

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

<b>Address</b>	FORMER BELMORE ALLOTMENT SITE BURNS CLOSE HAYES
<b>Development:</b>	Re-development of former allotment site to provide 5 x two to three storey blocks comprising 112 residential units including 30 x 1-bed, 47 x 2-bed ,33 x 3-bed and 2 x 4 bed units with associated access, parking and amenity space. (AMENDED PLANS 06/06/2019)
<b>LBH Ref Nos:</b>	68069/APP/2019/22
<b>Drawing Nos:</b>	WSP Overheating Assessment SES Reptile Survey EPG Flood Risk Assessment TEC Geonevironmental and Geotechnical Assessment Outline Travel Plan February 2018 Preliminary Geoenvironmental and Geotechnical Assessment Part 1 Preliminary Geoenvironmental and Geotechnical Assessment (Part 2) Preliminary Geoenvironmental and Geotechnical Assessment (Part 3) Landscape Design Statement (Part 1) Landscape Design Statement (Part 2) Landscape Design Statement (Part 3) PL01 PL 11 Rev E PC-17-0245-RP1 Rev A L/8054/3 PL 23 PL 24 PL 26 PL 63 PL 64 PL 20 Rev B PL 21 Rev B PL 25 Rev B PL 26 Rev B PL 27 Rev B PL 11 Rev F PL 51 Rev A DAS PL 40 SES Preliminary Ecological Appraisal AQ_assessment/2017/Bellmore_Allotments_Nov18_v1 SES Arboricultural Impact Assessment WSP Energy Statement PL 30 Rev B PL 31 Rev B PL 34 Rev B PL 35 Rev B PL 22 Rev B PL 28 Rev B PL 29 Rev A PL 50 Rev B



PL 32  
PL 33  
L/8054/1  
L/8054/2 Rev. A  
PL 02  
800-EPG-ZZ-XX-DR-Y-0001 Rev. P02  
SLD/HG96-LM1 Rev. B  
SLD/HG96-LP1 Rev. A  
PL 10 Rev B

<b>Date Plans Received:</b>	21/12/2018	<b>Date(s) of Amendment(s):</b>	14/02/2019
<b>Date Application Valid:</b>	18/01/2019		05/07/2019
			03/07/2019
			24/05/2019
			16/01/2019
			04/01/2019

## 1. SUMMARY

The application seeks planning permission to Re-development of former allotment site to provide 5 x two to three storey blocks comprising 112 residential units including 30 x 1-bed, 47 x 2-bed, 31 x 3-bed, 2 x 4 bed apartments and 2 x 3 bed dwellings together with associated car parking and landscaping.

The application site comprises a brownfield site, suitable for the delivery of residential development. The site is also an emerging site specific allocation within the Local Plan Part 2 (March 2019), draft Policy SA12 which affords great weight to the principle of development on this site being acceptable.

The proposed scheme is considered to be of an acceptable design which would be compatible within the local context and result in an adequate standard of amenity for future occupiers.

The proposal would not detrimentally impact on the residential amenity of neighbouring occupiers and would provide an acceptable area of soft landscaped amenity space for the benefit of future occupiers.

Accordingly, the application is recommended for approval, subject to conditions and the signing of a S106 Legal Agreement.

## 2. RECOMMENDATION

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

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

**The obligations sought are as follows:**

**1. On-site Affordable Housing 100%**



2. Air quality damage contribution of £54,530
3. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - up to £9,600 per phase or an in kind scheme to be provided
4. Highway Works: S278/S38 for required Highways Works
5. 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 and/or 278 Agreements and any abortive work as a result of the agreement not being completed.

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

D) If the Legal Agreements have not been finalised by 4th August 2019 (or such other timeframe as may be agreed by the Head of Planning, Transportation and Regeneration), delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of affordable housing, pedestrian and cycle improvements, public open space improvements, carbon offset, travel plan, construction training and highway works). The proposal therefore conflicts with Policies R17, AM2 and AM7 contained within the adopted Hillingdon Local Plan Saved Policies (November 2012) and Policies 3.12 and 5.2 of the London Plan (2016).'

E) That subject to the above, the application be deferred for determination by the Head of Planning, Transportation and Regeneration under delegated powers, subject to the Secretary of State not calling in the application and on completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

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

**1 RES3 Time Limit**

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

**REASON**

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

**2 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 ensure only for the benefit of the Council



### **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

PL 23  
PL 24  
PL 26  
PL 63  
PL 64  
PL 51 Rev A  
PL 40  
PL 35 Rev B  
PL 29 Rev A  
PL 32  
PL 33  
PL 25 Rev B  
PL 21 Rev B  
PL 20 Rev B  
PL 50 Rev B  
PL 28 Rev B  
PL 26 Rev B  
PL 11 Rev F  
PL 27 Rev B  
PL 34 Rev B  
PL 31 Rev B  
PL 30 Rev B  
PL 22 Rev B

and shall thereafter be retained/maintained for as long as the development remains in existence.

#### **REASON**

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

### **4 RES7 Materials (Submission)**

Notwithstanding the approved plans no development shall take place until details of all materials and external surfaces, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

#### **REASON**

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

### **5 RES9 Landscaping (car parking & refuse/cycle storage)**

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

1. Details of Soft Landscaping



- 1.a Planting plans (at not less than a scale of 1:100)
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
  
- 2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Cycle Storage showing 147 spaces
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts (including 113 car parking spaces, of which 13 are allocated disabled spaces and demonstration that 23 (20%) are served by active electrical charging points, 23 (20%) are served by passive electrical charging points, and 6 motor cycle spaces.
  - 2.e Hard Surfacing Materials
  - 2.f External Lighting
  - 2.g Other structures (such as play equipment and furniture)
  - 2.h Tree pit details
  
- 3. Schedule for Implementation
  
- 4. Other
  - 4.a Existing and proposed functional services above and below ground
  - 4.b Proposed finishing levels or contours

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

#### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs), 5.17 (refuse storage) and 6.13 (parking) of the London Plan (2016).

#### **6 RES10 Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan(s) 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 (or after) 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

### **7 RES14 Outbuildings, extensions and roof alterations**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that Order with or without modification); no garage(s), shed(s) or other outbuilding(s), nor extension or roof alteration to any dwellinghouse(s) shall be erected without the grant of further specific permission from the Local Planning Authority.

#### REASON

To protect the character and appearance of the area and amenity of residential occupiers in accordance with policies BE13, BE21, BE23 and BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

### **8 NONSC Ecology**

Prior to above ground works, an ecological enhancement plan shall be submitted and agreed in writing with the Local Planning Authority. The enhancement plan shall provide details of how the current areas of high ecological value (the boundary vegetation in particular) will be retained and enhanced particularly with regards to slow worm. The plan shall also detail other methods of ecological enhancement (bat and bird boxes, reptile refugia etc...) and how these will be included within the development. The development must proceed in accordance with the approved details.

#### Reason

To ensure the development contributes to the protection and enhancement of biodiversity in accordance with Policy EM7 of the Local Plan Part 1.

### **9 RES15 Sustainable Water Management (changed from SUDS)**

Prior to commencement of development a detailed surface water drainage assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall demonstrate the onsite attenuation of surface water run-off using sustainable drainage methods with discharge rates from the site to be reduced to 2 litres per second per hectare (unless otherwise agreed in writing with the Local Planning Authority) at locations of the site to be agreed as part of the assessment. The assessment shall apply the sustainable drainage hierarchy with the use of storage tanks to be a last resort and only once more sustainable forms have been discounted in writing with the Local Planning Authority. The assessment shall demonstrate the development site will not increase the risk of flooding offsite.

The assessment shall also be accompanied by a robust maintenance and management plan to demonstrate the onsite drainage solutions will operate at peak efficiency throughout the lifetime of the development.

The development must proceed in accordance with the approved assessment and operated in accordance with the management and maintenance plan.

#### Reason



To ensure the proposals do not increase the risk of flooding in accordance with Local Plan Part 1(EM6) and Local Plan Part 2 (DMEI10)

## **10 NONSC Low Emission Strategy**

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall specify the following

- 1) Any CHP or gas boiler will have to conform with the London Ultra Low NOx requirements;
- 2) A clear and effective strategy to encourage users of the residential units to
  - a) use public transport;
  - b) cycle / walk to work where practicable;
  - c) enter car share schemes;
  - d) purchase and drive to work zero emission vehicles.

The measures in the agreed scheme shall be maintained throughout the life of the development.

Reason - As the application site is within an Air Quality Management Area and to comply with paragraph 124 of the NPPF, policy 7.14 of the London Plan, and policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2).

Condition Air Quality - Construction and demolition phase

In order to control the dust and emissions from the demolition and construction phases, the Construction Management Plan must be developed in accordance with the Air Quality Management (IAQM) 'Guidance on the assessment of dust from demolition and construction' and the GLA, Control of Dust and Emissions from

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

Reason:

To ensure the development reduces and manages its air quality impacts in an air quality management area in accordance with Policy EM8 of the Local Plan

## **11 RES26 Contaminated Land**

(i) The development shall not commence until a scheme to deal with contamination has been submitted to the Local Planning Authority (LPA) in accordance with the Supplementary Planning Guidance Document on Land Contamination, and approved by the LPA. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

- (a) 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, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.



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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

#### 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 Unitary Development Plan Saved Policies.

#### **12 NONSC Noise**

External noise level emitted from plant, machinery/ equipment will be lower than the lowest existing background noise level by at least 5dBA, by 10 dBA 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.

#### REASON

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

#### **13 NONSC Energy**

Prior to above ground works, a scheme for the inclusion of green roofs shall be submitted to and approved in writing by the Local Planning Authority. The development must proceed in accordance with the approved scheme.

#### Reason

To ensure the proposals contribute to the management of surface water run and do not increase the risk of flooding in accordance with Local Plan Part 1(EM6) and Local Plan Part 2 (DME110)

#### **14 NONSC PV Levels**

Within 1 year of commencement, a scheme identifying carbon savings to the total of 93.6tCO<sub>2</sub> shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be either onsite within the red line boundary of the proposed development or offsite in accordance with Policy 5.2e of the London Plan, or a combination of the two; any offsite solution shall be through a specific project(s) or a payment to the Council at £1800/tCO<sub>2</sub>. The carbon reduction scheme must then be implemented within 6 months of the written approval and the completed and retained



thereafter.

**Reason**

To ensure the development delivers zero carbon housing in accordance with London Plan Policy 5.2.

**15 NONSC Energy**

Prior to above ground works, full details and specifications of the photovoltaic array shall be submitted to and approved in writing by the Local Planning Authority. The details shall demonstrate the development will incorporate the necessary amount of PVs to meet the identified reduction targets in the energy statement (WSP, December 2018). The details shall also incorporate full specifications including fixing mechanisms, pitch of the array and the plans showing their inclusion (roof plans and elevations). The development must proceed in accordance with the approved plans, details and specifications.

**Reason**

To ensure the development provides a 35% reduction in CO<sub>2</sub> as per London Plan Policy 5.2.

The site however is not compliant, even with the above condition, because it fails to achieve zero carbon standards. The report states:

"In order to comply with the Zero Carbon Homes standard, an estimated £168,480 will be paid to the council to offset the remaining carbon emissions to zero (i.e. 93.6 t CO<sub>2</sub> x 30 years x £60 per tonne of CO<sub>2</sub>). "

**16 NONSC Waste Management**

Prior to occupation of the development, a Servicing and Refuse Collection Strategy shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, servicing and collection shall be carried out as agreed within this approved plan unless otherwise agreed in writing by the Local Planning Authority.

**REASON**

To ensure appropriate servicing of the site, to safeguard highway safety, and to safeguard the free flow of traffic, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policy 6.3 of the London Plan (2016).

**17 RES22 Parking Allocation**

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

**REASON**

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

**18 NONSC Access**

No development shall commence until further access details are submitted to and



approved by the Local Planning Authority. These details shall include:

- 1 (Ensuring Equal Life Chances), 3.5 (Quality and Design of Housing) and 7.
- 2 (Inclusive Environment): 2. A drop-off point for door-to-door service providers, to include large Dial-A-Ride vehicles, should be provided
3. A floor plan at no less than 1:100 should be submitted for each of the different M4(3) units. All details, to include transfer zones, wheelchair storage area, and other spatial requirements within bedrooms, bathrooms, living and dining areas, should be shown on a separate plan for every different unit type.
4. All remaining units must be designed to the standards for Category 2 M4(2) Accessible and Adaptable dwellings, as set out in Approved Document M 2015.
5. The affordable units should be suitable for 'day one occupation' by a wheelchair user. These units should be designed and fitted as per the prescribed standards for a Wheelchair Accessible M4(3) unit, as set out in ADM 2015.
6. Details of the materials palette, with particular attention given to the paver types to be installed in accordance with the tolerances set out in BS8300:2018.
7. No details appear to have been submitted on play equipment to be installed for disabled children, including those with sensory or complex multiple disabilities. Provisions could include outdoor sound tubes, colour and lighting canopies, and other play equipment that could stimulate the olfactory senses. Inclusive play is a key requirement of any new residential development.

#### REASON

To ensure that the proposed development the requirements of accessible housing standards , namely M4(2) and M4(3), as required by London Plan policy 3.8 (c) and (d). However, detail is still lacking on the following design elements to meet London Plan policy 3.

#### **19 NONSC Noise**

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

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

#### **20 NONSC Noise**

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

#### Reason

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

#### **21 NONSC Noise**

Prior to use, [machinery, plant or equipment] [the extract/ ventilation system and ducting] at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.



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

**22 RES24 Secured by Design**

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

**REASON**

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in 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 (2015) Policies 7.1 and 7.3.

**23 NONSC Non Standard Condition**

Prior to above ground works, a scheme for the inclusion of green roofs shall be submitted to and approved in writing by the Local Planning Authority. The development must proceed in accordance with the approved scheme.

**Reason**

To ensure the proposals contribute to the management of surface water run and do not increase the risk of flooding in accordance with Local Plan Part 1(EM6) and Local Plan Part 2 (DME110)

**INFORMATIVES**

**1 I52 Compulsory Informative (1)**

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

**2 I53 Compulsory Informative (2)**

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

- |      |  |
|------|--|
| AM13 | AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - <ul style="list-style-type: none"><li>(i) Dial-a-ride and mobility bus services</li><li>(ii) Shopmobility schemes</li><li>(iii) Convenient parking spaces</li><li>(iv) Design of road, footway, parking and pedestrian and street furniture schemes</li></ul> |
| AM14 | New development and car parking standards.   |



AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
LPP 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 2.17	(2016) Strategic Industrial Locations
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 4.1	(2016) Developing London's economy
LPP 4.2	(2016) Offices
LPP 4.3	(2016) Mixed use development and offices
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.8	(2016) Innovative energy technologies
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking



LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.7	(2016) Better Streets and Surface Transport
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.7	(2016) Location and design of tall and large buildings
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.9	(2016) Heritage-led regeneration
LPP 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities

### 3

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2012, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

### 4

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

(i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;

### 5

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



### **3. CONSIDERATIONS**

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

The application site is located to the north east of Burns Close, a residential cul-de-sac, and forms part of an area, approximately 90 metres by 280 metres, formally used as allotment gardens. The application site, which is unused and overgrown, forms the eastern part of this former allotment and has an average width of 150 metres and depth of 80 metres.

Immediately adjoining the site to the north-east is public open space, known as the Yeading Brook Meadows, which forms part of the Green Belt. It also forms part of a countryside conservation area, an area of environmental opportunity, a nature reserve and a Site of Importance for Nature Conservation of Grade I Importance as identified by the Unitary Development Plan. To the south west of the site are residential properties and their garages, fronting Burns Close, and Grange Park Junior School. To the west is the newly erected children's respite home and retained allotment area. To the east lie residential properties fronting Marvell Avenue, while to the south lie residential properties and their garages fronting Melrose Close.

The long north-east boundary is defined by an off-site field hedgerow, interspersed with trees. The centre of the site is currently grassland devoid of trees or shrubs.

#### **3.2 Proposed Scheme**

The scheme proposes 5 new apartment blocks which vary between 2 and 4 stories. The new buildings will provide 110 residential units, together with vehicle parking, cycle storage and refuse areas. A further 2 dwellings are to be provided in the south east corner of site creating a total of 112 residential units. The proposed plans demonstrate 113 car parking spaces will be provided to serve the residential units.

The 112 residential units across the site are proposed in the following mix:

- 1 bedroom x 30
- 2 bedroom x 47
- 3 bedroom x 43
- 4 bedroom x 2

There are 11 accessible flats proposed (10% of total) with each wheelchair accessible flat proposed to have an allocated disabled parking space.

The proposal comprises of 5 main buildings that range from 2 to 4 stories with a further 2 x two storey dwellings sited to the south east corner of the site. These buildings are subdivided in blocks within the proposed plans to enable clarity of the development proposed.

The western building shown as block A on the proposed site plan is a 4 storey building which steps down to 2 stories towards the side elevation which fronts the landscaped play area and Burns Close junction. The building would be characterised by a flat roof with a maximum height of 13 metres. Parking is proposed to the south and the east of the building with individual landscaped amenity provided to the west along the boundary shared with Merrifield House (20A Burns Close) and also to the North which borders the ditch and the greenbelt open which will be accessed via a new footbridge. A further landscaped play area is proposed to south of the building which is a shared open space.



The northern building, Block B has a part 2 storey, part 2 part 3 storey design and has a large front facade which extends 70 metres in width and would be characterised by a flat roof measuring 9.7 metres in height. The building has been set away from the boundary by approximately 10 metres from the greenbelt boundary with individual gardens separating them and forming a landscape buffer which respects the green belt land to the rear.

Block C and D are sited to the north west and west of the site and are similar in scale and design. Both buildings are characterised by flat roofs which measure 9.8 metres in height and step down to 6.8 metres at various point across each elevation. The buildings have been set away from the boundaries shared with the residential properties adjacent by at least 4 metres and have been designed in such a way as to respect the privacy of the occupiers of nearby residential properties.

The southern building which is shown as Block E is to provide a traditional street scene design in a public open space. The building has been designed around a central landscaped amenity space in order to ensure that the occupiers, existing local residents and future benefit from usable public space. The proposed plans illustrate the building to characterised by flat roof and Block E building has been set back from the adjoining properties in Melrose Close and separated by soft landscaped amenity space and a number of trees which provide a landscaped buffer and adequate screening.

### **3.3 Relevant Planning History**

68069/APP/2011/2309      Former Allotment Site Burns Close Hayes

Redevelopment of former allotment site to accommodate a residential development of 79 dwellings (13 x 2 storey houses, 1 x 2 storey flatted block containing 24 dwellings, 1 x 2 storey flatted block containing 28 dwellings, and 1 x 2 storey block containing 14 supported housing units), associated landscaping, boundary treatment, parking and access arrangements.

**Decision:** 22-11-2011      Approved

68069/APP/2018/2997      Former Allotment Site Burns Close Hayes

Demolition of a single storey building to slab level

**Decision:** 13-09-2018      PRN

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

68069/APP/2011/2309 - Approved dated - 06/03/12 - Redevelopment of former allotment site to accommodate a residential development of 79 dwellings (13 x 2 storey houses, 1 x 2 storey flatted block containing 24 dwellings, 1 x 2 storey flatted block containing 28 dwellings, and 1 x 2 storey block containing 14 supported housing units), associated landscaping, boundary treatment, parking and access arrangements.

68069/APP/2018/2997 - Approved dated 13/09/18 - Application to demolish the existing sheds on the allotment site

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

### **UDP / LDF Designation and London Plan**



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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.CI2	(2012) Leisure and Recreation
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.E7	(2012) Raising Skills
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM5	(2012) Sport and Leisure
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth
PT1.T1	(2012) Accessible Local Destinations

Part 2 Policies:

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
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.



BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
LPP 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 2.17	(2016) Strategic Industrial Locations
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 4.1	(2016) Developing London's economy
LPP 4.2	(2016) Offices
LPP 4.3	(2016) Mixed use development and offices
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.8	(2016) Innovative energy technologies
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.7	(2016) Better Streets and Surface Transport
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods



LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.7	(2016) Location and design of tall and large buildings
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.9	(2016) Heritage-led regeneration
LPP 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **3rd July 2019**

**5.2** Site Notice Expiry Date:- **26th February 2019**

## **6. Consultations**

### **External Consultees**

The application has been subject to 2 rounds of both internal and external public consultation. The second round of consultation was undertaken following the submission of amended plans in June 2019 for which 21 letters of objection were received raising the same concerns as the first round of consultation.

### **PUBLIC CONSULTATION (1)**

The application was advertised publicly by way of notices posted adjacent to the site. In addition, letters were sent to the owners / occupants of neighbouring properties to inform them of the proposed development and invite comments.

47 letters of objection received (summarised) and a petition containing 125 signatures. All comments received are summarised below.

- Allotment is a valued community asset
- The proposal is too high in density / over-development



- Increase pressure on local infrastructure
- Lack of parking in the area
- Increase in crime and anti-social behaviour
- Disruption during the building process
- Overlooking and privacy
- Air pollution
- Noise pollution
- Lowered property values
- Increase in traffic / congestion
- Restricted access for emergency vehicles - road is too narrow
- Road safety concerns
- Possibility of slow worms on site

## THAMES WATER

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

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

The application indicates that surface waters will NOT be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority. Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position.

### 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.

### Supplementary Comments

There are easements and wayleaves running through the site. These are Thames Water Assets. The company will seek assurances that it will not be affected by the proposed development. On the Map yellow dashed lines show the easements and wayleaves and the proposed development area is identified by a red outlined box.

### Internal Consultees

TREES AND LANDSCAPES: JAN 19

The site is occupied by a disused Council-owned allotment site which is currently a vacant area of open grassland. The tree-lined boundary to the north-east backs on to an area of designated Green Belt. The rear gardens of houses in Marvell Close back on to the south-east boundary and those of Melrose Close line the south-west boundary. There is a Council-owned respite home on the north-west boundary. There are occasional self-set trees within the site. There are no Tree Preservation Orders, or Conservation Area designations, affecting the site which might constrain development.



COMMENT: The site was the subject of a previous application, ref. 2011/2309, which was approved. Access to the site will remain via Burns Close, and the existing entrance to the service road for the respite centre. The proposed road layout and parking arrangement are similar to those approved under 2011/2309, although the housing mix of five residential blocks has been amended. A tree report, by SES, dated December 2018, has been submitted. This has identified and assessed twelve individual trees, six groups and an area of scrub. Of these, there are four category 'B' trees; T5 weeping willow, T18 Norway maple, T19 ash and T20 horse chestnut which are worthy of retention. - All are off-site trees and will be protected throughout the development process (clause 3.6). All other trees are 'C' grade and of low arboricultural, or amenity, value. These will be removed to accommodate the development. The report includes tree protection proposals (Appendix 4 and 5) and working methods close to trees (Appendix 6) The proposed block plan (masterplan) indicates that approximately 50 new trees will be planted as part of the new layout. Landscape details should include a method statement for topsoil stripping, storage and handling. This will need to be pre-commencement. Finally a landscape management / maintenance plan should be submitted to ensure that the public and communal landscaped spaces are established and maintained in accordance with good practice.

RECOMMENDATIONS: No objection, subject to a pre-commencement condition requiring details of how the topsoil will be stripped, handled, stored and maintained during the construction phase. Post-commencement conditions should include RES4, RES9 (parts 1, 2, 4, 5 and 6) and RES10.

#### FURTHER COMMENTS- JUNE 19

Reviewing the plan has drawn my attention a number of trees within parking areas which are located within very narrow strips of soft landscape. The only possible way of establishing these trees will be to provide larger planting pits underground to provide a viable volume of topsoil. This can be achieved using a structural cellular support system such as that supplied by Green Blue Urban.

#### RECOMMENDATION

Full tree pit details will be required as part of the hard and soft landscape conditions specified in RES9 (parts 1 and 2).

#### LAND CONTAMINATION OFFICER

I have reviewed the following documentation as submitted from Tweedie Evans Consulting Limited:

1. Preliminary Geoenvironmental and Geotechnical Assessment, Version A, dated January 2019
2. Geoenvironmental and Geotechnical Assessment, Version A, dated January 2019.

The reports include the required phase 1 (preliminary assessment) and Phase 2 (site investigation) and provide satisfactory details of the required risk assessments concerning the site.

Section 8.2 of the Geoenvironmental and Geotechnical Assessment, (the phase 2 site investigation) includes conclusions and recommendations for the proposed development of the site and also provides a clear indication of requirements for a remediation strategy.

It is therefore recommended that the following condition is applied:

- (i) The development shall not commence until a scheme to deal with contamination has been submitted to the Local Planning Authority (LPA) in accordance with the Supplementary Planning Guidance Document on Land Contamination, and approved by the LPA. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA



dispenses with any such requirement specifically and in writing:

(a) 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, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

#### 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 Unitary Development Plan Saved Policies.

#### FLOOD WATER MANAGEMENT: FEB 19

Although conveying water across the site in pipes and into tanks makes it difficult to discharge through gravity in the ditch which is known to be shallow. The ditch running alongside the site, also does not discharge to the Yeading Brook as assumed by the FRA. This is what used to be the Canal feeder and actually flows the other direction towards residential properties where sections have been lost. Work will need to be done to clear and dredge the ditch along its length and ensure that water can flow from the site along this ditch and ultimately into the Yeading Brook. This may involve relaying pedestrian crossings and culverts. Any new crossings need detailing as a cross section. However a condition can be placed on the permission to require this detail at a later date.

The Flood Risk Assessment submitted by EPG dated the 17 Jan 2019 provides only limited information, and is not sufficient at this stage. It requires further revision. The information used in the report is not the most up to date information. It appears to be missing the most up to date PRFA and therefore understanding of the most recent flood risk reports in the area. It does not refer to the West London SFRA which is the most up to date information on flood risk. This includes areas at risk of surface water flooding in the Flood Zone 3 area which should be sequentially avoided.

The proposals currently do not really acknowledge that part of the site is at medium risk of surface water flooding and provide a conveyance route away from other properties, which is critical to maintain. This is therefore storage and levels of the site which must be maintained in addition to any drainage design taking account of what rain fall falls on this site. There is currently a building proposed in the location of some of this surface water ponding. This can be overcome with additional details about the proposed levels being provided to demonstrate capacity is maintained. The discharge rate is placed at a standard rate of 5ls this is not acceptable in Hillingdon. The



Council usually accept 2ls. The proposed SuDs are considered not to be the most sustainable or there is suitable justification for discounting more sustainable methods. It is not clear why living roofs have been discounted alongside other methods. It is noted and supported the use of permeable paving across the site, which is in public areas.

However it is disappointing and unacceptable that rainwater pipes are not directed to rain gardens or lowered areas of landscaping and amenity first, rather than piped to tanks. If water is directed into landscaping areas this reduces the size of the tanks required and reduces long term maintenance costs. It is also important to include and consider water collection and reuse. However more critical is the proposed tanking in what could cross different land ownership depending on the long term plan for the site. It is critical that proposals for drainage facilitate clear and obvious responsibilities for drainage to ensure they can and will be maintained in the future. A clear detailed management and maintenance plan should also be provided. Although it is supported that the site discharges into the nearby ditch, in accordance with the hierarchy.

#### FURTHER COMMENTS- JUNE 19

Objection It is presumed the ditch flows to the Yeading brook to the east and there is no connection to the Yeading Brook there. So it may not be appropriate to discharge the site to that ditch without further work on the fall of the ditch to the north. There are two new pedestrian crossings proposed but no detail of these provided. These require permission from the Lead Local Flood Authority separate to the Planning Authority. It is noted that permeable paving is proposed but there are no more sustainable above ground forms of drainage proposed which is unacceptable. There are flat roofs proposed which could have living roofs. Down pipes should connect to Rain gardens rather than tanks. Rainwater harvesting option and reuse should also be considered. It is unclear why there are further underground tanks proposed rather than dished areas of landscaping which could hold water and reducing the need for costly pipes and tanks. The discharge rate should be limited to 2ls rather than an assumed 5ls as per the Council standards on the website <https://archive.hillingdon.gov.uk/article/12578/Sustainable-drainage-requirements-for-planning-applications>. A management and maintenance plan should also be submitted. It is presumed that these are in lease hold ownership only however clarity on maintenance of any drainage will need to be clear. This drainage proposal is poor and should be revised significantly to enhance the development and reduce costs for the drainage storage required, as well as implementing a more integrated design with the landscaping and a more sustainable option.

#### FURTHER COMMENTS JULY 19

The site does not appear to be at a high risk of fluvial flooding nor is the site at a high risk of surface water flooding. There are localised areas on the site that would be susceptible to surface water ponding but not to a level of significant risk.

Consequently the development's impact on flood risk (onsite and offsite) is considered to be manageable.

With regards to the information submitted, there are clear deficiencies that require further investigation and work to be undertaken. This work can be secured through the following conditions

#### Condition

Prior to commencement of development a detailed surface water drainage assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall demonstrate the onsite attenuation of surface water run-off using sustainable drainage methods with discharge rates from the site to be reduced to 2 litres per second per hectare (unless otherwise agreed in writing with the Local Planning Authority) at locations of the site to be agreed as part of the assessment. The assessment shall apply the sustainable drainage hierarchy with the use of storage tanks to be a last resort and only once more sustainable forms have been discounted in writing with the Local Planning Authority. The assessment shall demonstrate the development site



will not increase the risk of flooding offsite.

The assessment shall also be accompanied by a robust maintenance and management plan to demonstrate the onsite drainage solutions will operate at peak efficiency throughout the lifetime of the development.

The development must proceed in accordance with the approved assessment and operated in accordance with the management and maintenance plan.

**Reason**

To ensure the proposals do not increase the risk of flooding in accordance with Local Plan Part 1(EM6) and Local Plan Part 2 (DME110)

**Condition**

Prior to above ground works, a scheme for the inclusion of green roofs shall be submitted to and approved in writing by the Local Planning Authority. The development must proceed in accordance with the approved scheme.

**Reason**

To ensure the proposals contribute to the management of surface water run and do not increase the risk of flooding in accordance with Local Plan Part 1(EM6) and Local Plan Part 2 (DME110)

**ACCESS OFFICER-APRIL 19**

This proposal appears to meet the technical considerations to satisfy accessible housing standards , namely M4(2) and M4(3), as required by London Plan policy 3.8 (c) and (d). However, detail is still lacking on the following design elements to meet London Plan policy 3.

- 1 (Ensuring Equal Life Chances), 3.5 (Quality and Design of Housing) and 7.
- 2 (Inclusive Environment): 2. A drop-off point for door-to-door service providers, to include large Dial-A-Ride vehicles, should be provided
3. A floor plan at no less than 1:100 should be submitted for each of the different M4(3) units. All details, to include transfer zones, wheelchair storage area, and other spatial requirements within bedrooms, bathrooms, living and dining areas, should be shown on a separate plan for every different unit type.
4. All remaining units must be designed to the standards for Category 2 M4(2) Accessible and Adaptable dwellings, as set out in Approved Document M 2015.
5. The affordable units should be suitable for 'day one occupation' by a wheelchair user. These units should be designed and fitted as per the prescribed standards for a Wheelchair Accessible M4(3) unit, as set out in ADM 2015.
6. Details of the materials palette, with particular attention given to the paver types to be installed in accordance with the tolerances set out in BS8300:2018.
7. No details appear to have been submitted on play equipment to be installed for disabled children, including those with sensory or complex multiple disabilities. Provisions could include outdoor sound tubes, colour and lighting canopies, and other play equipment that could stimulate the olfactory senses. Inclusive play is a key requirement of any new residential development.

**OFFICER COMMENT:**

All of the above details can be secured via an appropriately worded condition which is proposed to be added.

**FURTHER COMMENTS JUNE 19**

It would appear from this amended/additional drawings submission that my comments of 8 April 2019 have not been addressed. Conclusion: further details are required to address accessibility concerns related to this development proposal.



## AIR QUALITY OFFICER

The review of the air quality assessment has indicated that whereas the proposal is not within a Focus Area, it is not neutral for transport. In addition, we don't know its impact on the exceeding residential sensitive receptors nearby within Uxbridge Road Focus Area which 333 additional vehicles will certainly have (or a share of them), because the receptors modelled are only in the vicinity of the application site.

The concentrations predicted in the opening year are below the Nitrogen dioxide annual mean Limit Value but is close to Grange Park school. As the proposal is not neutral, a S106 contribution of £54,530 is recommended.

### Observations:

#### Condition Air Quality - Low Emission Strategy

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall specify the following

- 1) Any CHP or gas boiler will have to conform with the London Ultra Low NOx requirements;
- 2) A clear and effective strategy to encourage users of the residential units to
  - a) use public transport;
  - b) cycle / walk to work where practicable;
  - c) enter car share schemes;
  - d) purchase and drive to work zero emission vehicles.

The measures in the agreed scheme shall be maintained throughout the life of the development.

Reason - As the application site is within an Air Quality Management Area and to comply with paragraph 124 of the NPPF, policy 7.14 of the London Plan, and policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2).

#### Condition Air Quality - Construction and demolition phase

In order to control the dust and emissions from the demolition and construction phases, the Construction Management Plan must be developed in accordance with the Air Quality Management (IAQM) 'Guidance on the assessment of dust from demolition and construction' and the GLA, Control of Dust and Emissions from

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

### Reason:

To ensure the development reduces and manages its air quality impacts in an air quality management area in accordance with Policy EM8 of the Local Plan

## HIGHWAYS OFFICER

### Traffic Generation

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.



In order to establish the existing peak hour traffic movements along Burns Close/Balmoral Drive, surveys were carried out between 07:00 to 10:00 and 16:00 to 19:00 hours. Although surveys were not carried out along Melrose Close, it is assumed that due to the low level nature of traffic along Melrose Close and its proximity to Balmoral Drive that the existing traffic levels can be established through surveys undertaken at the Balmoral Drive roundabout junction. With this notion, it is assumed that all vehicles traveling westbound along Balmoral Drive will use Melrose Close and likewise all vehicles travelling eastbound along Balmoral Drive will use Burns Close to access the development site.

In situations where the pattern differences are minimal, it would not be uncommon to focus on the peak hour which generates the most number of movements. It has been established that the AM peak generates the highest number of traffic movements when compared against the PM peak, the assessment therefore focuses on the AM peak hour (08:15-09:15). This has been reviewed and is accepted.

To determine the proposed level of trips associated with development site, the applicant has carried out an interrogation of the TRICS (Trip rate Information Computer System) database involving the proposed use class with reference to both Outer London boroughs and the south east. Whilst it can be argued that the sites used (within the south east) are not comparable, given that these sites will effectively provide higher trips rates, it is considered to be more robust. Furthermore, given the Public Transport Accessibility Level of the site, the search parameters are deemed acceptable.

It has been established that the proposed residential development would generate 33 two-way movements in the AM peak and 20 two-way movements in the PM peak.

Development traffic distribution has been carried out using the existing traffic patterns in the AM peak (as this generates the most number of movements). This has been reviewed and is considered acceptable.

#### Parking and Access provision

The schedule of the proposed residential units comprise of the following

Number of Bedrooms	Number of Units
1-bedroom	30
2-bedroom	47
3-bedroom	33
4-bedroom	2
Total	112

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Councils adopted Car Parking Standards.

The emerging DMT6 policy and parking standard for residential developments (Use Class C3) indicates that provision for up to 171 parking spaces. However, the Councils currently adopted saved Unitary Development Plan (UDP) indicates that provision for up to 168 spaces should be provided at a 1.5 space to unit ratio is acceptable. It should be noted that both standards are based on a maximum provision.

The submissions propose 113 parking spaces to serve the site which equates to a parking ratio of 1.01. Whilst this falls within both the UDP and DMT6 policy requirements, the Transport Assessment has provided parking accumulation assessments based on the arrival and departure rates of the TRICS data findings. The results show that the residential parking requirements can be accommodated for by the proposed number of spaces.



Furthermore, the TA state that the proposed 1.01 ratio will act as a deterrent for occupants to own more than one vehicle per dwelling in turn promoting sustainable means of travel. This is accepted. Parking provision should be allocated and secured via suitable planning condition.

#### Disabled Parking

To accord with both the currently adopted UDP standard and the emerging Local Plan: Part 2 DMT 6 policy, it is required that 10% of parking provision be allocated to blue badge holders.

Whilst the submissions state that 13 spaces will be allocated specifically for disabled users, this has not been demonstrated within the submissions. This should be secured by way of condition.

#### Electrical Vehicle Charging Points

Provision for electrical vehicle charging points should be provided in line with the London Plan standards which require 20% active spaces and a further 20% as passive. This equates to 23 'active' spaces and 23 passive spaces. The requisite provision has not been demonstrated and should also be secured via condition.

#### Motorcycle/Scooter Parking

Provision for motorcycle/scooter parking should accord with the emerging Local Plan: Part 2 DMT 6 policy which requires 5% of the total car parking provision. In this instance, it is required that 6 spaces be accommodated for. This should be secured by way of suitable planning condition. It should be noted that to help tackle motorcycle theft, all motorcycle parking spaces should be provided with 'anchor points'.

#### Cycle Parking

The emerging Local Plan: part 2 requires 147 cycle parking spaces be provided across the development. The submissions have not detailed provision for secure and covered cycle parking and this should be addressed via condition.

#### Access

As mentioned above, access to the development site will take place via both Burns Close which is located to the southwest and Melrose Close which is located to the southeast and will effectively form a 'horseshoe' design which will connect both roads. Both horizontal and vertical traffic calming measures are to be adopted along the main stretch of the carriageway with narrowed passing sections and raised tables. This will ensure vehicle speeds are properly managed.

#### Detailed Design

Upon assessing the proposed site plan (drawing no. PL11 rev F), concerns are raised with the proposed drop off points located along the carriageway and how these will further hinder access and egress for parking linked to the proposed units. This is in addition to the smooth operation of the road itself. Dropped kerb crossings are also proposed however do not appear to comply with current standards. Whilst principle design concerns, these points can however be addressed during the detailed design stage.

All crossings, access and associated parking areas should conform to highway guidance contained within the current 'Manual for Streets' (1 & 2) document. This should be assisted with swept path analysis drawings demonstrating tracking of associated vehicles accessing, manoeuvring and egressing the site.

In summary, the proposals should be subject to detailed designs, any improvements and off-site highway works should be secured via a section 278 agreement.

#### Service and Delivery Arrangements

As part of the service and delivery provision, swept path analysis drawings have been provided



showing refuse vehicles travelling clockwise through the site travelling towards Melrose Close. To ensure the smooth operation of collections the proposed 'on carriageway' drop-off points will need to be removed. Whilst it is accepted that this arrangement will rarely be used, the proposals are assessed on a worst case scenario basis and will require addressing.

To accord with current highway guidance, specifically contained within the Manual for Streets (1 & 2) document, occupants should not be required to carry waste more than 30 metres to the storage point. Waste collection vehicles should be able to get within 25 metres of the storage point. However, it is noted that the London Borough of Hillingdon waste services requires a drag distance of 10 metres for waste collection vehicles.

Whilst it is apparent from the submitted site plan that this provision is not achieved, you as the Local Planning Authority have advised me that this element of the scheme can be addressed. I would therefore request this be secured via planning condition.

Provision for delivery vehicles (online supermarket shopping, amazon, etc) has not been provided and will also need to be addressed.

#### Travel Plan

An outline Travel Plan has been submitted which sets out the framework and strategy by which the proposed residential units on site can seek to encourage sustainable modes of travel. Although the proposed measures are accepted, a full travel plan would need to be submitted prior to first occupation.

The above is requested to be addressed via a section 106 agreement or suitable planning condition.

#### Construction Management Plan

Prior to the implementation of the works, a full Construction Management Plan is required to be secured under a suitable planning condition due to the site constraints of the local highway network. This should detail the management of construction traffic (including vehicle types, frequency of visits, expected daily time frames, use of an on-site banksman, on-site loading/unloading arrangements and parking of site operative vehicles.

#### Conclusion

Mindful of the above, should you be minded to approve the application I would request the following obligation is secured.

- £20,000,00 Travel Plan Bond to include sustainable transport measures.
- Enter into a Section 278/38 agreement for all highway works required by the Local Planning Authority to include, but not limited to associated costs and works identified in junction improvement works, resurfacing, etc.

#### URBAN DESIGN

The agent has worked positively with Officers throughout the application process and has undertaken a number of revisions to produce a scheme that is acceptable in design terms. This approach will balance the quantity proposed to optimise the site for redevelopment, with the quality required to create a successful residential development that will contribute to the positive growth of Hayes.

The application site is surrounded by large public open spaces such as the Belmore Playing Fields, Grange Park and Park Road Green. The immediate context of the site is predominantly residential and includes terraced houses of 2 and 3 storeys. There is also a junior school called Grange Park in



the vicinity. A Community Centre that is used as a Respite Care Home and a Nursery is also located to the north-west side of the site.

The main entrance route to Belmore Allotment site is along Burns Close Road which is to the west of the site. Entrance through Melrose Close is also available to the south providing optimal access to the site. There is a moderate flow of pedestrians using the surrounding streets, allowing access to residential properties. Secondary routes can be found between existing housing blocks and garage areas, creating a fairly well-connected pedestrian network in the area.

The surrounding built form comprises of mainly terraced residential blocks of 2-3 stories which are characterised by pitched tiled roofs and have been constructed of a mixture of pale brick and weather boarded front facades.

The proposal comprises of 5 main buildings which range from 2 to 4 stories and a further 2 x two storey dwellings are sited towards the south east corner of the site. These buildings are subdivided into blocks within the proposed plans to enable clarity of the development proposed. The total footprint of the buildings measures 3,902.8m<sup>2</sup> and whilst the block A features elements which are 4 stories in height the vast majority of the proposed buildings will be 2-3 stories which follows the scale and proportions of neighbouring properties. The buildings to the north have been set in from the boundary in order to respect the green belt land further north. Windows and doors have appropriate sizes for room layouts and will provide adequate levels of ventilation and daylight factors to all habitable rooms. The proposed scheme has been designed in such a way as to respect the existing context of the Belmore Allotments site, and the proposed design is considered to have a minimal impact on the adjoining green belt and existing residential properties.

The design is considered to enhance the existing residential character of the area by creating a more modern interpretation of the existing residential buildings by using the materials which are prominent within the surrounding built form. The proposed elevational treatment includes contemporary aesthetic features by using different shades of bricks, and introduces vertical patterns that help to break the low facades. The combination of bricks with alternating grey and red colour tones has been included within the detailed design to ensure the facades do not appear too long and flat which provides a contemporary response that is sympathetic to the surrounding residential environment.

The external spaces will be landscaped to minimise the impact of car parking and ensure the spaces which are not part of the built form will be utilised and provide public benefit. Living areas have been designed with direct access to balconies or terraces, including ground floor units, ensuring that privacy is maintained.

**CONCLUSION:** Acceptable.

## **ECOLOGY**

I have no objections to the proposed development. The preliminary ecology report identifies the need for further reptile surveys which is consistent with previous findings on the site. The reptile surveys previously identified slow worms and this triggered the need for updated information with this application. Updated reptile surveys have been provided.

Consequently, there is sufficient information to evaluate the impacts of the proposed development on the site.

The reptile survey found the site still has potential to support slow worms primarily in the un-managed areas around the edge of the site and in the buffer zones to be retained as part of the development.



The reptile survey found that the site is generally sub-optimal which is consistent with the maintained status of the land. However, the presence of slow worm does require mitigation measures to be put in place. The procedures are set out in the Reptile Survey (December 2018) and satisfy the requirements of this stage of planning. Ultimately, the likely impact of the development on slow worms, with the mitigation as set out, is considered to be low. The development must be carried out in accordance with the mitigation approach set out in the Reptile Survey. In addition, the following condition is also necessary

#### Condition

Prior to above ground works, an ecological enhancement plan shall be submitted and agreed in writing with the Local Planning Authority. The enhancement plan shall provide details of how the current areas of high ecological value (the boundary vegetation in particular) will be retained and enhanced particularly with regards to slow worm. The plan shall also detail other methods of ecological enhancement (bat and bird boxes, reptile refugia etc...) and how these will be included within the development. The development must proceed in accordance with the approved details.

#### Reason

To ensure the development contributes to the protection and enhancement of biodiversity in accordance with Policy EM7 of the Local Plan Part 1.

#### EPU OFFICER

I have read through the submitted acoustic report and the applicant has demonstrated that the site is suitable for residential use.

The proposal is likely to include installations of ventilation and mechanical plant. Design limits have been set with a view to ensuring that the external background noise limits at the nearest noise sensitive receptors do not increase as a result of the development.

kindly consider the following noise conditions.

1.External noise level emitted from plant, machinery/ equipment will be lower than the lowest existing background noise level by at least 5dBA, by 10 dBA 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.

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

2. Anti- vibration mounts and silencing of machinery etc.

Condition: Prior to use, [machinery, plant or equipment] [the extract/ ventilation system and ducting] at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

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

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

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



#### 4. Separation of noise sensitive rooms in neighbouring flats

Condition: The approved development shall have an enhanced sound insulation value  $D_{nT,w}$  and  $L'_{nT,w}$  of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings, namely [eg. living room and kitchen above bedroom of separate dwelling]. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

#### INFORMATIVE

Control of environmental nuisance from construction work.

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

(i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;

### **7. MAIN PLANNING ISSUES**

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

The site is located within a Developed Area as defined within the Hillingdon Local Plan Part 1. Whilst general policies are supportive of residential accommodation in principle, this is subject to compliance with a number of detailed criteria, involving the consideration of the loss of any existing use of the site.

#### LOSS OF FORMER ALLOTMENTS

In terms of the loss of the existing use, 75% of the Belmore Allotment Space has already been identified and agreed by Cabinet as being surplus to requirements in accordance with the Council's Allotment Strategy. Part of the allotment space (approximately 20%) has already been used for the children's respite care home and therefore about 80% of this space remains surplus to requirements. It is important to note the principle for redeveloping the site was established in permission 59853/APP/2008/2326. Furthermore an application (68069/APP/2011/2309) for the redevelopment of the site to provide 79 residential units was granted consent dated 22-11-11.

The London Plan does not prevent the release of allotments for other uses but clarifies that as London becomes more intensively built the value of these spaces will increase.

The supporting text to Policy 7.18 requires that any assessment should have regard to: any local deficiency of accessible open space, suitability of the site for other uses in light of advice from leisure and recreational facilities, the London Council for Sport and Recreation, and other representative bodies; the ecological, structural and other functions of open space and the extent to which are compatible with the proposed development; and whether the users of the facility can be satisfactorily accommodated elsewhere in the vicinity.

While a local surplus of open space is not justification alone to satisfy the provisions of Policy 7.18 the absence of the allotments being returned to a viable use, given the surplus



of publicly owned allotments in the Borough (and no request from Green Spaces or other bodies as regards the suitability of the site for other open land uses), it is considered that no objections can be raised to the loss of the remaining surplus allotment space. It is considered that the proposal accords with national, regional and local policies.

## HOUSING

Policy H1 of the Local Plan: Part One (November 2012) notes the Council will meet and exceed its minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies.

Paragraphs 7-14 of the National Planning Policy Framework (NPPF) (2019) supports sustainable economic growth and sets out a presumption in favour of sustainable development by planning for prosperity, planning for people and planning for places.

Paragraph 122 of the NPPF (2019) notes planning decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services - both existing and proposed - as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

Policy 3.3 of the London Plan (2016) seeks to increase the delivery of new homes particularly on brownfield sites.

The application site comprises a prime brownfield site, suitable for the delivery of residential development. The site is also an emerging site specific allocation within the Local Plan Part 2, draft Policy SA12 which affords great weight to the principle of development on this site being acceptable.

The proposed development will assist in meeting the housing needs of the borough in accordance with Paragraphs 7-14 and 122 of the National Planning Policy Framework (NPPF) (2019), policies 3.3 of the London Plan (2016) and Policy H1 of the Local Plan: Part One (November 2012).

### **7.02 Density of the proposed development**

Density guidelines are provided by the London Plan. These guidelines take into account public transport accessibility, the character of the area and type of housing proposed. The site has a PTAL score of 1b and is considered to be a suburban setting. Taking this into account, the London Plan density guideline is 150-200 hr/ha, within a suburban setting with a low PTAL.

The current scheme proposes 112 units, and would have a total of 345 habitable rooms. This would provide a residential density for the development of approximately 257 habitable rooms per hectare (hrph). Whilst the number of habitable rooms proposed may be slightly higher than what the London Plan states to be the optimal, weight can be afforded to whether the scheme meets the Local Plan Policies relating to unit mix and in particular the



need for larger family units. The Hillingdon Local Plan Part 1 states that 3 bed units and above are considered to fall within the description of larger family units for which there is a greater need for. The scheme proposes 33 x 3 beds and 2 x 4 bed units which is combined 31% of the total number of units, which is considered exemplar for a development within the borough.

In addition, it is noted that density is only one measurement of the acceptability of a living environment created, however it is considered that site specific issues (dealt with elsewhere in the report), including design, environmental conditions for future occupiers and impact on neighbouring properties have been satisfactorily addressed. There is therefore no objection to the density proposed.

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

Policy HE1 of the Local Plan Part One (November 2012) notes that the Council will conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape, which includes the Grand Union Canal and its features, listed buildings, conservation areas, historic village cores, locally recognised historic features.

Policy DMHB 1 of the emerging Local Plan: Part Two (March 2019) expects development proposals to avoid harm to the historic environment.

The site is not located within a Conservation Area, Area of Special Local Character or Archaeological Priority Area, and there are no Listed Buildings on the site. As such, it is considered that the scheme would not impact on the heritage of the borough.

#### **7.04 Airport safeguarding**

The proposed heights of the development will have no impact on airport safeguarding limits.

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

The London Plan strongly supports the protection, promotion and enhancement of London's open spaces and natural environments. Policy 7.16: Green Belt states that in terms of planning decisions:

"The strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance".

The National Planning Policy Framework (NPPF) is also relevant. At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. Nevertheless, the document states that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

Policy OL5 is relevant to this development given the close proximity of the site to land designated as Green Belt. Under the terms of the policy the intensification of a site in or conspicuous from the Green Belt may collectively injure the visual amenities of the countryside.

The application site is not within the Green Belt, but its northern boundary abuts designated Green Belt land. The proposed buildings would be set back from the northern Green Belt



site boundary by at least 11 metres. It is considered that, given the two storey height of the buildings, with an estimated maximum ridge height of 8 metres, the proposed buildings would not adversely affect the openness of adjoining Green Belt land, subject to suitable design and landscaping, in accordance with policy OL5 of the UDP.

In addition, the planning application proposes the installation of a pedestrian bridge which will enable access directly into the Green Belt land to the North. The proposals will enable existing and future residents to gain direct access into this public open space, further facilitating the access into and enjoyment of the adjoining Green Belt land.

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

Paragraph 127 of the NPPF (2019) states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Policy 7.1 of the London Plan (2016) sets out a series of overarching design principles for development in London and Policy 7.6 (2016) seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7 of the London Plan (2016) policies relating to density (3.4) and sustainable design and construction (5.3) are also relevant.

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, where people enjoy living and working and that serve the long-term needs of all residents.

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.

Policy BE14 of the Local Plan: Part 2 - Saved UDP Policies (2012) outlines that permission will not be granted for the development of sites in isolation if the design fails to safeguard the satisfactory redevelopment of adjoining sites which have development potential.

Policy BE19 states that the Local Planning Authority will seek to ensure that new development within residential areas complements or improves the amenity and character of the area.

Policy BE21 states that planning permission will not be granted for new buildings or extensions which by reason of their siting, bulk and proximity, would result in a significant loss of residential amenity.

Policy BE38 states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate. Planning applications for planning consent will be required to provide an accurate tree survey showing the location, height, spread and species of all trees where their proposals would affect any existing trees.

Policy HE1 states that the council will conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape, which includes: Historic village cores, Metro-land suburbs, planned residential estates and 19th and 20th century industrial areas, including the Grand Union Canal and its features including designated heritage assets such as statutorily Listed Buildings and Conservation Areas.



Policy DMHB 11 of the emerging Local Plan: Part Two (2019) requires new developments to be designed to the highest standards and, incorporate principles of good design by harmonising with the local context by taking into account scale, height, mass and bulk, building plot sizes and widths, plot coverage and established street patterns; building lines and setbacks, rooflines, streetscape rhythm.

The application site itself has forms part of the 'developed area' within the Borough and has a site specific allocation for a residential led development on this site. Adjoining open land to the north forms part of the Green Belt and a countryside conservation area. It has also been identified as an area of environmental opportunity, a nature reserve and a Site of Importance for Nature Conservation of Grade I Importance.

The Urban Design Officer raises no objections to the scale, height and massing of the proposed buildings. It is considered that the proposed buildings which are between 2-3 stories with the exception of Block A which extends to 4 stories, would not appear unduly prominent within the street scene and would be compatible with the scale of surrounding residential development and the adjoining children's care home. No objections are raised to the siting of the play area.

The external design of the buildings and proposed building materials, such as facing bricks of different shades of red and grey and avoidance of render maintain a balanced and appropriate design response with regard to the scale and context of the site. It is considered that a condition should be imposed on any permission requiring the submission of external materials details, as well as drawings, (including colour schemes), providing details of balconies, porches, fenestration and doors, together with boundary walls and railings, prior to the commencement of works.

Subject to compliance with this condition, it is considered that the scheme is compliant with Policies BE13, BE19 and BE21 of the UDP, relevant London Plan policies and design guidance.

#### **7.08 Impact on neighbours**

Policy DMHB 11 of the Local Plan: Part Two (2019) notes development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. Policy BE21 of the Local Plan:Part Two (November 2012) requires new residential developments to be designed to protect the outlook of adjoining residents. The design guide 'Residential Layouts' advises that for two or more storey buildings, adequate distance should be maintained to avoid over dominance. A minimum distance of 15 metres is required, although this distance will be dependent on the extent and bulk of the buildings. The Council's HDAS further provides guidance in respect of privacy, in particular, that 'adequate distance should be maintained to any area from which overlooking may occur and regard should be given to the character of the area and the distances between buildings. As a guide, the distance should not be less than 21m, between facing habitable room windows.'

The layout of the proposed buildings will not infringe the 21m distance between habitable room windows as required by the Council's Residential Layout Design Guide. Furthermore the orientation of the proposed would not result in significant loss of light to neighbouring properties. In this case, the proposed buildings would be over 21 metres away from the rear of properties to in Marvell Avenue. In terms of the relationship with properties in Burns Close to the south, a distance of approximately approximately 9 metres is maintained between the south flank elevation of Block E and the flank elevation of No 21 and 22 Burns Close. Whilst this distance is less than the distance outlined in the councils



supplementary planning guidance consideration needs to be afforded to the harm caused when assessing the scheme. Given that No 21 and No 22 do not benefit from any windows within the flank elevation which faces the development it is considered that that lack of 15 metre separation would have no significant affect on in respect to sunlight or privacy. Furthermore the scheme does achieve the minimum 15 and 21 metre separation distance between Block E and No 21-34 Melrose Close. It is therefore considered that the proposal would not result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with policy BE21.

With regards to the impact to other surrounding properties Block A is bounded by the Merryfields Care Home building which is sited 15.8 metres to the west. Block A benefits from habitable room windows facing the south therefore no habitable room windows would face the Merrifields building. Furthermore the Merrifields building benefits from a projecting wing with one upper floor window which serves a stairwell. The projecting wing which is the closest elevation to Block A obscures the view of any habitable room windows facing the the building.

The units occupying block B will be dual aspect with the habitable room windows facing north and south. The building would be set back 24 metres from the front facade of Block E which is in excess of the minimum separation distance required. With regards to Block C the proposed plans illustrate the nearest existing property are No104 & No102 Marvell avenue and measure in excess of 24 metres from the nearest habitable room window and in excess 23 metres between the existing and proposed buildings. Similarly to Block C, Block D would be set back 22 metres from the nearest property No67 Marvell Avenue and in excess of 26 metres between habitable room windows.

The revised plans demonstrate the inclusion of 2 x 3 bed dwellings which would benefit from habitable room windows in the south, west and north elevations. The habitable room windows in the western elevation would face No34 Melrose Close of whom do not benefit from windows in this flank elevation and the north facing windows would be in excess of 21 metres from Block D. The south facing windows would overlook there own car parking spaces and as such the proposal for two dwelling in the south corner is considered to be acceptable.

In relation to outlook, policy BE21 requires new residential developments to be designed to protect the outlook of adjoining residents. The 'Residential Layouts' design guide advises that for two or more storey buildings, adequate distance should be maintained to avoid over dominance. A minimum distance of 15m is required, although this distance will be dependent on the extent and bulk of the buildings. This distance is achieved across the site. With regard to privacy, the site layout indicates that adequate separation distances would be provided between the proposed buildings and neighbouring residential properties in accordance with the guidelines in the HDAS 'Residential Layouts' Supplementary Planning Document and policy BE24.

It is not considered that there would be a material loss of daylight or sunlight to neighbouring properties, as the proposed buildings would be sited a sufficient distance away from adjoining properties. It is also considered given its layout that there will be a good level of day lighting for the proposed development. The proposed development is therefore considered to be consistent with policies BE20, BE21 and BE24 of the Hillingdon Local Plan Part 2.

## **7.09 Living conditions for future occupiers**

### **AMENITY SPACE**



Policy BE23 of the Unitary Development Plan Saved Policies states that new residential buildings should provide or maintain external amenity space which is sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting.

Policy R1 of the Hillingdon Local Plan Part 1, states that where development is proposed in or near an area deficient in recreational open space, the Local Planning Authority may require developers to provide publicly accessible recreational open space, including children's play space, appropriate to the scale and type of development to serve an area of identified deficiency.

The Hillingdon Design and Accessibility Statement (HDAS) 'Residential Layouts' requires residential developments to provide the following amenity space:

- a) 1-bed flat - 20sqm of shared amenity space.
- b) 2-bed flat - 25sqm of shared amenity space.
- c) 3-bed flat - 30sqm of shared amenity space
- d) 3-bed house - 60sqm of individual amenity space
- e) 4-bed flat - 30sqm

Based on these amenity requirements, the amenity space requirements for the proposed development results in the following:

- a)  $30 \times 20 = 600\text{sqm}$
- b)  $47 \times 25 = 1175\text{sqm}$
- c)  $31 \times 30 = 930\text{sqm}$
- d)  $2 \times 60 = 120\text{sqm}$
- e)  $2 \times 30 = 60\text{sqm}$

The scheme results in a requirement of 2885 sqm of amenity space, of which 2765 sqm is required to serve the apartments and 120sqm is required to serve the 2 x 3 bed dwellings.

The proposed scheme provides a quantum of amenity space in excess of 3,737 sqm, of which 1,011 sqm is communal amenity space. This communal space is accumulated across the site however there are two main soft landscaped areas which are sited adjacent to Block A and Block E. A total of 2,425.55 sqm of private amenity space is provided across the site through balconies and other individual amenity spaces. The private amenity space provided for the units exceeds the minimum requirements set out within the councils local plan policies (BE23) and design guidance (HDAS).

The application site also comprises a dedicated child play space which is centrally located within the development. This child play space serves the proposed development and will also be available for the existing residents in the local area.

#### INTERNAL LAYOUT

In terms of internal space standards and the quality of accommodation provided, the Hillingdon Design and Accessibility Statement (HDAS) 'Residential Layouts' requires all new residential units to be built to lifetime home standards and 10% of units designed to wheelchair accessible standards. Further guidance is also provided in the London Plan on floor space standards for new residential development to ensure sound environmental



conditions are provided on site. As a guide, the recommended minimum standards for residential units are:

1-bed 2-person flat - 50 sqm  
2-bed 3 person flat - 70 sqm  
2-bed 4-person flat - 70sqm  
3-bed 4-person flat - 74 sqm  
3-bed 4-person house - 84sqm  
3-bed 5 person flat - 74 sqm  
4-bed 6 person flat - 99 sqm

The floor space information provided by the applicant indicates that all the proposed units within the development achieve and in many cases exceed HDAS recommended floor space standards for all of the units. In addition to this the proposed accommodation schedule submitted demonstrates 10% of the units will be designed to fully wheelchair accessible levels

Overall, it is considered that the amended proposals meet with the aims and objectives of the Council's HDAS SPD and would provide a high quality living environment for all of the proposed units, in accordance with Policies BE20, BE23, BE24, OE1 and O5 of the UDP, HDAS 'Residential Layouts' and 'Accessible Hillingdon' and the provisions of the London Plan.

## OUTLOOK

In terms of outlook for future residents, Policy BE21 of the Unitary Development Plan Saved Policies seek to ensure that new development would not have a significant loss of residential amenity, by reason of the siting, bulk and proximity of new buildings.

In this regard, it is considered that the proposed site layout would continue to provide a high standard of amenity for future occupiers. The layout provides space around the flatted blocks and dwellings, and ensures that there is adequate separation between the buildings and surrounding car parking spaces serving these buildings. This will result in a satisfactory outlook from the proposed units in these buildings and reduce the potential for nuisance and disturbance to the future occupiers. As such, the development is considered to be consistent with relevant design guidance and policies BE21 and OE1 of the UDP.

All of the units would benefit from an acceptable level of outlook, privacy and light, in compliance with the Council's standards given in The Hillingdon Design and Accessibility Statement (HDAS) 'Residential Layouts'.

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

Paragraph 109 of the NPPF (2019) notes developments should only be refused on highways grounds if there would be an unacceptable impact on highways safety, or residual cumulative impacts on the road network would be severe.

Policy 6.10 of the London Plan (2016) notes that development should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space and Policy 6.11 seeks to maintain an efficient road network for movement and access.

Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) are concerned with traffic generation, road capacity, onsite parking and access to public transport. In particular AM7 (ii) advises that the Local Planning Authority



will not grant permission for developments whose traffic generation is likely to prejudice the 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.

Emerging Policy DMT1 (March 2019) requires new development to maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users. Emerging Policy DMT6 (March 2019) requires new developments to comply with car parking standards within the local plan to facilitate sustainable development and address issues relating to congestion and amenity.

The application proposes a total of 113 parking spaces, including 8 spaces for people with a disability (10%). The Council's standards allow for a maximum provision of 1.5 spaces per dwelling. The car parking is provided via a mixture of allocated and communal parking. The Highway Engineer considers that given the site's low Public Transport Accessibility Level (PTAL) score (1b), and the mix of unit types and sizes proposed, the amount of car parking proposed is considered acceptable. In addition, secure storage for bicycles in each of the dwellings is proposed in individual gardens and within the flatted blocks. It is recommended that this be secured via condition on any permission. As such, it is considered that the application complies with UDP policies AM9, AM14 and AM15.

The operation the Balmoral Drive/Burns Close/Gledwood Drive junction has been tested in the applicant's Transport Statement, and includes the likely additional development traffic. This concludes that the trip generation from the development can be accommodated on the adjacent highway network. The Council's Highway Engineer therefore considers that the likely traffic from the proposed development can be accommodated satisfactorily within the local highway network.

Access to the development site will take place via both Burns Close which is located to the southwest and Melrose Close which is located to the southeast and will effectively form a 'horseshoe' design which will connect both roads. Both horizontal and vertical traffic calming measures are to be adopted along the main stretch of the carriageway with narrowed passing sections and raised tables. This will ensure vehicle speeds are properly managed.

These works, together with the site access junction improvements at Burns Close are to be secured by way of a S106 legal agreement and the detailed design of these measures are to be submitted to the Local Planning Authority for approval and the works are to be carried out prior to the commencement of the development. The developer/applicant is to meet the full costs of these works including the costs related with traffic management orders and public consultation. Subject to the implementation of these measures it is considered that adequate vehicular access to the site can be provided, in compliance with Policy AM7 of the UDP.

#### **7.11 Urban design, access and security**

##### **URBAN DESIGN**

These matters are addressed in other areas of this report

##### **SECURE BY DESIGN**



Policy 7.3 of the London Plan (2016) and policy BE18 of the adopted Local Plan (2012) requires developments to reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.

A condition would also be attached to any approval to require the development to be built to secured by design standards and maintained as such.

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

#### **7.12 Disabled access**

There are 11 accessible units proposed that would be Part M4(3) compliant, comprising 10% of the overall accommodation; all the other units are proposed to be Part M4(2) compliant. The Council's Access Officer has reviewed the proposed scheme and raised no objections subject to the attachment of relevant conditions to ensure that further details relating matters such as the proposed 'Home Zone', drop-off points, the proposed paving material and play equipment, plus a condition to secure M4(3) and M4(2) compliance.

The above proposed conditions are recommended to be attached to any grant of planning consent.

Subject to the above the proposed scheme is considered to be in accordance with the London Plan 2016, Policy 3.8 (Housing Choice), 7.2 (Inclusive Environment), and the Council's Supplementary Planning Document 'Accessible Hillingdon', adopted September 2017.

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

The London Plan (March 2016) sets the policy framework for affordable housing delivery in London. Policy 3.12 requires boroughs to seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, having regard to their affordable housing targets. Policy 3.13 sets the threshold for seeking affordable housing as schemes with 10 or more units.

The development would introduce a total of 112 dwellings, thereby triggering the Mayor's affordable housing requirement threshold. Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies relates to Affordable Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. The Council's Planning Obligations Supplementary Planning Document (supplementary planning guidance) adopted in July 2014 states that the Council aims to achieve a tenure mix of 70% social rent and 30% intermediate housing across the Borough.

The proposed scheme will provide 112 affordable housing units, equating to a 100% provision by habitable room. The proposed affordable housing provision would contain a mix of one, two, three and four bedroom properties for Affordable Rent (33 units), Shared Ownership (53 units ) and discounts market sale (26 units). Therefore it is noted that this tenure does fully accord with planning policy.

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

##### **TREES AND LANDSCAPING**

Saved 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. Policy DMHB 14 of the emerging Local Plan:Part Two (2019) notes all developments will be expected to retain or enhance the existing landscape, trees,



biodiversity and natural features of merit. Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees.

The submitted landscape statement provides comprehensive landscape masterplan and conveys the intended landscape character . Whilst alterations to the proposal have resulted in minor alterations to some of the smaller landscaped areas the main features remain the same. The landscape features 4 key landscape zones : Nature play zone which will be sited to the south of Block A and front the junction with Burns Close, a shared amenity space with a sculptural play area to the rear of Block E and two green links to Belmore Playing Fields & Meadows which tunnel between Blocks A and B, and B and C. The proposed plans illustrate well landscaped boundaries, attractive pedestrian routes which are bounded by soft landscaping and planting and intricately designed pedestrian links to the open spaces which bound the site to the north. A range of indicative surface treatments is illustrated under the hard landscape strategy, using permeable paving materials. . The soft landscape strategy has considered the required heights and form of planting which has guided the planting palette. 'Structure' planting includes the use of single and multi-stem trees and hedges, planted in a range of sizes.

The Landscape Strategy is considered to be well thought out and to represent a high quality of provision. The Council's Landscape Architect has been involved throughout the pre-application process and raises no objections to the application subject to conditions to secure further details of landscape specifications.

As such, the overall landscaping proposal is considered to be in accordance with the character of the surrounding area in accordance with Policy BE38 of the Hillingdon Local Plan (2012) and Policy DMHB 14 of the emerging Local Plan:Part Two (2019).

## ECOLOGY

The applicant has submitted a preliminary ecology report which identifies the need for further reptile surveys which is consistent with previous findings on the site. The surveys which were undertaken as part of the historic applications identified the presence of slow worms on site which subsequently required additional details to be submitted in support of this application. These reptile surveys have been updated and therefore the councils ecologist has been able to evaluate the impacts of the proposed development on the site.

The reptile survey found the site still has potential to support slow worms primarily in the un-managed areas around the edge of the site and in the buffer zones to be retained as part of the development. The reptile survey found that the site is generally sub-optimal which is consistent with the maintained status of the land. This being said the councils ecologist has stated that the presence of slow worm does require mitigation measures to be put in place. The procedures are set out in the Reptile Survey (December 2018) and satisfy the requirements of this stage of planning and a condition pertaining to the submission of an ecological enhancement plan has been included.

### **7.15 Sustainable waste management**

Policy EM11 of the Local Plan: Part One (November 2012) requires proposed development to address waste management at all stages of development. London Plan Policy 5.17 requires suitable waste and recycling facilities in all new developments. HDAS - New Residential Layouts provides further details on waste management to guide development proposals.



A consultation with the councils Highways Officer and Waste Strategy Manager raised concerns with the proposed waste arrangements. The existing bin stores are proposed to be housed within the building and moved to a central collection point on collection day. Details of the management of this process have not been submitted to the Council but are proposed to be secured by way of a suitable worded condition to ensure a suitable waste management strategy is delivered within the final development.

#### **7.16 Renewable energy / Sustainability**

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

An energy statement prepared by WSP has been submitted in support of the proposal. The energy statement shows a 36% on site saving for this scheme with the predominant form of reduction coming in the form of PVs. The council Sustainability Officer has reviewed the scheme and raised no objection subject to conditions pertaining to further details regarding the submission of a scheme for photovoltaic panels and a carbon reduction plan.

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

Policy DME1 10 of the emerging Local Plan: Part Two (March 2019) requires all major developments in Critical Drainage Areas or an area identified at risk from surface water flooding must be designed to reduce surface water run-off rates to no higher than the pre-development greenfield run-off rate in a 1:100 year storm scenario, plus 30% allowance for climate change for the worst storm duration. The assessment is required regardless of the changes in impermeable areas and the fact that a site has an existing high run-off rate will not constitute justification.

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF (2019) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding.

The site falls outside any flood zones as defined in the Council's own Strategic Flood Risk Assessment (SFRA) and is within flood zone 1 on the Environment Agency maps. A flood risk assessment is therefore not a requirement, although a Drainage Strategy would need 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 submitted flooding assessment provides which concludes that the site does not appear to be at a high risk of fluvial flooding nor is the site at a high risk of surface water flooding. There are localised areas on the site that would be susceptible to surface water ponding but not to a level of significant risk. Consequently the development's impact on flood risk (onsite and offsite) is considered to be manageable. A drainage strategy has been submitted however the councils Flood Water Management Officer has stated the requirement for further assessment of surface water drainage prior to agreeing the appropriate drainage solution for the site. As such a condition has been included to secure these details.

#### **7.18 Noise or Air Quality Issues**



## NOISE

A noise assessment has been submitted in support of the proposed redevelopment of the site and has been assessed by the local planning authorities noise specialist. The specialist has raised no objection to the proposed development subject to conditions being included to ensure plant machinery noise does not exceed acceptable levels.

## AIR QUALITY

The application site does not fall within an air quality focus area however Policy 7.14 of the London Plan and Policy EM8 of the Local Plan Part 1 require development to be at least 'air quality neutral' and where appropriate, contribute towards the promotion of sustainable transport modes such as vehicle charging points. Following consultation with the councils Air Quality Officer a section 106 contribution of £54,330 has been recommended as it is indicated that the proposed development could impact on the exceeding residential receptors nearby within the Uxbridge Road Focus Area.

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

Addressed in the external consultation section of this report.

### **7.20 Planning obligations**

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

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with saved policy R17 of the of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

The obligations sought are as follows:

1. On-site Affordable Housing
2. Carbon off-set contribution of £385,200
3. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - up to £9,600 per phase or an in kind scheme to be provided
4. Highway Works: S278/S38 for required Highways Works
5. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions

### **7.21 Expediency of enforcement action**

No enforcement action is required in relation to this application.

### **7.22 Other Issues**

## CONTAMINATED LAND

The contaminated land officer has reviewed the documents submitted which have been considered acceptable subject to a suitably condition has been secured.

## **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**

The application seeks planning permission to Re-development of former allotment site to provide 5 x two to three storey blocks comprising 112 residential units including 30 x 1-bed, 47 x 2-bed ,31 x 3-bed, 2 x 4 bed apartments and 2 x 3 bed dwellings together with associated car parking and landscaping.

The proposed development is considered an appropriate unit mix, scale and built form that is well designed and will enhance the locality. The provision of additional residential units to the local area is supported by local policy and the London Plan (2016). Subject to a S106 legal agreement and appropriate conditions the application is therefore recommended for approval.

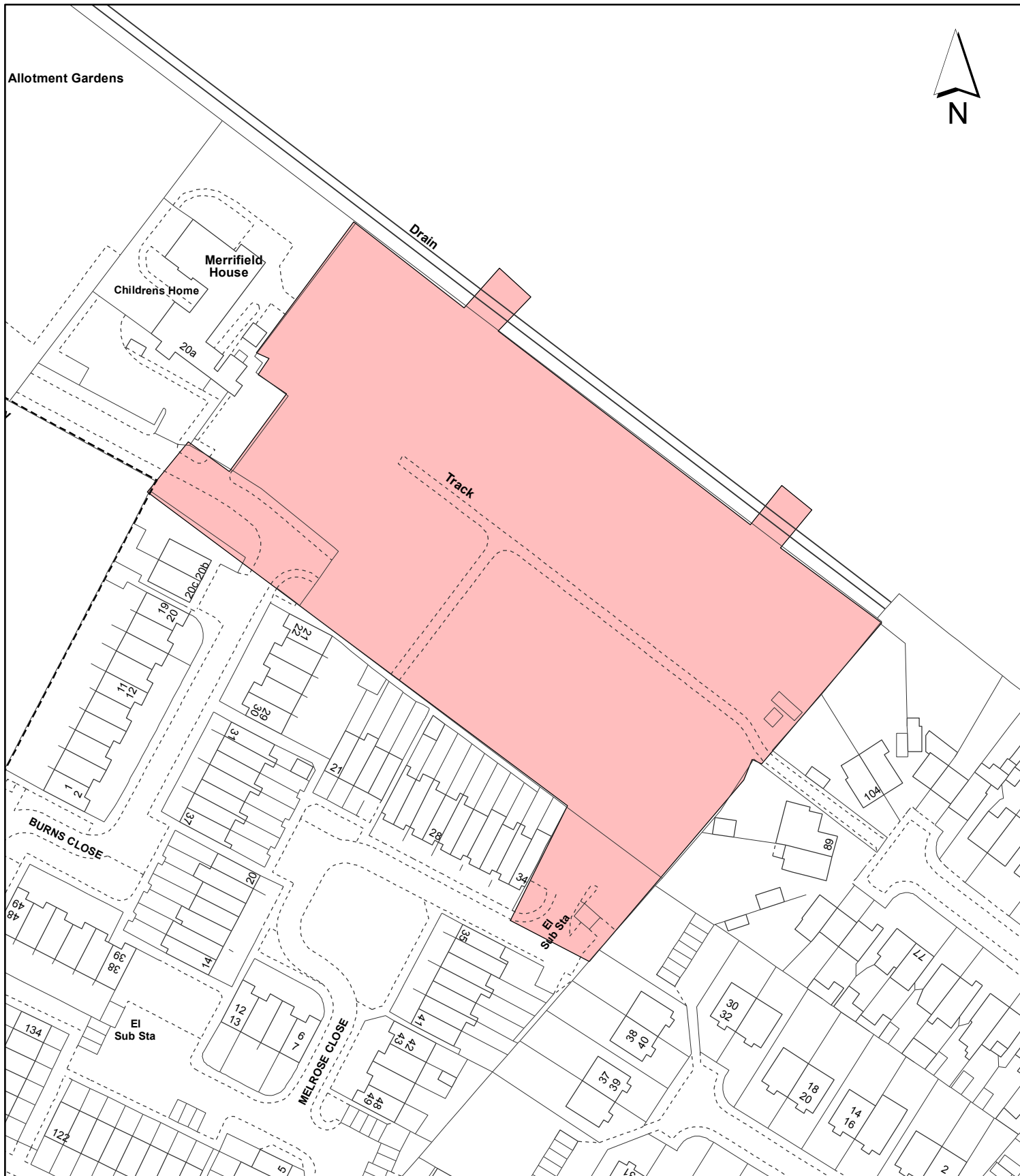
## **11. Reference Documents**

The 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  
The Greater London Authority Sustainable Design and Construction (2006)  
Council's Supplementary Planning Guidance - Community Safety by Design  
Council's Supplementary Planning Document - Air Quality  
Council's Supplementary Planning Document - Noise  
Hillingdon Supplementary Planning Document: Accessible Hillingdon January (2010)  
GLA Affordable Housing and Viability Supplementary Planning Guidance (SPG)  
Emerging Hillingdon Local Plan: Part 2 Site Allocations and Designations  
Emerging Hillingdon Local Plan: Part 2 Development Management Policies  
Emerging Hillingdon Local Plan: Part 2 Policies Map

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# Notes:

 Site boundary

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Site Address:

## Belmore Allotments

Planning Application Ref:

**68069/APP/2019/22**

Planning Committee:

**Major**

Scale:

**1:1,250**

Date:

**July 2019**

## LONDON BOROUGH OF HILLINGDON

**Residents Services  
Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW  
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**HILLINGDON**  
LONDON