

Report of the Head of Planning, Transportation and Regeneration

Address THE CRANE PH WATERSPLASH LANE HAYES

Development: Redevelopment of the site to include the demolition of existing buildings (Use Class A3/A4) and replacement with a part 4-storey, part 3-storey and part 2-storey building comprising 27 (10 x 1 bedroom, 13 x 2 bedroom and 4 x 3 bedroom) self-contained units (Use Class C3) access and car parking with associated works (Re-consultation on amended site location plan)

LBH Ref Nos: 11026/APP/2018/3361

Drawing Nos: 17.2315.113 Rev. P3
17.2315.112 Rev. P3
17.2315.111 Rev. P7
17.2315.104 Rev. P5
17.2315.103 Rev. P10
17.2315.101 Rev. P9
17.2315. 100 Rev. P10
17.2315. 105 Rev. P5
17.2315. 108 Rev. P10
17.2315.109 Rev. P3
17.2315.110 Rev. P1
Drainage Assessment
Design and Access Statement
Ecology Report
Preliminary Geo environmental Assessment
SRE Energy and Sustainability Statement
Condition and Remedial Report
Arboricultural Impact Assessment Ref:181005
Transport Statement
Framework Travel Plan
Noise Impact Assessment
Drainage Strategy and Flood Risk Statement
Planning Design Access Statement
Air Quality Assessment
17.2315.102 Rev. P9
17.2315.106 Rev. P1
17.2315.107 Rev. P1

Date Plans Received:	17/09/2018	Date(s) of Amendment(s):	20/09/2011
Date Application Valid:	17/09/2018		28/11/2018
			20/09/2018
			12/06/2019

1. SUMMARY

The application seeks permission for the redevelopment of the site to provide a part 2, part 3 and part 4 storey building comprising 27 self contained flats (10 x 1 bed, 13 x 2 bed and 4 x 3 bed) with associated landscaping works following demolition of existing building.

The proposed development has been sensitively designed and the building is proposed to be of an appropriate height, scale and mass that would enhance the streetscene in this

location and the make improvements to the public realm through the provision of a 2m footpath running along the eastern boundary of the site linking North Hyde Road and Cranford Park. The Council's Conservation and Urban Design Team has raised no objection to the redevelopment of the site. The proposal would not result in harm to the amenity of neighbouring residents and overall the development provides good quality units for future occupants along with 1 car parking space for each unit.

The proposal is considered to accord with the Local Plan and should be approved subject to conditions and a Section 106 Legal Agreement for the reasons outlined within this report.

2. RECOMMENDATION

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

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

1. Highways: in line with the SPD and depending upon the views of the highways engineer any and all highways works will be required to be met by the applicant, including s278 works to include a 2m footpath along the eastern boundary of the site between North Hyde Road and Cranford Park unless otherwise agreed in writing by the highways engineers.

2. Affordable Housing to include the following:

- 3 x 2 bed London Affordable Rent
- 2 x 1 and 1 x 2 bed Rents at Local Housing Allowance rates
- 1 x 2 bed and 2 x 3 bed units as Shared Ownership.

3. Affordable housing review mechanism

4. Construction Training: Either a construction training scheme delivered during the construction phase of the development or a financial contribution.

5.£20,000 towards improvements of the Watersplash entrance to Cranford Park including signage, security and street lighting.

6. Carbon Off-set contribution in the sum of £33,732

7. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £20,982

8. Project Management and Monitoring Fee a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

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

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

d) If the Legal Agreement have not been finalised by the 17-09-18 or any other date that may be agreed by the Head of Planning, Regeneration and Transportation, that delegated authority be given to the Planning, Regeneration and Transportation to refuse planning permission for the following reason:

'The applicant has failed to agree to provide a Travel Plan, or undertake all necessary highway works, or to provide contributions towards the improvement of air quality and construction and employment training. The proposal therefore conflicts with Policy EM8 of the Local Plan Part 1 and Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD.'

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

f) That if the application is approved, the following conditions be imposed subject to any changes negotiated by the Head of Planning, Regeneration and Transportation prior to issuing the decision.

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

17.2315.113 Rev. P3
17.2315.112 Rev. P3
17.2315.111 Rev. P7
17.2315.104 Rev. P5
17.2315.103 Rev. P10
17.2315.101 Rev. P9
17.2315. 100 Rev. P10
17.2315. 105 Rev. P5
17.2315. 108 Rev. P10
17.2315.109 Rev. P3
17.2315.110 Rev. P1
17.2315.102 Rev. P9
17.2315.106 Rev. P1
17.2315.107 Rev. P1

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (November 2012), emerging Local Plan: Part Two (2019) and the London Plan (March 2016).

3 COM5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Drainage Assessment
Ecology Report
Preliminary Geo environmental Assessment
SRE Energy and Sustainability Statement
Condition and Remedial Report
Arboricultural Impact Assessment Ref:181005
Transport Statement
Framework Travel Plan
Noise Impact Assessment
Drainage Strategy and Flood Risk Statement
Planning Design Access Statement
Air Quality Assessment

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (November 2012), emerging Local Plan: Part Two (2019) and the London Plan (2016).

4 COM6 Levels

Prior to commencement of above ground works plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings shall be submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Local Plan (November 2012) and Emerging Policy DMHB 12 of the Local Plan: Part Two (2019).

5 COM7 Materials (Submission)

Prior to commencement of above ground works details of all materials and external surfaces, including details of balconies and obscure balustrades shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Local Plan (November 2012) and Policy DMHB 11 of the

emerging Local Plan: Part Two (2019).

6 RES9 Landscaping (including refuse/cycle storage)

Prior to commencement of above ground works, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of pollution absorbing trees and plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage (to include details of level access, ventilation and maintenance schedule)

2.b Means of enclosure/boundary treatments, including details of the screening required for the defensive space at the front and rear of the ground floor flats as to ensure the privacy of these residents and position

2.c Car Parking for 27 cars (including demonstration that parking spaces are served by 5 active electric vehicle charging points and 5 passive electric vehicle charging points and 3 accessible car parking spaces) and a minimum of 1 motorcycle parking spaces.

2.d Hard Surfacing Materials (including permeable paving)

2.e External Lighting

2. f waste storage and access

4. Details of Landscape Maintenance

4.a Landscape Maintenance Schedule for a minimum period of 5 years.

4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13 and BE38 of the Hillingdon Local Plan (November 2012), Policy DMHB 14 of the emerging Local Plan:Part Two (2019) and Policies 6.13 (Parking) and 5.17 (refuse storage) of the London Plan (2016).

7 RES11 Play Area provision of details

Prior to commencement of above ground works, details of safe and secure play areas for children, including maintenance responsibilities, shall be submitted and approved in writing by the Local Planning Authority. Thereafter, the play areas and rooftop amenity areas shall be provided prior to the occupation of any unit within of the development and maintained in accordance with the approved details for the life of the development.

REASON

To ensure that the development makes adequate provision of children's play space in accordance with Policy R1 of the Hillingdon Local Plan (November 2012) and London Plan (2016) Policy 3.16.

8 NONSC Energy

Prior to commencement of above ground works, full details of the Photovoltaic Panels as required by the Energy Strategy shall be submitted and approved in writing by the Local Planning Authority. The details shall include the type of panel, the specifications including output of energy and CO2 savings, the fixing mechanisms to the roof and the maintenance regime to ensure they run efficiently. In addition, the details shall include a sun path analysis and associated commentary on the performance of the panels as per the proposed orientation and pitch. The details must demonstrate the savings set out in the energy strategy can be achieved. The development must proceed in accordance with the approved details.

REASON

To ensure the development achieves a 35% reduction in CO2 in accordance with Policy 5.2 of the London Plan (March 2016).

9 NONSC Noise

Prior to commencement of above ground works, the scheme shall include such combination of sound insulation and other measures as may be approved by the Local Planning Authority including:

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

Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

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

10 NONSC Protection from Ingress of Polluted Air

Prior to commencement of above ground works, a scheme designed to minimise the ingress of polluted air shall be submitted for approval in writing by the Local planning Authority. The design must take into account climate change pollutants. Any suitable ventilation systems will need to address the following:

- Take air from a clean location or treat the air and remove pollutants;
- Be designed to minimise energy usage;
- Be sufficient to prevent summer overheating;
- Have robust arrangements for maintenance.

Thereafter and prior to occupation, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (November 2012), Policy DME1 14 of

the emerging Local Plan: Part Two (2019) and Policy 7.14 of the London Plan (2016).

11 NONSC Air pollution

Prior to commencement of above ground works, details of any plant, machinery and fuel burnt, as part of the energy provision and the location and height of the flue relative to the surrounding buildings and nearest openable windows at the development shall be submitted to the LPA for approval. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NOx emission gas-fired CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and demonstrably below the building emissions benchmark and as a minimum meet the GLA emission standards for a CHP. Prior to occupation of the development, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON

To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Local Plan (November 2012) and Policy DMEI 14 of the emerging Local Plan: Part Two (2019).

12 COM31 Secured by Design

The site shall achieve 'Secured by Design' accreditation awarded by the Metropolitan Police. No building within the development 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 Policies 7.1 and 7.3 of the London Plan (March 2015).

13 NONSC Gate Details

Prior to commencement of above ground works, details of the pedestrian/vehicular gates/barriers into the site, incorporating facilities for the operation of gates/barriers by disabled persons, and manual operation of any gates/barriers shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the gates/barriers shall be installed in accordance with the approved details and maintained so long the development remains on site.

REASON

In order to ensure the development achieves an appropriate level of accessibility in accordance with Policy BE1 of the Local Plan (Part One: November 2012) and Policy 3.8 of the London Plan (2016) and the HDAS -Accessible Hillingdon.

14 COM30 Contaminated Land

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

(a) A desk-top study carried out by a competent person to characterise the site and

provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

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

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

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

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

(iv) No dwelling hereby approved shall be occupied until site derived soils and imported soils for the development have been independently tested for chemical contamination. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination and to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

15 NONSC Ecology

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

The development must proceed in accordance with the approved details.

Reason

To ensure the development contributes to the protection and enhancement of the natural environment in accordance with Policy EM8 of the Local Plan (November 2012) and Policy DME1 7 of the emerging Local Plan: Part Two (2019).

16 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), Policy DMT 1 of the emerging Local Plan: Part Two (2019) and Chapter 6 of the London Plan (2016).

17 OM19 Construction Management Plan

Prior to commencement of above ground works, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

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

REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2012).

18 DIS2 Access to Buildings for People with Disabilities

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

REASON: To ensure that an appropriate standard of housing stock, in accordance with London Plan Policy 3.8 (c) and (d), is achieved and maintained.

19 RES15 Sustainable Water Management

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

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to

- prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), Policy DME1 10 of the emerging Local Plan: Part Two (2019) and London Plan (2016) Policy 5.12.

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area

OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R16	Accessibility for elderly people, people with disabilities, women and children
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF10	NPPF - Meeting challenge of climate change flooding costal
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

3 I59 Councils Local Plan : Part 1 - Strategic Policies

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

4 I1 Building to Approved Drawing

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

5 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

6 12 Encroachment

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

7 121 Street Naming and Numbering

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

8 13 Building Regulations - Demolition and Building Works

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

9 145 Discharge of Conditions

Your attention is drawn to the pre-commencement conditions which must be discharged prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of this/these condition(s). The Council may consider taking enforcement action to rectify the breach of this condition(s). For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

10 148 Refuse/Storage Areas

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

11 I60 Cranes

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

12

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, Wind Turbines and Aviation (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

13

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

14

You are advised that no doors or gates should be installed which open out of the public highways as these may contravene The Highways Act 1980 (as amended).

15

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.

16 I70 LBH worked applicant in a positive & proactive (Granting)

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

3. CONSIDERATIONS

3.1 Site and Locality

The site was formerly occupied by the Yellow Chilli Lounge Restaurant which included a pub element (Use Class A3/A4). and before then, the premise traded as the Crane public house until 2015. The site demise extends to an area of approximately 0.225 of a hectare. It is rectangular in shape, although it widens towards its southern end, having a length of approximately 64m and a width of approximately 30m widening to approximately 40m.

The site is orientated north / south. The majority of the existing restaurant / pub building sits in the northern half of the site, although a single storey addition is located within the southern part of the site. The front part of the existing building is two-storey painted

brickwork beneath a concrete tiled, pitched roof. Single and two storey flat-roof additions have been constructed to the rear of the premises. The existing structures on site have a footprint of approximately 375 sq.m.

Bitumen surfaced parking areas are provided to the north, west and east / south-east of the property. An enclosed garden area is situated to the south and south-west. The site currently has vehicular access points off Watersplash Lane to the east and Roseville Road to the west.

The boundary with North Hyde Road consists of a low brick wall with piers, painted white. North Hyde Road is a busy thoroughfare consisting of a mix of commercial and residential properties.

To the east, Watersplash Lane is a short cul-de-sac comprising 5 terraced residential properties. Watersplash Lane leads to an extensive area of public open space and woodland to the south of the site, through which runs the River Crane and the London Loop which connects with Cranford Countryside Park to the south a pedestrian link beneath the M4.

Other than some 2/3 storey commercial properties at the North Hyde Road junction, Rosville Road to the west of the site is entirely residential. The boundary with Rosville Road consists partly of the painted low brick wall, reverting to a 1.8 metre high timber panel fence to the rear of the site.

3.2 Proposed Scheme

Original Proposal

The application that was originally submitted sought the redevelopment of the site to include the demolition of the existing building and erection of a 3.5 storey building to accommodate 27 units with associated access, refuse, cycle and car parking. The proposal was designed to reflect the arts and crafts style.

Revised Proposal

The application was revised following a meeting with the design officer. The amended plans were accepted on 22-02-2019. The proposal seeks planning permission for the following:

- A part 4, part 3, part 2 storey building to provide 27 units including (10 x 1 bedroom, 13 x 2 bedroom and 4 x 3 bedroom) which is set back from North Hyde Road by 10m.
- The proposal includes the provision of approximately 435 sq.m of private and communal amenity space;
- The proposal includes the provision of 27 car parking spaces including 3 accessible car parking spaces, 5 active and 5 passive electric vehicle charging points and 30 cycle parking spaces accessed off Roseville Road via a new dropped kerb access;
- Hard and soft landscaping including to new planting and screening; and
- The provision of a 2m pedestrian footpath on Watersplash Lane abutting the site's western boundary.

Amended Plans

Further amended plans were received in May 2019. The applicant was asked to remove

the balconies by officers and the final amended plans were received in June 2019. The proposed communal amenity space which excludes front gardens and the area of soft landscaping along North Hyde is approximately 410 sq.m.

Further to the Access Officer's request, the proposal was amended to provide details of the accessible units and 3 accessible car parking spaces are now shown on the amended plans.

3.3 Relevant Planning History

11026/APP/2018/1083 The Crane Ph Watersplash Lane Hayes

Demolition of existing buildings (Use Class A3) and replacement with a 3 storey building comprising 27x self-contained apartments (Use Class C3), new access and associated parking

Decision: 09-04-2018 Withdrawn

Comment on Relevant Planning History

There is limited relevant planning history relating to the application 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.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing
- PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

- AM14 New development and car parking standards.
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- BE13 New development must harmonise with the existing street scene.
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting

	and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R16	Accessibility for elderly people, people with disabilities, women and children
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **19th March 2019**

5.2 Site Notice Expiry Date:- **29th May 2019**

6. Consultations

External Consultees

The application was consulted on between 08-10-18 and 29-10-18. No comments or objections were received from neighbouring residents.

The application was consulted on again between 22-02-2019 and 08-03-2019. A further consultation on amended plans took place between 15-05-2019 and 29-05-2019.

1 objection was received which is summarised below:

- The proposal is out of keeping with the surrounding area. It is unsympathetic and detrimental to the amenity of the area. The proposed north elevation consists of 4 storeys along North Hyde Road with windows along this elevation that would result in direct overlooking into the private space of the houses along North Hyde Road.
- The solar panels along the properties of North Hyde Road which are used to heat the existing houses would be obliterated by the proposal.
- The monolithic is out of keeping with the area and is more akin to an industrial estate. The block

design would dominate the street scene and would be a stark contrast to the 2-storey dwellings within the local area.

- The proposal would adversely impact the amenities of the properties along Watersplash Lane and Roseville Road.
- The proposed residents would be exposed to noise and pollution.
- The proposed plans do not include dimensions for the public to gauge the size and dimensions of the proposal.
- The proposed plans give a vision of space and openness, the reality is that this area is crowded and full of commercial vehicles, noise and pollution.

Officer comment: the objections are addressed within the main body of the report.

STATUTORY CONSULTTEES

NATS

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

Thames Water

There may be public sewers crossing or close to the development. The proposed development is located within 15m of our underground waste water assets and as such the following informative is recommended to any approval. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken.

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>

Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, there are no objections to the planning application, based on the information provided.

Metropolitan Police - Secured by Design

No objections to this proposal. Having reviewed the site with the applicant the site can achieve Secured By Design accreditation, and I request that this is made a condition. This condition is necessary to ensure that the appropriate physical security measures are installed for the site to be resilient to the risk of crime that it will be faced with in this area. If further rationale for this condition request please get in touch.

In terms of layout of the site I do have concerns about the green area to the north east of the block and the adjoining carpark. Owing to its location this area is susceptible to misuse, as it is at the rear it will experience little oversight and activity. With the current design of a footpath leading from the rear exit to an opening in the fence line the site is permeable, which will increase its chances of having crime. The site will also become a cut through for pedestrians, bringing non residents through this development and as this is close to the park this area may become an overspill for any

anti social behaviour related issues that are associated with the park. This design will also increase the chances of the motor vehicle crime in the carpark.

I recommend that this pathway is removed and the only external entrance to this area being from the carpark, which in essence would make it a dead end. This would mean that the perimeter would be required around to the building line of the entrance by the cycle store.

As for the perimeter treatment, the proposed 1.1m fence would keep the area open, which is beneficial, but would need to be supported with a 1m deep hedgerow of the same height (preferably with a plant with defensive properties such as pyracantha)

Internal Consultees

Waste Strategy Officer

Satisfactory for waste storage and collection requirements. 3 x 1100 litre refuse bins and 3 x 1100 litre recycling bins should be provided. The pathway from the bin store to Roseville Road should be smooth and free from steps or kerbs. A suitable latch or clasp should be fitted to the doors to enable them to be held open during the collection process. The bin store should have appropriate passive ventilators to allow air flow and to stop the build up of unpleasant odours. The ventilation should be fly and vermin proofed and near to either the roof or floor, but away from the windows of any dwellings.

Officer response: final details of waste storage are secured by way of a condition.

Flood Water Management Officer

The proposals addresses some of the pre-application comments however it should be noted, that this site is critical for the improved access and use of the nearby Cranford park. This development must be set back sufficiently to provide adequate footpath along its eastern boundary to be offered up for adoption for improved access to the park for the proposed residents and others or residents have to walk in the road.

It is not clear how the proposed drainage strategy links with the landscaping plans to integrate and maximise the most sustainable solutions. It is supported that there is landscaping forming a critical green infrastructure link round the boundary of the site this could also provide bio retention areas as well as air quality benefits it is noted that controls are proposed to limit run off to 3ls which should be made clear rather than 5ls which is also mentioned.

A clear CCTV survey will have to be undertaken as the location of connection to the Thames Water Sewer proposed does not appear to discharge to anything. There may be further comment once an opportunity to review the proposal across disciplines is undertaken. There is critical opportunity to improve the community through the redevelopment and contribution to access and reduce Antisocial behaviour through the opportunity for further tree provision on the opposite corner of watersplash lane and access on the eastern side of Watersplash Lane access by extending the footpath to the entrance of Cranford Park.

Revised comments following a review of further information provided by the applicant

The drainage proposals have not been updated to ensure that the most sustainable solution has been utilised for this new layout which should be done before the application can be approved. The water should be controlled to ideally QBAR an assumed rate of 5ls should not be assumed as flow control devices have evolved and can control much smaller flows.

Rainwater harvesting is supported with any overflows directed to the landscaped areas which could

be ditched slightly is preferable. Permeable Paving should also be utilised. In addition if the site discharges to the Thames Water sewer, the one identified on the mapping, is shown to end abruptly and it is not known where it goes, which should be established to ensure the system will work and does not cause issues to the new development.

The proposals address some of the pre-application comments however it should be noted, that this site is critical for the improved access and use of the nearby Cranford park. This development must be set back sufficiently to provide adequate footpath along its eastern boundary to be offered up for adoption for improved access to the park for the proposed residents and others or residents have to walk in the road. It is not clear how the proposed drainage strategy links with the landscaping plans to integrate and maximise the most sustainable solutions. It is supported that there is landscaping forming a critical green infrastructure link round the boundary of the site this could also provide bio retention areas as well as air quality benefits it is noted that controls are proposed to limit run off to 3ls which should be made clear rather than 5lls which is also mentioned. A clear CCTV survey will have to be undertaken as the location of connection to the Thames Water Sewer proposed does not appear to discharge to anything. There may be further comment once an opportunity to review the proposal across disciplines is undertaken. There is critical opportunity to improve the community through the redevelopment and contribution to access and reduce Antisocial behaviour through the opportunity for further tree provision on the opposite corner of Watersplash lane and access on the eastern side of Watersplash lane access by extending the footpath to the entrance of Cranford Park.

Officer comment: Details of drainage has been secured by way of a condition.

Project Manager for Cranford Park

Watersplash Lane will become a very significant entrance for Cranford Park, for cars (probably the main - or perhaps the only - entrance to the car park on the United Living site) and for walkers and cyclists (we are upgrading the paths in the park to all weather surfaces for cyclists and walkers, and linking the park with the canal towpath). We shall also be providing a children's playground at the northern end of the park. With the event programme planned too, it is anticipated that Cranford Park will become a honeypot for the Housing Zone residents, including those living in the proposed development on this site.

The bulk of this block has been steered away from Watersplash Lane, with the amenity space sited on this side and a footpath inserted, linking the housing to the gate to Cranford Park. All this is to be commended. I also note that the Design and Access Statement cites Cranford Park as contributing to the site's amenity space provision.

No objection to the application as it provides a 2m footpath leading to Cranford Park, this should be secured through S106/278. A contribution of £20,000 towards an improved access to Cranford Park, lighting, signage, CCTV and landscape improvements is required the balance of which would go towards landscaping works to open up access to this part of the River Crane, through lowering of the huge hedge alongside the main track, creating footpaths through the woods, etc.

Officer comment: The contribution has been secured through a clause within a Section 106 legal agreement.

Urban Design Officer

Changes have been requested to the layout, setbacks from North Hyde and Watersplash, general landscaping, height/ scale/ massing. Also the roof form and general materiality of the proposed scheme. These changes are required to make the proposed scheme acceptable.

With all this in mind, there are some amendments which need to be made:

1. The footpath bordering Watersplash Lane is welcomed, but it will be too narrow. As such it would pose a safety hazard for the future residents of this development as well as others visiting the park.
2. The front wing of the proposed block, which would be three storeys plus roof in height, would be much too close to Watersplash Lane, in terms of visual dominance and the lack of ability to screen it. The layout plan shows planting in the narrow gap between this corner and the pavement edge, which is unrealistic.
3. The scheme needs a tall, soft edge all the way down the Watersplash Lane boundary to distract from the height and bulk of this building. The views through the trees shown on the elevations are not realistic and cannot be obtained by visitors to the park.
4. As the scheme will benefit greatly from the upgraded Cranford Park, I would ask for a S106 contribution to pay for improvements to the park entrance.

Revised Urban Design Officer comments following the receipt of amended plans

The proposal provides a building that provides a generous set back of 10m along North Hyde. The set back along Watersplash with a footpath of 2m is welcomed. The general arrangement of the proposal has been altered and the proposal now includes generous communal amenity space and the proposal would provide an enhancement to the streetscene along both North Hyde and Watersplash Lane. The height of the proposal is considered to be sympathetic to its surrounding area and the design and materiality proposed references the Southern Electric Substation building situated to the north of the site.

Trees and Landscaping Officer

The site is occupied by a former pub and car park on the south side of North Hyde Road. It is bounded to the east by Watersplash Lane and to the west by Roseville Road. To the south the Watersplash cul-de-sac leads to public open space (Green Belt land) in the form of woodland and footpaths running parallel to the River Crane, connecting to Cranford Country Park. The southern part of the site features an area of open grassland containing a number of trees. There are no tree or landscape designations affecting the site which might constrain development.

COMMENT: This site was the subject of a pre-application submission, ref: 11026/PRC/2017/122. The current layout is similar to the previous layout with some minor amendments. Positive features include: 1. The bin and cycle stores are integral to the building envelope. 2. More generous and sustainable space / soil areas have been provided around the proposed trees. 3. Soft landscaped areas, with tree planting have been provided around the building which will benefit the local public realm (visually) and potentially contribute to local environmental quality. 4. A modest area of communal garden has been located on the east side of the residential block which has been reduced from 42 units to 27. 5. Security and privacy of ground-floor flats has been provided in the form of planting beds which, if suitably specified, will provide some defensible space. Other considerations 6. A tree report has been prepared by Eco Urban Ltd This has identified and assessed five trees / groups/ hedges which are on, or close to, the site. There are no 'A' or 'B' grade trees. Tree of these categories have a condition and value would be seen as a constraint on development. All trees are category 'C' trees, of which G1, in the south-west corner, is scheduled to be removed. The other vegetation will be retained and protected as specified in the method statement. Other considerations: 1. The landscape masterplan needs clear objectives and further refinement / attention to detail to ensure that it provides attractive and functional spaces for the enjoyment of future residents. 2. There appears to be scope for additional tree planting. 3. The uninterrupted line of parking bays (and general density of parking) is unsightly and should be broken up with additional tree planting. 4. A green, blue or brown roof would provide additional environmental benefits to this site at the interface between its urban context and Green Belt neighbour.

RECOMMENDATION If you are minded to approve this proposal no landscape pre-commencement

conditions are required, subject to adherence to the recommendations of tree report. Post-commencement conditions include RES9 (parts 1,2,3,4 and 5) and RES10.

Officer response: The recommended conditions are included within the decision notice.

Highways Officer

The development would occupy a site fronting onto North Hyde Road, this is a classified road with a 30 mph speed limit; it has double yellow line parking restrictions in the vicinity of the site. The eastern and western boundaries of the site would be formed by Watersplash Lane and Roseville Road both of which are residential streets. Watersplash Lane is just 70 metres in length serving 6 properties; it has a footway on its eastern side only. At the far southern end of Watersplash Lane is a footpath leading onto Cranford Park.

Roseville Road has double yellow line parking restrictions on its eastern side along the boundary of the site. Aside from double yellow lines at the bellmouth of its junction with North Hyde Road, there are no parking restrictions on the western side of Roseville Road though on-street parking is limited by the presence of vehicle crossovers. The E6 Bulls Bridge (Tesco) to Greenford Station bus service uses Roseville Road operating on a Hail and Ride basis. However there is a single formal bus stop on it's western side close to the junction with North Hyde Road.

The development would be situated 1.5km from Hayes Town Centre. There is a parade of shops on the opposite side of Roseville Road and an ASDA supermarket around 1km to the west. The site has PTAL of 2 which indicates that access to public transport from the site is moderate.

Using TRICS, the industry standard data base for forecasting trip generation, the applicants have calculated that the new residential development would generate few trips that it could as an existing A3 use; these calculations have been validated and are considered accurate. Taking this into account there are no concerns regarding the impact the development would have on the local road network.

Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) Car Parking Standard requires that this development provides a maximum of 1.5 spaces per dwelling, this equates to 40 spaces. The development will benefit from 27 car parking spaces representing a ratio of 1.1 space per dwelling. This is considered satisfactory taking into account the sites closes proximity to a wide range of facilities as well as public transport services. Ten percent of all car parking spaces would be allocated as disabled parking (3); this is in accordance with the Council's parking standards. Twenty percent of all car parking spaces would have electric charging points, this is over and above the Council's 5% active and 5% passive electric vehicle parking standards included in the to be adopted Local Plan Part 2 and is therefore satisfactory. However, the location of these electric vehicle charging points is not indicated on the drawings submitted. These electric vehicle parking bays should be clearly signed and marked out indicating that they can be used by electric vehicles only, this should be secured by way of condition. The development would benefit from 54 cycle parking spaces which is above the minimum number required in Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012); these would be located in a store room integral to the building and have access direct access onto Roseville Road.

The development would have a refuse store integral to the building; this would also have an access leading directly onto Roseville Road. At this location there would be a recess allowing the bins to be placed ready for collection away from the footway, they would not therefore cause any obstruction to pedestrians. Similar to the existing arrangements for the other residential properties along Roseville Road, refuse collection would be on-street. Inevitably with this type of collection arrangement refuse vehicles block vehicles behind as they are loading. There would be space for around 6 cars to wait behind the refuse vehicle when it is loading without tailing back to the junction with North Hyde Road.

The Travel Plan that accompanies the development has been assessed and overall is considered satisfactory, the following points are highlighted:-

- the census data used is for the 'Hillingdon area' - the data used should be for the most local level available - Ward level atleast;
 - targets should be set for Years 3 & 5 based on the census data, these targets must be reviewed following the baseline surveys; and
 - contact details should be provided for the person nominated to responsible for the Travel Plan.
- The development would require both a Construction and Logistics Plan and a Service and Delivery Plan; these should be secured by way of condition.

There are no highway, traffic or transport objections with this application.

Officer comment: No further comments were received following the receipt of revised comments following the receipt of amended plans.

Contaminated Land Officer

The following conditions should be included within a decision notice.

COM30- Contaminated Land

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

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

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

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

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

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

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological

systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

Officer comment: the suggested condition has been included within the decision.

EPU Officer

I have read through the submitted acoustic information and the applicant demonstrates that the proposed internal noise levels and mitigation will be addressed ,according to internal room requirements found in BS8233:2014. The proposal is considered acceptable subject to the following condition.

Internal sound insulation within the envelope(structure) of the residential dwelling.

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

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

Officer comment: a relevant sound insulation condition has been included within the draft decision notice.

Access Officer

In assessing this application, reference as been made to London Policy 3.5 and 3.8 with particular regard to the needs of older and disabled people.

The supporting Design & Access Statement infers that that the scheme has been designed to satisfy the requirements of the above policies, and stating that London Plan (2016) requirements have been exceeded, there is little evidence on plan to demonstrate the presence of Wheelchair Accessible and Wheelchair Adaptable accommodation within this proposed development.

This proposal appears to be lacking the required technical considerations to satisfy accessible housing standards , namely M4(2) and M4(3), as required by London Plan policy 3.8 (c) and (d). Further, detail is also required 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):

1. Car parking for the Wheelchair Accessible/Adaptable housing should be allocated.
2. 10% of Affordable Housing units would be required to satisfy the design standards for an M4(3) Wheelchair Accessible unit. A minimum of 2 units as required to satisfy the policy requirement.
3. A minimum of one, two bedroomed, affordable unit, suitable for 'day one occupation' by a wheelchair user, shall be provided on the ground floor. This unit should be designed and fitted as per the prescribed standards for a Wheelchair Accessible M4(3) unit, as set out in ADM 2015.
4. A further, two bedroomed, 'private for sale' unit must be designed to the M4 (3) Wheelchair Adaptable standard, and similarly located on the ground floor.
5. 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.

6. 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.

7. 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.

8. Clarity is needed on what provisions have been made to provide residents with easily accessible amenity space. The developer should provide or make a financial contribution to 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.

Conclusion: further details are required and should be submitted as a pre-requisite to any planning approval.

Revised comments following the receipt of revised plans

I have reviewed the revised plans Dated 13 June 2019, which by and large have addressed my comments of 30 May 2019.

Officer comment: the accessible car parking spaces would need to be shown on final car parking layout which will be secured by way of a condition.

Air Quality Officer

Whereas the parking has been reduced to 27 spaces, the published transport assessment supporting the planning application accounts for 42 vehicle movements associated with the operation of the proposed site.

The proposed development sits within Hayes Focus Area in close proximity to North Hyde Road where pollution levels exceed the current limits set for health. Focus Areas are defined as areas where the air quality limits are exceeded, there is relevant public exposure, and actions should be prioritised to achieve significant improvements in air quality.

Current poor ambient air quality within Hays Focus Area at sensitive receptors means that current Local Authority air quality measures to improve air quality within this area need to be supported by the planning system and that additional efforts to improve air quality are required, as prescribed in the NPPF. The borough has to work towards improvements in Air Quality Focus Areas and report back to the GLA annually on progress. The new London Plan supports the requirement to look at air quality focus hot spots and is also seeking air quality positive approaches, not just neutral, in such areas. Therefore a total value of £20,982 pounds is required for Air Quality improvements in Hayes.

Officer comment: a clause within the legal agreement would secure the air quality mitigation cost of £20,982.

Sustainability Officer

Energy

The development does not achieve the zero carbon standard required by the London Plan for new residential development. There is a 18.74tCO₂ shortfall that needs to be made up through an offsite contribution as per London Plan Policy 5.2E. The offsite contribution equates to:

annual shortfall x cost of carbon per tonne x 30 years for the lifetime of a high carbon grid.

$$18.74 \times 60 \times 30 = \text{£}33,732$$

In addition to securing this offsite contribution through the S106 the following condition is necessary:

Condition

Prior to above ground works, full details of the Photovoltaic Panels as required by the Energy Strategy shall be submitted and approved in writing by the Local Planning Authority. The details shall include the type of panel, the specifications including output of energy and CO₂ savings, the fixing mechanisms to the roof and the maintenance regime to ensure they run efficiently. In addition, the details shall include a sun path analysis and associated commentary on the performance of the panels as per the proposed orientation and pitch. The details must demonstrate the savings set out in the energy strategy can be achieved. The development must proceed in accordance with the approved details.

Reason

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

Biodiversity

The submitted ecology report identifies a low to moderate possibility of bats being present in the main building although no evidence of bats were found and the report identifies poor surrounding habitat. However, the report recommends that further surveys should be commissioned to establish the presence of bats. For the purposes of planning the test is whether there is a reasonable likelihood of the presence of bats to secure further survey work ahead of the a planning decision. The report provides no such evidence that bats are likely to be present opting for a superficial analysis of the building state and quality with limited regard for the surrounding habitat.

Consequently, it must be concluded, based on the information before the Council that it would be unreasonable to refuse permission based on the less than reasonable likelihood of bats being present.

In the context of wider ecological consideration, the following condition is necessary:

Condition

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

Reason

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

Section 106 and Viability Manager Comment

The Council appointed independent FVA assessor to review the applicant's Financial Viability Appraisal (FVA) report. The FVA assessor do not agree with the applicant's FVA approach.

The proposed scheme comprises 27 residential units. The applicant indicated that the scheme is unable to provide any affordable housing and unable to comply with Hillingdon's affordable housing policy.

The FVA assessor have significant concerns in respect of how the value for the site's benchmark has been derived. The applicant FVA adopts a value largely based on hope value and the prospects for securing residential development. This value does not reflect its value assuming continued use as a pub i.e. existing use value (EUV).

Applying redevelopment hope value to arrive at a sites benchmark land value leads a circular argument and inevitably arrives at a conclusion that low or nil affordable housing can be supported.

The use of an alternative use value (AUV) benchmark, based on residential use for a site which does not benefit from an existing implementable residential permission, would clearly artificially inflate a site's benchmark land value, which leads to the scenario in low or nil affordable housing.

It is the FVA Assessor's view the land value generated would create sufficient incentive for the landowner to release the site for development.

If the applicant seeks to use an 'alternative use value' (AUV) approach it must fully reflect policy requirements. Generally, the Mayor Affordable Housing SPG will only accept the use of AUV where there is an existing implementable permission for that use, which is not the case here.

Given the pub is no longer trading and in disrepair, that without significant investment the site has a nominal value lower than the residual land value generated by a policy compliant scheme. This being the case there is no reason why the site should not be able to support policy levels of affordable housing.

Revised offer from Applicant/agent

Based on Habitable Rooms the agent has made revised offer of AH provision at 36% the total number of habitable rooms. This would result in a split of 66/33 AR/I (compared to policy target of 70/30). The mix would be split as follows:

- 3 x 2 bedroom units London Affordable Rent
- 2 x 1 bedroom units at Local Housing Allowances rates
- 1 x 2 bedroom and 2 x 3 bedroom at units as Shared Ownership

Being policy compliant would negate the need for a supporting FVA. The agent stated the applicant has made a number of concessions to achieve the above policy compliant position. They would appreciate officers' confirming agreement to enable this to be tied up under the S106 agreement.

In view of above, it is recommended for approval subject to various S106 required Heads of Terms.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

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.

Paragraph 92 of the NPPF (2019) seeks to provide social, recreational and cultural facilities and services the community needs, planning policies and decisions should guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs.

This application seeks to redevelop a former restaurant (Use Class A3/A4). The site has been vacant since 2017 and lies within an established residential area. Its original use was as a public house which had closed down in 2014. In 2015, the premise was converted to a restaurant with a licensed bar (Use Class A3/A4) which has remained close since 2017 and remained vacant since. The proposal would result in the loss of a former public house which would have served local residents. However it is noted that there are at least three pubs nearby, namely:

- The Great Western (approximately within 0.95 miles)
- Captain Morgans Hayes (approximately within 0.8 miles)
- The Old Crown (approximately within 0.85 miles)

The existing property is not listed as an asset of community value nor were there objections received to its loss. Policy 3.3 of the London Plan (2016) recognises there is a pressing need for more homes across London and in particular on brownfield sites. As such, there is no objection in principle to the redevelopment of the site and a change of use from a restaurant/public house (Use Class A3/A4) to provide a residential development subject to all other material planning considerations being accepted.

7.02 Density of the proposed development

London Plan (2016) Policy 3.4 requires development to optimise housing output for different locations taking into account local context and character, design principles set out in London Plan (2016) Chapter 7 and public transport capacity. Table 3.2 provides the density matrix in support of this policy. The site has a 'urban' setting with a low PTAL rating of 2. The density matrix therefore suggests a residential density in the region of 150-250 habitable rooms per hectare for this location. This proposal delivers a scheme that is very slightly above the recommended density (252 hr), nevertheless, the proposal sits comfortably within this urban setting and the density of the proposed development is

considered to be acceptable.

UNIT MIX

Plan Policy 3.8 of the London Plan (2016) and the Mayor's Housing SPG expect new developments offer a range of housing choices, in terms of the mix of housing sizes and types. The most recent Strategic Housing Market Assessment (2016) demonstrates there is a great need for family housing that provide 3 bedrooms. This application comprises:

- 10 x 1 bedroom (37%);
- 13 x 2 bedroom (48%); and
- 4 x 3 bedroom (15%).

The development delivers a mix of units and the proposed mix is considered acceptable.

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 application site is not located within a conservation area nor is it listed. The Nestles Conservation Area is situated approximately 150m to the north of the application site. The application site and the Nestle's Conservation Area is separated by a number of buildings along North Hyde Gardens and Nestles Avenue. As such, the proposal would not have an impact on the Nestles Conservation Area.

7.04 Airport safeguarding

The proposal does not give rise to any concerns regarding airport or aerodrome safeguarding.

7.05 Impact on the green belt

Policy OL5 of the Local Plan: Part Two (November 2012) seeks to protect the visual amenities of the Green Belt from development proposals adjacent to it. Policy BE13 of the UDP are concerned with the layout and appearance of new development.

The application site does not lie within the Green Belt, however Cranford Park which is situated to the south is designated as Green Belt. The application does not directly impact the openness of the Green Belt. Furthermore, the proposal would deliver enhancements through increased soft landscaping across the perimeter of the site, particularly in views along Watersplash Lane which would become a main thoroughfare to Cranford Park. The proposal accords with Policy OL5 of the Local Plan: Part Two (November 2012).

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

Policy BE13 of the Hillingdon Local Plan: Part Two (November 2012) states that new development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance. Policy BE19 of the Hillingdon Local Plan: Part Two (November 2012) seeks to ensure that development within existing residential areas complements or improves the amenity and character of the area whilst.

Policy 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 existing site comprises a 2-storey building that is covered by hard standing across the site. The boundary is marked by a low brick wall which transitions to a 1.8m timber fence along Watersplash Lane leads to Cranford Park, however the existing public realm is poor and there is no footpath on the western part of Watersplash Lane. The proposal seeks to redevelop the site to create a part 2, part 3 and part 4 storey building to accommodate 27 residential units with dedicated car parking, access and a new 2m footpath running along the eastern boundary of the site.

The proposed building has been set back from North Hyde Road by 10m. The main entrance and approach to the building features semi mature pollution absorbing trees marking the entrance and tree planting and hedging is proposed to the boundary of the site along Watersplash Lane. The ground floor units along Roseville Road include front doors for each unit providing active frontages that respond to the character of the street. Hedging is also proposed between the habitable windows at ground floor level and the street providing a buffer between habitable room windows at ground floor level clearly defining private and public spaces.

The height of the building is 4 storeys along North Hyde Road which reduces down to 2 storeys along Roseville Road. The proposed height and massing of the building has been sensitively designed to reduce its impact on existing residents. The proposed use of materials references buildings along North Hyde Road, particularly the substation building to the north. The materials would be subject to condition to ensure the development is built with good quality materials on this building that would form a gateway to Cranford Park.

Currently the boundary treatment includes a low brick wall along Watersplash Lane. A low brick wall along Roseville Road transitions to a 1.8m timber fence with low concrete bollards along the western boundary. The proposal seeks to remove the concrete bollards along Roseville Road to create access to the car park. The boundary treatment includes hedging along the boundary of the site behind simple metal railings softening the boundary and visually enhancing the streetscene. Overall the proposal is considered to enhance the streetscene and complies with Policies BE13, BE19 and Policy BE26 of the Hillingdon Local Plan: Part Two (November 2012).

7.08 Impact on neighbours

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 the

distance between habitable room windows should not be less than 21 metres. In this regard, the proposed unit windows are separated from other dwelling windows by more than 21 metres, which is consistent with the Council's Supplementary Planning Guidance.

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.

The nearest residential properties are along Watersplash Lane to the east, Roseville Road to the west and North Hyde Road to the north. The property is proposed to be sited at least 21m from the nearest facing windows along Watersplash Lane to the east. The northern part of the site is situated approximately 20m from the upper floor windows to the west on the opposite side of Roseville Road. However, there is a road running between the windows and this relationship is not unusual within an urban context, it would not be sustainable to refuse this application because there is a 20m separation to the windows of Roseville Road. The proposal would not result in direct overlooking into neighbouring units on Watersplash Lane or to an unacceptable degree along Roseville Road.

In terms of overshadowing, the proposed building steps down to 2-storeys along Roseville Road and Watersplash Lane reducing its impact on the neighbouring buildings. Because of the step down to two storeys and the setbacks proposed from the neighbouring properties, particularly along Watersplash Lane and Roseville Road, the proposal is unlikely to result in over dominance to existing residential units.

The former pub car park and pub garden currently backs onto No. 3 Roseville Road. The application proposes to provide a car park nearest backing onto No.3 Roseville Road. The application also proposes to provide shrub planting along the perimeter boundary and an acoustic fence. As such, the proposal is unlikely to result in harm through noise and light spillage to No.3 Roseville Road. The proposal is considered to accord with Policy BE21 of the Local Plan: Part Two (November 2012).

7.09 Living conditions for future occupiers

UNIT SIZES

The London Plan (2016) sets out minimum sizes for various sized residential units. The applicant submitted plans with all unit sizes meeting the minimum floor space standards as set out above.

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

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

The scheme accords with the London Plan (2016) minimum standard, each unit enjoys good outlook, privacy and set back from the roads surrounding it. Each unit is provided with a buffer at ground floor level. The proposal is considered acceptable on this basis.

INTERNAL LAYOUT AND ACCOMMODATION

Policy 3.5 of the London Plan (2016) requires the design of new housing developments to

consider elements that enable the home to become a comfortable place of retreat. Traffic noise and adjacent uses can hamper the quiet enjoyment of homes.

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

A 10m set back from North Hyde Road has been factored into the proposal. The proposal also includes hedging at ground floor level between habitable spaces for each unit and communal amenity space. Overall the layouts and orientation of each unit provides good quality living space for each residential unit.

17 of the 27 units are dual aspect and 10 units are single aspect, there are only two north facing single aspect units. The London Plan Residential Standards recommend eight units to each core. Only the first floor has 9 units to a core, otherwise the ground and second floors provide 7 units to the core and the third floor provides 4 units. Overall the proposal provides good internal layouts and good quality accommodation for future residents.

EXTERNAL LAYOUT

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

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

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

Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document - Residential layouts, requires 645 sq.m of private or communal amenity space to be provided to serve the proposed development of 27 units. The proposal includes 467.4 sq.m of private and communal amenity space (388 sq.m of practical communal amenity space and 79.4 sq.m private amenity space through balconies). The communal amenity space being provided at ground floor level is considered to be sizeable, private and of good quality.

The proposal is situated immediately to the north of Cranford Park, the proposal includes a 2m footpath along the eastern boundary of the site. The application site also provides a contribution towards enhancements to the entrance of Cranford Park. Whilst there is a shortfall in amenity space on site, the provision of a 2m footpath along the eastern boundary of the site and contributions towards security and enhancements to the Watersplash Lane entrance of Cranford Park are material planning considerations that weigh strongly in favour of the development. The footpath and contribution towards security and enhancement of the Watersplash Lane would therefore outweigh the shortfall of amenity space on site. On this basis, this proposal is considered acceptable.

CHILDREN'S PLAYSPACE

London Plan Policy 3.6 require development proposals to make provisions for play and informal recreation based on the expected child population generated by the scheme. The Mayor's Play and Recreation SPG expect a minimum of 10 sq.m per child to be provided in new developments. The proposal requires 41sq.m of children playspace to be provided on site. There is sufficient space within the communal amenity space for children's playspace to be provided. Details would need to be provided when final landscaping details are submitted.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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 development would occupy a site fronting onto North Hyde Road, this is a classified road with a 30 mph speed limit; it has double yellow line parking restrictions in the vicinity of the site. The eastern and western boundaries of the site would be formed by Watersplash Lane and Roseville Road both of which are residential streets. Watersplash Lane is just 70 metres in length serving 6 properties; it has a footway on its eastern side only. At the far southern end of Watersplash Lane is a footpath leading onto Cranford Park.

The highways officer has commented on this application and raises no concerns regarding the impact of the proposal on the local highway network. The car parking standard requires that this development provides a maximum of 1.5 spaces per dwelling, this equates to 40 spaces. The development will benefit from 27 car parking spaces. The development would have 27 residential units representing a ratio of 1 car parking space per dwelling. This is considered satisfactory taking into account the sites close proximity to a wide range of facilities as well as public transport services. Ten percent of all car parking spaces would be allocated as disabled parking; this is in accordance with the Council's parking standards. Twenty percent of all car parking spaces would have electric charging points, this is over and above the Council's 5% active and 5% passive electric vehicle parking standards included in the to be adopted Local Plan Part 2 and is therefore satisfactory. The location of these electric vehicle charging points is not indicated on the drawings submitted and a condition has been attached requiring details of the proposed electric charging points. The proposal provides a policy compliant number of cycle parking spaces.

The development would have a refuse store integral to the building; this would also have an access leading directly onto Roseville Road. At this location there would be a recess allowing the bins to be placed ready for collection away from the footway, they would not cause any obstruction to pedestrians. Similar to the existing arrangements for the other residential properties along Roseville Road, refuse collection would be on-street which is considered acceptable.

7.11 Urban design, access and security

URBAN DESIGN

Emerging Policy DMHB 12 of the Local Plan: Part Two (November 2012) requires new developments to be well integrated with the surrounding area and should be easily accessible include landscaping treatment that is suitable for the location, serves a purpose and, contributes to local green infrastructure, the appearance of the area and ease of movement through the space.

Matters relating to urban design have been addressed elsewhere in this report. In terms of improving access and security, this application would provide a 2m footpath running along the eastern boundary of the site along with a contribution towards enhancement and security on the entrance to Cranford Park. The contribution would be used for signage, street lighting and CCTV.

To the western boundary of the site, the public realm includes low concrete bollards along the street. The proposed access to the car parking is proposed to be placed to the southern end of the site and as such, the concrete bollards would be removed. The proposal would provide significant enhancements to the immediate public realm surrounding the site. The proposal provides an important opportunity to improve the pedestrian environment which is a significant material consideration in favour of the development.

SECURED BY DESIGN

The Metropolitan Police have commented on the application requesting a planning condition requiring the development to achieve secured by design condition which has duly been secured by a condition.

In terms of layout of the site, concerns about the green area to the north east of the block and the adjoining car park was raised. The Secured by Design Officer noted that owing to its location this area is susceptible to misuse and the area will experience little oversight and activity.

Following the comments received from the secured by design officer the applicant was asked to remove the path and provide a mixed native hedging boundary along the eastern perimeter of the site, install a gate from the car park to this part of the site. Amended plans were received on 04 July 2019 to reflect the secured by design officer's comments.

The secured by design officer seeks a 1m deep hedgerow of 1.1m in height along the perimeter of the site (preferably with a plant with defensive properties such as pyracantha). Details of landscaping and boundary treatments would be secured by way of a condition. The proposal is considered to reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating in accordance with Policy 7.3 of the London Plan (2016).

7.12 Disabled access

Policy 7.2 of the London Plan (2016) require all new development in London to achieve the highest standards of accessible and inclusive design and supports the principles of inclusive design.

The London Plan (2016) requires 90 per cent of London's new build housing to be built to Building Regulation requirement 'M4 (2) and the remaining 10 per cent of new build housing to be built to Building Regulation requirement 'M4 (3): Wheelchair user dwellings'.

The access officer commented on the application and the application was revised to meet the accessibility standards. Following the review of the proposal, the access officer considers the proposal acceptable.

7.13 Provision of affordable & special needs housing

Policy 3.11 of the London Plan (2016) and Policy H2 of the Local Plan: Part One (November 2012) require a minimum of 35% of units within developments of 10 or more units to be delivered as affordable housing.

Emerging Policy DMH 7 of the Local Plan: Part Two (November 2012) requires new developments with a capacity to provide 10 or more units to maximise the delivery of on-site affordable housing. It notes that subject to viability and if appropriate in all circumstances, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable housing, with the tenure split (70% Social/Affordable Rent and 30% Intermediate) as set out in Policy H2: Affordable Housing of the Local Plan Part 1.

The London Plan policies 3.11 and 3.12 require, boroughs to, amongst other matters, identify targets for the level of affordable housing provision to meet the capital's needs and to negotiate the maximum reasonable amount in any scheme.

The Mayor's Affordable Housing and Viability SPG (2017) states the preferred tenure split is for schemes to deliver:

- At least 30% low cost rent (social rent or affordable rent) with rent set at levels that the LPA considers 'genuinely affordable';
- At least 30% as intermediate products; and
- The remaining 40% to be determined by the relevant LPA. The London Borough of Hillingdon has determined that this 40% should be delivered as low cost rent (social rent or affordable rent). This approach is consistent with Policy H2 of the Local Plan: Part One (November 2012) and emerging Policy DMH 7 of the Local Plan: Part Two (March 2019).

There is a requirement to achieve the maximum amount of affordable housing on development sites and that regard will be had to viability. The applicant has submitted a viability report which noted the residual land value of the proposed scheme produces an overall deficit when compared against the Benchmark Land Value and therefore affordable housing could not be provided.

The submitted viability report was reviewed independently. The independent review disagreed with the applicant's proposal and raised concerns in respect of the approach adopted to establish the site's benchmark land value.

Following the conclusions of the independent viability assessment, the applicant agreed to provide affordable housing at 36% of the total number of habitable rooms

- 3 x 2 bed London Affordable Rent
- 2 x 1 and 1 x 2 bed Rents at Local Housing Allowance rates
- 1 x 2 bed and 2 x 3 bed units as Shared Ownership.

The planning obligations officer agreed this approach provides a maximum reasonable amount of affordable housing in compliance with Policies 3.11 of the London Plan (2016) and Policy H2 of the Local Plan: Part One (November 2012). A review mechanism is secured through a clause within the Section 106 legal agreement.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Unitary Development Plan Saved Policies states, amongst other things that development proposals will be expected to retain and utilise topographical and landscape features of merit.

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 trees and landscaping officer has commented on the application noting positive features have been included within the proposal including:

- The bin and cycle stores are integral to the building envelope.
- More generous and sustainable space / soil areas have been provided around the proposed pollution absorbing trees.
- Soft landscaped areas, with tree planting have been provided around the building which will benefit the local public realm visually and contribute to local environmental quality.
- A modest area of communal garden has been located on the east side of the residential block.
- Security and privacy of ground-floor flats has been provided in the form of planting beds which, if suitably specified, will provide some defensible space.

A condition prior to the commencement of the above ground works is required ensure:

- The landscape masterplan is revised with clear objectives and further refinement / attention to detail to ensure that it provides attractive and functional spaces for the enjoyment of future residents.
- Ensure it utilises scope to plant more pollution absorbing trees.
- That landscaping is provided to break up the uninterrupted line of parking bays.
- A green, blue or brown roof would provide additional environmental benefits to this site at the interface between its urban context and Green Belt neighbour.

Overall, the proposed landscaping plan provides a significant enhancement to the current situation on site and the soft landscaping surrounding the site would create a visually attractive environment. The proposal is considered to accord with Policy BE38 of the Local Plan: Part Two (November 2012) and Policy DMHB 14 of the emerging Local Plan: Part Two (2019).

7.15 Sustainable waste management

Policy 5.17 'Waste Capacity' of the London Plan (2016) sets out the Mayor's spatial policy for waste management, including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling. The bins are situated to the southern part of the site within the building, the proposed bin store has been integrated into the building and is conveniently located for future residents and refuse collection. The waste strategy officer has commented on this application noting this site has appropriate capacity for waste storage.

7.16 Renewable energy / Sustainability

Energy

Policy 5.2 'Minimising Carbon Dioxide Emissions' of the London Plan (2016) states that

development proposals should make the fullest contribution to minimising carbon dioxide emissions. This policy requires major developments to demonstrate a 35% reduction in carbon dioxide emissions from a 2013 Building Regulations compliant development.

The submitted energy report confirms the development does not achieve the zero carbon standard required by the London Plan for new residential development. There is a 18.74tCO₂ shortfall that needs to be made up through an offsite contribution as per London Plan Policy 5.2E. The offsite contribution equates to:

annual shortfall x cost of carbon per tonne x 30 years for the lifetime of a high carbon grid.

$$18.74 \times 60 \times 30 = \text{£}33,732$$

In addition to securing the offsite contribution a condition is secured requiring details of the PV panels required by the submitted Energy Strategy.

Biodiversity

The submitted ecology report identifies a low to moderate possibility of bats being present in the main building although no evidence of bats were found and the report identifies poor surrounding habitat. However, the report recommends that further surveys should be commissioned to establish the presence of bats. For the purposes of planning the test is whether there is a reasonable likelihood of the presence of bats to secure further survey work ahead of the a planning decision. The report provides no such evidence that bats are likely to be present opting for a superficial analysis of the building state and quality with limited regard for the surrounding habitat.

Consequently, it must be concluded, based on the information before the Council that it would be unreasonable to refuse permission based on the less than reasonable likelihood of bats being present.

In the context of wider ecological consideration, a condition has been recommended which has been incorporated into the draft decision.

7.17 Flooding or Drainage Issues

Policy 5.13 of the London Plan (2016) states that development proposals should use sustainable urban drainage systems (SuDs) unless there are good reasons for not doing so and that developments should aim to achieve green-field run-off rates. Policy 5.15 goes on to confirm that developments should also minimise the use of mains water by incorporating water saving measures and equipment.

The flood water management officer has commented on this application raising no in principle objections to the development. A detailed drainage proposal and surface water management is required to ensure the most sustainable solution is implemented on site.

A condition is proposed within the draft decision notice requiring details of the above. Should the application be considered acceptable, details of the drainage proposal and surface water management would need to be provided prior to commencement other than demolition.

7.18 Noise or Air Quality Issues

Noise

The Government's National Planning Policy Framework (NPPF 2018) gives the

Government's guidance on noise issues. Policy 7.15 of the London Plan (2016) seeks to reduce noise and minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals.

The Council's Environmental Protection Unit have reviewed the submitted acoustic information and the applicant demonstrates that the proposed internal noise levels and mitigation will be addressed ,according to internal room requirements found in BS8233:2014. The proposal is considered acceptable subject to the following condition.

Air Quality

Policy 7.14 of the London Plan (2016) requires developments to at least be Air Quality Neutral and not lead to further deterioration of existing poor air quality, particularly in Air Quality Management Areas.

The air quality officer has commented on the application noting given its sensitive location, the proposal is required to provide a mitigation cost of £20, 982.

7.19 Comments on Public Consultations

Comments on public consultations have been addressed elsewhere in this report.

7.20 Planning obligations

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impacts of the development. As the application is being recommended for refusal, no negotiations have been entered into with the developer in respect of these contributions. However, if the application were to be considered for approval, the following heads of terms would have been pursued:

1. Highways: in line with the SPD and depending upon the views of the highways engineer any and all highways works will be required to be met by the applicant, including s278 works to include a 2m footpath along the eastern boundary of the site between North Hyde Road and Cranford Park unless otherwise agreed in writing by the highways engineers.

2. Affordable Housing to include the following:

- 3 x 2 bed London Affordable Rent
- 2 x 1 and 1 x 2 bed Rents at Local Housing Allowance rates
- 1 x 2 bed and 2 x 3 bed units as Shared Ownership.

3. Affordable housing review mechanism

4. Construction Training: Either a construction training scheme delivered during the construction phase of the development or a financial contribution.

5.£20,000 towards improvements of the Watersplash entrance to Cranford Park including signage, security and street lighting.

6. Carbon Off-set contribution in the sum of £33,732

7. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £20,982

8. Project Management and Monitoring Fee a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

In addition to S106 contributions the Council has adopted its own Community Infrastructure Levy (CIL) with a charge of £95 per square metre of gross internal residential floor area. This application is CIL liable with respect to new floorspace being created.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £60 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created.

7.21 Expediency of enforcement action

Not applicable to this development.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning

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

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

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

9. Observations of the Director of Finance

Not applicable to this development.

10. CONCLUSION

The application seeks permission for the redevelopment of the site to provide a part 2, part 3 and part 4 storey building comprising 27 self contained flats (10 x 1 bed, 13 x 2 bed and 4 x 3 bed) with associated landscaping works following demolition of existing building.

The proposed development has been sensitively designed with an appropriate height, scale and mass that would enhance the streetscene and make considerable improvements to the public realm through the provision of a 2m footpath running along the eastern boundary of the site linking North Hyde Road and Cranford Park. The Council's Urban Design Team has raised no objection to the redevelopment of the site. The proposal would not result in harm to the amenity of neighbouring residents and overall the development provides good quality units for future occupants along with 1 car parking space for each unit.

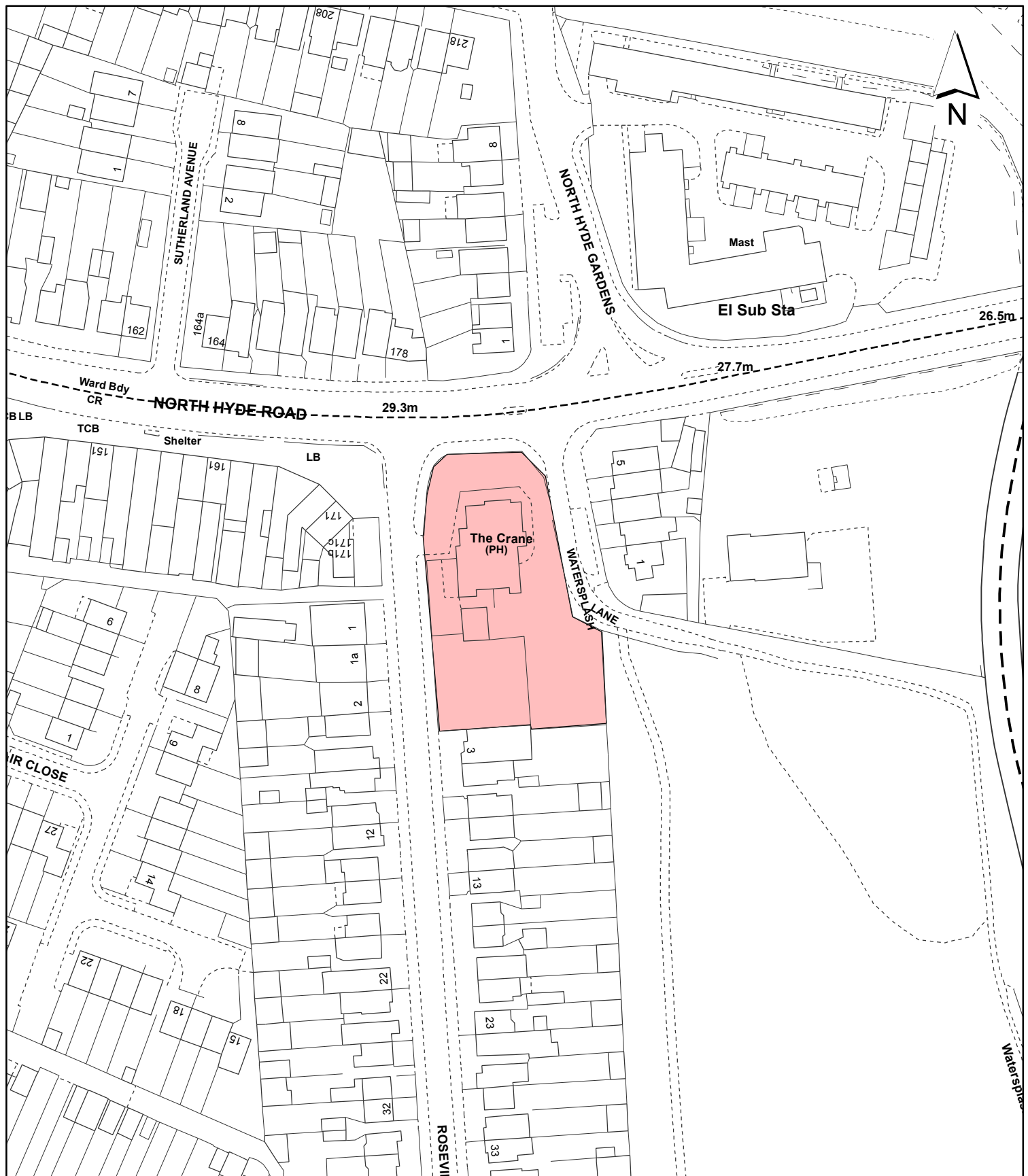
The proposal is considered to accord with the Local Plan and should be approved for the reasons outlined within this report.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
The London Plan (2016)
The Housing Standards Minor Alterations to The London Plan (March 2016)
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)
Technical Housing Standards - Nationally Described Space Standard
Hillingdon Design and Accessibility Statement: Residential Layouts
Hillingdon Design and Accessibility Statement: Residential Extensions
Hillingdon Design and Accessibility Statement: Accessible Hillingdon
National Planning Policy Framework

Contact Officer: Zenab Haji-Ismail

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Notes:

 Site boundary

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Site Address:

**The Crane
Public House**

Planning Application Ref:

11026/APP/2018/3361

Planning Committee:

Major

Scale:

1:1,250

Date:

July 2019

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

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