solar gain. In this way the courtyard would benefit from a considerable amount of daylight. The proposal is therefore acceptable in daylight and sunlight terms.

It is therefore considered that the proposed development satisfies Policy 3.3 of the London Plan.

Accordingly, the scheme meets current standards relating to internal floor space and Council guidelines relating to external amenity space. It is considered that the proposal would adequately serve the needs of future occupiers in accordance with current policies and guidance relating to residential amenity.

OVERLOOKING:

In regards to the future occupants of the proposed development it is noted that some of the proposed flats on the upper floors would have habitable facing windows which would be less than 21m, on the south elevation of Block A and its return eastern elevation, plus the south east corner of Block A and the north elevation of Block B.

In particular, it is considered the affected flats in Block A would be:

- First Floor: between unit nos. 25, 24, 23 and 26, 27;
- Second Floor: between units nos. 44, 43, 42 and 45, 46

On the south east corner of Block A and the north elevation of Block B are:

- First Floor: between unit nos. 22 (Block A) and 72 (Block B)

- Second Floor: between units nos. 41 (Block A) and 85 (Block B)

However subject to a condition securing the implementation of mitigation measures to include for example privacy screens and fins, officers are satisfied that there would be no detrimental overlooking as to justify a refusal within the proposal.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) considers whether the traffic generated by the proposed development is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards.

This proposal involves an uplift from the most recent planning permission granted (11891/APP/2016/3583) of 40 residential units along with 35 car parking spaces.

In order to comply with the maximum parking standard there is a requirement for 1.5 on-plot spaces per unit to be provided resulting in a total of 130 spaces. A quantum of 96 spaces is proposed which includes for 10 disabled compliant spaces with the majority of spaces arranged in a 'courtyard' surface level fashion. Although the provisions fall below the maximum standard, the proposed parking ratio to unit provision of near on 1:1 was considered acceptable at the pre-application stages and concurs with a comparable ratio accepted within the previous 2017 consented scheme (11891/APP/2016/3583) for 69 residential units with 71 car park spaces on the same site. A parking allocation planning condition will be required in order to ensure satisfactory parking provision for each unit in perpetuity.

In terms of cycle parking there would be a provision of 182 secure and accessible spaces in total for residents and visitors located throughout the site which is compliant with the 2016 London Plan.

The proposal provides 10% of the parking spaces to be disabled compliant, equating to 10 spaces which is in accordance with adopted policy.

It is accepted that the proposal could result in a marginal increase in vehicle movements and trips on the existing network, however the projected uplift is considered manageable and could therefore be absorbed within the local road network without detriment to traffic congestion and road safety.

Bin stores are conveniently located for residents with a central store in each building. The refuse stores are located a convenient distance from the residential units they serve and an appropriate distance from the public highway to enable collection on waste days.

In addition subject to relevant conditions to ensure parking is adequately provided and managed, the Council's Highway Engineer has raised no objections. Therefore the scheme is considered acceptable and accords with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3,6.9, and 6.13 of the London Plan (2016).

7.11 Urban design, access and security

DESIGN:

Issues relating to design are addressed in section 7.07 of this report. Notably, the principal Urban Design Officer has confirmed that there are no objections in design terms as the

applicant has worked closely with design officers to amend the scheme to an acceptable standard.

A condition requiring further details of materials and finishes would be attached should approval be granted.

ACCESS:

London Plan Policy 3.8(c) requires all new housing to be designed and constructed as accessible and adaptable. Development proposals should ensure, 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.

The proposal would be required to accord with the above via an appropriate condition and is therefore considered acceptable.

SECURITY:

Secured by Design is now covered by Part Q of the Building Regulations which the development will be required to accord with. A Secured by Design condition would be attached should approval be granted.

It is noted that comments have been received from the MET Police who have recommend that the entrance area to the estate is secured with gates, with access control so that only residents have access to the development. The applicant is aware of this matter and during discussion with the applicant it is understood that the final layout of the proposal would have to be agreed in order to discharge the appropriate conditions relating to landscaping. Therefore this matter would be included in the final layout and design, in agreement with the local planning authority and controlled by way of condition.

7.12 Disabled access

The proposed development is designed to be accessible and inclusive from the parking arrangements, throughout the common parts of the building and with proposed units both designed to be fully Wheelchair accessible and those which are adaptable.

The proposal confirms that 10% wheelchair accessible units will be provided in accordance with current regulations and that lifts will be provided to ensure all floors are fully accessible. Therefore no objections are raised subject to a suitable condition to ensure the development complies with relevant Building Regulations. Furthermore the Council's Access Officer has raised no objections to the proposal subject to the standard condition.

7.13 Provision of affordable & special needs housing

Policy H2 of the Hillingdon Local Plan: Part One seeks to ensure that 35% of all new units are delivered as Affordable Housing.

The Local Plan Part 1 and Planning Obligations SPD 2014 require 35% affordable housing on all sites of 0.5 hectares or capable of providing 10 dwelling or more with the affordable housing to be provided on site and in perpetuity. Off-site provision and payment in lieu will only be considered in defined exceptional circumstances, with off-site provision being preferred.

Under the last application which was approved (11891/APP/2016/3583) it was considered that a payment in lieu of £2.4m would improve the delivery of affordable housing and council stock within the borough if the commuted sum is ring fenced solely for the delivery of affordable housing, on sites such as Acol Crescent. For this reason the same principles

remain relevant under this current application.

The council is in a unique position as it owns a large portfolio of land and housing assets within the borough and is committed to investing in a Housing Development Programme that is delivering a range of homes to suit the needs of local residents.

This programme seeks to address priority need and includes supported housing for the elderly and those with learning disabilities, social rented homes that include larger 3 and 4 bedroom family houses and intermediate shared ownership housing to help people move into home ownership.

Unlike private developers the Council is in a unique position as it can pool together funding from a range of sources (eg, S106 receipts, Right to Buy Receipts and Housing Revenue Account funds) to develop housing more cost effectively and thereby maximising the number of affordable housing units that can be delivered.

In light of the special circumstances highlighted and the Council's ability to consider this in the context of a much larger borough wide delivery programme, this approach is not considered to be unreasonable in this instance. Provision of affordable housing through payment of a contribution of £2,681,000 would be secured by way of a S106 legal agreement, should planning permission be granted.

7.14 Trees, landscaping and Ecology

LANDSCAPING:

Policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

A Tree Survey, Arboricultural Method Statement (AMS) and Arboricultural Implication Assessment (AIA) has been prepared by Eight Associates to the British Standard 5837: 2012 'Trees in relation to design, demolition and construction' in support of this application. A plan of the trees to be retained and removed, as well as the Root Protection Areas (RPA) has been outlined on a separate plan submitted with this application (Figure 19).

The AIA states that of the fifteen individual trees and five groups of trees surveyed, six individual trees and three groups would be lost as a result of the proposed development. Three of the trees or group that would be lost are low value 'C' category specimens and six are moderate value 'B' category. No high value 'A' category trees are present. Eight trees have been classified as poor 'U' category which will need to be removed regardless of the proposed development table.

The Council's Tree and Landscape Officer has reviewed the scheme and has raised concerns regarding the retention of the tall cypress hedge along the east boundary of the site - opposite proposed unit 5 on the proposed Site Plan. It is considered that if the hedge is retained it will become a liability to the site. Therefore the officer has strongly recommended that this hedge (TG03) is removed as part of the layout proposal and a replacement (manageable) hedge should be provided together with appropriate tree planting along this boundary.

It has therefore been agreed that this can be controlled and implemented by way of an appropriate condition.

ECOLOGY:

Policy EM7 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) and policy 7.19 of the London Plan (2016) states that development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Whilst the site does not sit within an area identified as being of significant value to nature conservation, hedges and some trees would nevertheless be cleared to allow for the development. The site has also notably become overgrown with vegetation since it has become vacant and this would also need to be cleared. Accordingly, the development would result in the loss of some natural areas, which could be of some, albeit relatively limited, value to wildlife.

An Ecological Assessment of the site has been undertaken by CSA based on a desk survey and an extended Phase 1 habitat survey undertaken in August 2018. The assessment has identified confirmed and potential ecological constraints to residential development on the site.

The majority of the site is considered to be of negligible ecological importance and no overriding ecological constraints to the development have been identified. Some losses to trees will be required to facilitate the development and as such compensatory planting will be provided as part of the new development. Overall tree cover present at the site will be increased above the present situation.

The report concludes that measures are required to safeguard retained trees and nesting birds and to prevent the spread of invasive non-native plants during site preparation/construction works. Therefore in line with the previous consented scheme, a condition seeking ecological enhancements is therefore necessary. Accordingly it is considered that the scheme would not have an adverse impact on the areas ecology, in accordance with policy EM7 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) and policy 7.19 of the London Plan (2016).

7.15 Sustainable waste management

Policy 5.16 'Waste Net Self Sufficiency' of the London Plan (2016) sets out the Mayor's spatial policy for waste management, including the need to minimise waste and encourage recycling. This is supported by policy EM11 of the Local Plan Part 1 2012.

The layout plans have been designed in accordance with the above and indicate that refuse storage facilities will be provided in a number of stores within the site. In addition, the refuse strategy is based on a refuse vehicle being able to enter the site, turn, collect and leave in forward gear. Bin stores are conveniently located for residents with a central store in each building.

Therefore this is considered acceptable. A suitable condition would be required to ensure the stores would provide for an appropriate appearance and are located in a convenient location for use by residents and for refuse collection.

7.16 Renewable energy / Sustainability

The NPPF encourages local planning authorities to adopt proactive strategies to mitigate and adapt to climate change, paragraph 148 supports the move to a low carbon future and seeks to increase low carbon energy. Policy 5.2 of the London Plan 2016 states that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

1. Be Lean: use less energy;
2. Be Clean: supply energy efficiently; and

3. Be Green: use renewable energy.

Policy 5.2 of the London Plan (2016) also seeks new residential development to be zero carbon from 2016 and as per building regulations requirements for non-domestic buildings. A detailed energy assessment is required to demonstrate how the targets for carbon dioxide emission reductions have been met within the framework of the energy hierarchy.

Policy 5.3 of the London Plan 2016 seeks sustainable design and construction and for proposals to demonstrate that sustainable design standards are integral to the development.

Policy BE1 of the Local Plan Part 1 (2012) requires all new development to improve and maintain the quality of the built environment to create successful and sustainable neighbourhoods. All new developments should achieve a satisfactory assessment rating in terms of the latest Building for Life Standards. Proposals should also maximise the opportunities for all new homes to contribute to tackling and adapting to climate change and reducing emissions of local air quality pollutants.

Policy 5.6 of the London Plan (2016) seeks to ensure that new development evaluates the potential for connections to Combined Heat and Power (CHP) systems and states that major development proposals should select energy systems in accordance with the following hierarchy:

1. Connection to existing heating or cooling networks;
2. Site-wide CHP network; and
3. Communal heating and cooling.

A detailed Sustainability Statement and Energy Report, prepared by Eight Associates has been prepared in support of the application, which advises that sustainable design principles have been integrated into the scheme from the outset through a holistic approach. This has been prepared in accordance with London Plan policies 5.2 to 5.21. In summary the scheme adopts the following features:

- Reduce the total carbon emissions by at least 49.4% over Building Regulations. PV panels will be installed within the development.
- Minimise embodied carbon through efficient design and the procurement of materials from a local source, or with a high-recycled content.
- Be of high build quality, surpassing the minimum Building Regulations for water use fittings.
- Ensure all materials are responsibly sourced and of low environmental impact.
- Implement a site waste management plan.
- Protect and enhance the ecological value where feasible.
- Promote sustainable transport, including access to public transport and the installation of cyclist storage and facilities.
- Follow best practice policies in terms of air, water and ground pollution and appoint a contractor who will register for the Considerate Constructors Scheme.

Since the submission of this report, the MOD have subsequently objected to the proposed use of PV Panels. Therefore the Energy Officer has advised that it would be prudent to impose a condition with reference to zero carbon, with a minimum of 35% reduction on site.

7.17 Flooding or Drainage Issues

Government guidance requires that consideration be given to flood risk in the planning process. The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. Where development is necessary in flood risk areas, it can be permitted provided it is made safe without increasing flood risk elsewhere.

The London Plan (2016) reiterates national policy guidance, and Policy 5.12 seeks to ensure development proposals comply with the flood risk assessment and management requirements set out in the NPPF and the associated technical guidance on flood risk over the lifetime of the development.

London Plan Policy 5.2 (2016) sets out that development should address the issues of flood resilient design and emergency planning. Development should remain safe and operational under flood conditions and buildings should be designed for quick recovery following a flood. Policy 5.13 of the London Plan (2016) seeks to ensure that Sustainable Urban Drainage Systems are included in development proposals.

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 application is not located within a zone at risk of flooding, however due to the size of the development, it is necessary for it to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding, in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

The Council's Floods Officer has reviewed the submissions and the drainage strategy which is considered acceptable.

The proposals show they are maximising the available permeable paving within the site, and controlling flows to greenfield run of rates reducing flows off site by 80%. This will be specified in the implementation of this scheme.

However a management and maintenance plan is required to be provided with any s106 agreed. This should include/specify:

- i. Provide a plan of the drainage implemented on site, showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.
- ii. Provide a management and maintenance plan for each aspect.
- iii. Include details of Inspection regimes, performance specification, Operation standards (remediation and timescales for the resolving of issues where a PMC).
- iv. Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.

7.18 Noise or Air Quality Issues

NOISE:

Paragraph 180 of the NPPF (2018) states that planning decisions should avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development, and mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from new development, including through the use of conditions. According to the government's Noise Policy Statement for England (NPSE) of March 2010,

these aims should be achieved within the context of Government policy on sustainable development.

Saved Policies OE1 and OE3 of the Local Plan (2012) seek to protect the environment from the adverse effects of pollutants and to ensure sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable. Saved Policy OE3 seeks to ensure that uses which have the potential to cause noise be permitted only where the impact is appropriately mitigated.

It is not considered that the proposed development would give rise to unacceptable levels of noise over and above that which would be expected from any residential development. Officers when considering the previous approved schemes, raised no objections to the development subject to a condition to ensure an appropriate internal noise environment for future occupants.

The current proposal has been reviewed by the council's EPU and they have raised no objections to the proposal subject to conditions in order to mitigate any potential noise impacts. The suggested conditions relate to, noise assessment, sound insulation and plant/machinery noise levels. In addition the officer has also requested a Construction Environment Management Plan (CEMP).

Therefore subject to the imposition of these conditions, the proposal is considered acceptable and in accordance with adopted policies.

AIR QUALITY:

The NPPF, requires that "the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability."

London Plan (2016) Policy 7.14 (Improving Air Quality) states that development proposals should:

- Promote sustainable design and construction to reduce emissions from the demolition and construction of buildings following the best practice guidance in the Greater London Authority and London Councils;
- Where biomass boilers are included, set out a detailed air quality assessment that should forecast pollutant concentrations. Permission should only be granted if no adverse impacts from biomass are identified; and
- Aim to be 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as AQMAs).

Local Plan: Part 1 (2012), strategic objective SO11 aims to: "address the impacts of climate change, and minimise emissions of carbon and local air quality pollution from new development and transport." and Policy BE1 (Saved UDP Policy 2012) states that "The Council will require 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. All new developments should, maximise the opportunities for all new homes to contribute to tackling and adapting climate change and reducing emissions of local air quality pollutants.'

Policy EM1 of Local Plan: Part 1 (November 2012) also requires that areas with high

carbon emissions should be targeted for additional carbon reductions through low carbon strategies. Policy EM8 of Local Plan: Part 1 (November 2012) requires conformity with air quality management area policies.

The scheme has been reviewed by the council's specialist officer who has concluded, the air quality impacts are not considered sufficient to warrant a refusal; however given the site is within an Air Quality Management Area, the proposal should provide continued betterment throughout the operational period and measures are still required to ensure air quality impacts are reduced as much as possible. Therefore it is considered appropriate that air quality matters should be appropriately reviewed within the proposed Green Travel Plan which will be secured via the s106 legal agreement. Consequently subject to the Green Travel Plan, the scheme is considered acceptable.

7.19 Comments on Public Consultations

Please see 'External Consultees' section of this report for consideration of comments from the public.

Whilst it is accepted there has been objections to the proposal including the petition, the proposal has been assessed in detail and highlighted within the relevant sections of this report.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the Local Planning Authority will, where appropriate, seek to supplement the provision of recreational open space, facilities to support arts, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals.

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

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

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request contributions towards the following:

. Highways: S278/S38 agreement to secure highway works.

. Affordable Housing in-lieu Payment & Viability: The recent viability work undertaken in October 2017, as part of the approved scheme remains valid. The pro-rata approach applied to the overage payment, is an acceptable method of extrapolating the recently viability tested Affordable Housing in-lieu payment to require this development to provide

£2,681,000.

. Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost + coordinator costs) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

. Green Travel Plan: Prior to occupation a full Green Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such as matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives. A £20,000 Travel Plan bond is also to be secured.

. Parking Permits: The residents of this development not to be eligible for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site, apart from Blue Badge holders and a charge made against the site to ensure the future buyers are aware of the parking restrictions.

. Flood & Drainage Management and Maintenance Plan. This should specify:

a. Provide a plan of the drainage implemented on site, showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

b. Provide a management and maintenance plan for each aspect.

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

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

. Project Management & Monitoring: 5% of total cash contributions.. Project Management & Monitoring: 5% of total cash contributions.

COMMUNITY INFRASTRUCTURE LEVY (CIL):

The scheme would also be liable for payments under the Community Infrastructure Levy.

The Council adopted a Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace.

In addition, on the 1st April 2012 the Mayoral Community Structure Levy came into force. The London Borough of Hillingdon falls within Charging Zone 2, therefore, a flat rate fee of £35 per square metre would be required for each net additional square metre added to the site as part of the development.

Therefore the Hillingdon & Mayoral CIL Charges for the proposed development are currently calculated as follows:

Hillingdon CIL = £719,160.42

London Mayoral MCIL = £281,587.71

Total = £1,000,748.13

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

CONTAMINATION:

Whilst the Council's Environmental Protection Unit have not provided any contamination specific comments on this application it is noted that conditions in this respect were requested at the time of the 2014 and 2017 application and attached to the respective consents.

There has been no change in circumstance or change to planning policy since that time which would deem these no longer relevant. Accordingly, for reasons of consistency and to safeguard future occupants, it is recommended that those same conditions are attached again in this instance, should approval be granted.

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

Planning permission (ref: 11891/APP/2016/3583) was granted on 14/11/2017 for the redevelopment of the site to provide 69 residential units with associated car parking and amenity space. The current proposal represents an uplift in the number of proposed units and respective car parking spaces through a new design approach simplifying and improving the built form and layout compared with the extant approved scheme, which has also been subsequently refined through a series of amendments in response to officer comments.

The scheme will comprise a mixture of 1, 2 and 3-bedroom units all with well-designed and integrated private amenity built around a courtyard with a large green space at its heart. The scheme would be set into two main blocks with a central parking area allowing for an improved open appearance and visual outlook for those residents to the south (Canfield Drive) of the proposed scheme. In addition the proposed scheme now results in reduction in the overall height of the proposed built form and would be no greater than 9 metres.

Although there has been local objections and a petition raised against the proposal, there are no objections to the principle of the development, which it is considered would achieve an acceptable appearance within the street scene, provide a suitable landscape setting, appropriate living conditions for future occupiers and have no undue or unacceptable impacts on the amenity of nearby residential occupiers.

Subject to conditions and planning obligations the development would be acceptable in all other regards and is recommended for approval.

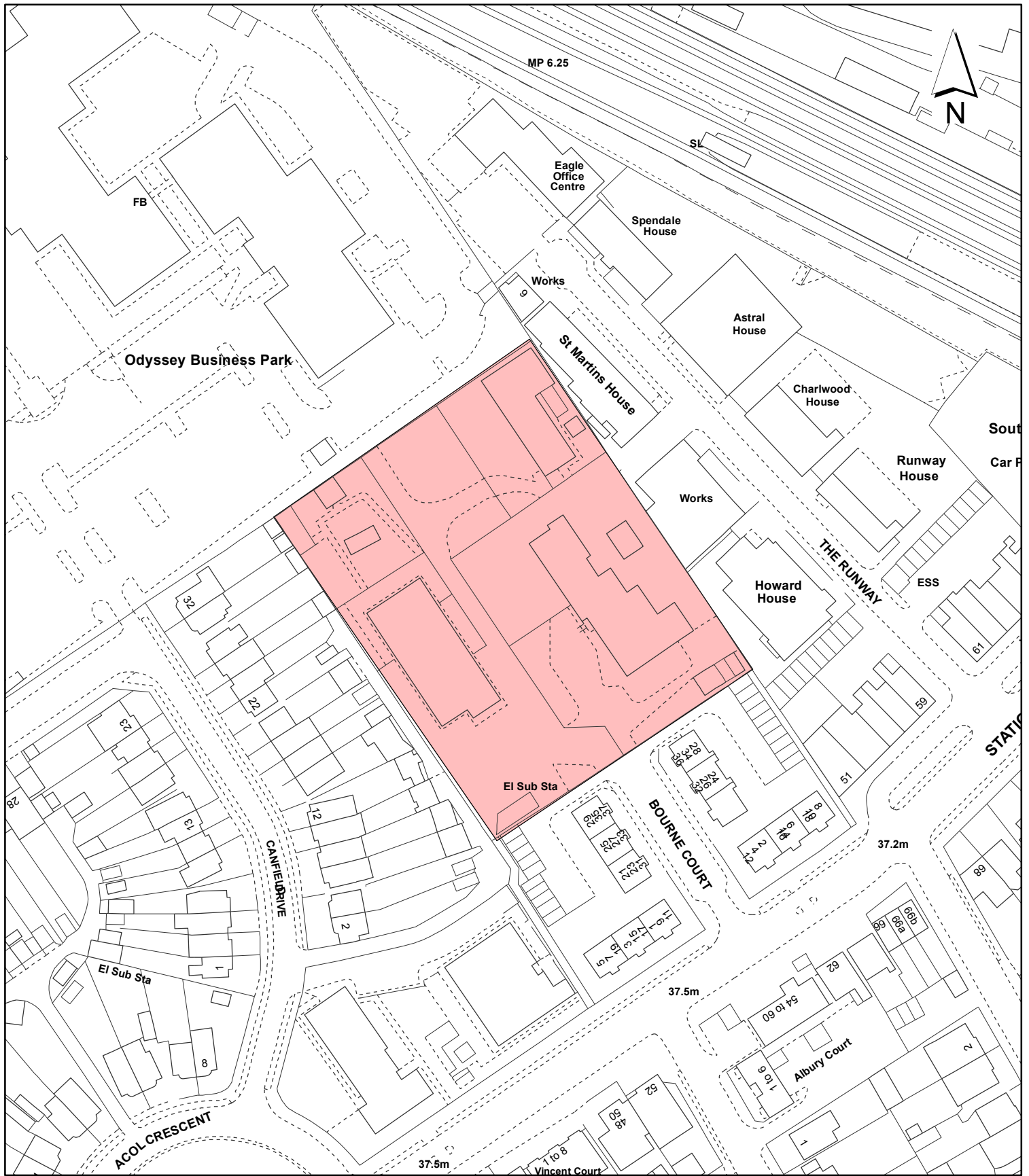
11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (2016)
National Planning Policy Framework (NPPF) (2018)
Hillingdon Supplementary Planning Document: Accessible Hillingdon

Hillingdon Supplementary Planning Document: Residential Layouts
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Noise
Hillingdon Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document - Planning Obligations
Draft London Plan (November 2017)
Planning Practice Guidance (online)
Draft Hillingdon Local Plan: Part 2 (Proposed Modification 2018)
Draft Hillingdon Site Allocations and Designations (Proposed Modification 2018)
London Plan SPG: Affordable Housing & Viability (August 2017)
London Plan SPG: Housing (March 2016)
London Plan SPG: Social Infrastructure (May 2015)
London Plan SPG: Crossrail Funding (March 2016)
London Plan SPG: Accessible London: Achieving an Inclusive Environment (October 2014)
London Plan SPG: The control of dust and emissions during construction and demolition (July 2014)
London Plan SPG: Town Centres (July 2014)
London Plan SPG: Use of planning obligations in the funding of Crossrail, and the Mayoral
London Plan SPG: Community Infrastructure Levy (April 2013)
London Plan SPG: Land for Industry and Transport (September 2012)
London Plan SPG: Play and Informal Recreation (September 2012)
London Plan SPG: Planning for Equality and Diversity in London (October 2007)
Draft National Policy Statement for Water Resources (November 2017)

Contact Officer: Hardeep Ryatt

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2018 Ordnance Survey 100019283

Site Address: **Bourne Court Site
 Bourne Court
 Ruislip**

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

Planning Application Ref:
11891/APP/2018/3414

Scale:
1:1,250

Planning Committee:
Major

Date:
April 2019

