

Report of the Head of Development Management and Building Control

Address: 15 GREEN LANE NORTHWOOD

Development: Section 73 application to vary condition 2 of planning permission ref: 68153/APP/2019/1319, dated 27-05-2020, (Redevelopment of site to erect a two storey building with a basement and accommodation at roof level to provide 12 residential units with associated works), to allow revisions to the parking arrangements on site, incorporating the removal of the basement and moving the car parking from the basement to the surface level (situated in front of the consented block) and associated external amendments to the site.

LBH Ref Nos: 68153/APP/2023/1895

Drawing Nos: FLU.441.2.01 Location Plan
FLU.441.3.02 Rev J Site Plan
FLU.441.3.03 Rev A Approved Basement Plan
FLU.441.3.04 Rev B Approved Ground Floor Plan
FLU.441.3.05 Rev C Approved First Floor Plan
FLU.441.3.06 Rev A Approved Second Floor Plan
FLU.441.3.07 Rev D Front and Side Elevations
FLU.441.3.08 Rev C Approved Rear & Side Elevations
FLU.441.3.10 Rev C Refuse and Cycle Store Floor Plan and Elevations
PRI23742-11C Soft and Hardscape Proposals
Tree Survey and Arboricultural Impact Assessment ref. GHA/DS/12360:23 (dated 12 June 2023, prepared by GHA Trees)
Tree Protection Plan (Rev C, dated June 2023)
Planning Statement prepared by Progress Planning (dated 20-06-23)

Date Plans received: 28-06-2023 **Date(s) of Amendments(s):**

Date Application valid 30-06-2023

1. SUMMARY

This application is seeking a variation of condition 2 of planning permission reference 68153/APP/2019/1319 for a residential building of 12 units. The variation seeks to allow a revision to the parking on site. This revision incorporates the removal of the basement and moving the car parking from the basement to the surface level (situated in front of the consented block). A lesser overall total quantum of 10 surface level replacement parking spaces would be provided. The approved cycle and bin store has been slightly enlarged to absorb the basement's share of bin/cycle allocation. The proposed external amendments to the site plan have been incorporated in this submission. No other amendments are sought.

A petition has been received from the occupants of The Glen, a block of flats adjacent to the

application site. This petition is based on the grounds of increased disturbance to neighbouring occupiers and the need to safeguard a protected Oak tree within the site. It is not considered that these grounds constitute a sustainable reason to refuse the application, as there will be a reduction in traffic movements to and from the site, as a result of the reduced on-site parking and the Oak tree will not be affected by the proposals.

The proposal would not have any transportation impacts over those considered within the original grant of planning permission. The Highways Authority is satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns.

There will be no changes to the built form above ground level over those approved by the original grant of planning permission reference 68153/APP/2019/1319, apart from the removal of the access ramp and entrance to the previously consented basement and a slightly larger cycle and bin store.

The proposed building is considered to be in keeping with the character and appearance of the street and would not adversely impact the visual amenity of the wider area.

It is recommended that the application be approved, subject to conditions and planning obligations re-imposed from the original planning permission.

2. RECOMMENDATION

A. That the Council enters into an agreement (DoV) 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. To secure all necessary highway works including creation of new bell mouth access and the possible repositioning of the existing bus stop.**
- 2. To secure affordable housing - A ground floor level 2 bedroomed 4 person flat Discount Market Sale (DMS), in accordance with the Mayor of London definition of affordable and future occupants will be eligible on right to buy scheme.**
- 3. Employment Strategy and Construction Training Contribution - either a contribution equal to the formula within the Council Planning Obligations Supplementary Planning Document (SPD) 2014, or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development. Details shall be in accordance with the Council Planning Obligations SPD with the preference being for an in-kind scheme to be delivered.**
- 4. Carbon off-set contribution as required by an approved Energy Assessment.**
- 5. Project Management & Monitoring Fee: Contribution equal to 5% of the total cash contributions. Details shall be in accordance with the Council Planning Obligations Supplementary Planning Document 2014.**

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

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

D) If the Legal Agreements have not been finalised within 6 months (or such other timeframe as may be agreed by the Director of Planning, Regeneration and Environment, delegated authority be given to the Director of Planning, Regeneration and Environment to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of off site highway works, affordable housing, carbon offset contributions and employment training). The scheme therefore conflicts with Policy DF1 of the London Plan (2021), Policy DMCI 7 of the Hillingdon Local Plan Part 2 (2020) and the Planning Obligations Supplementary Planning Document (2014).'

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

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

1. COM3 Time Limit

The development hereby permitted shall be begun before 09 November 2023.

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, numbers:

FLU.441.2.01 Location Plan

FLU.441.3.02 Rev J Site Plan

FLU.441.3.04 Rev B Approved Ground Floor Plan

FLU.441.3.05 Rev C Approved First Floor Plan

FLU.441.3.06 Rev A Approved Second Floor Plan

FLU.441.3.07 Rev D Front and Side Elevations

FLU.441.3.08 Rev C Approved Rear & Side Elevations

FLU.441.3.09 Roof Plan

FLU.441.3.10 Rev C Refuse and Cycle Store Floor Plan and Elevations

PR123742-11C Soft and Hardscape Proposals

FLU.441.3.15 Street Scene

Tree Survey and Arboricultural Impact Assessment ref. GHA/DS/12360:23 (dated 12 June 2023, prepared by GHA Trees)

Tree Protection Plan (Rev C, dated June 2023)

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and the London Plan (2021).

3. COM6 Levels

The development hereby permitted shall not be carried out except in complete accordance with the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings approved on 7/6/2022 under planning reference 68153/APP/2021/3682.

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 DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

4. RES10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority.

If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority.

New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'.

The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy policies DMHB 14 of the Hillingdon Local Plan : Part 2 - Development Management Policies (Jan 2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

5. RES8 Tree Protection

Prior to commencement of groundworks (excluding site investigations and demolition), details shall be submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority. Such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details.

The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and.
- 2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy DMHB 14 of the Hillingdon Local Plan : Part 2 - Development Management Policies (Jan 2020).

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

A landscape scheme shall be submitted to and approved in writing by the Local Planning before the relevant part of the work is begun. The scheme shall include: -

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts (including demonstration that 10 active electrical charging points and 2 disabled parking bays are provided)
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
 - 2.g Other structures (such as play equipment and furniture)

3. Schedule for Implementation

4. Other

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

4.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policy DMHB 14 of the Hillingdon Local Plan : Part 2 - Development Management Policies (Jan 2020).

7. CAC12 **Samples of materials**

The development hereby permitted shall not be carried out except in complete accordance with the details of materials and finishes to be used for all external surfaces, approved on 7/6/2022 under planning reference 68153/APP/2021/3682.

REASON

To ensure that the development presents a satisfactory appearance in accordance with DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

8. COM14 **No additional internal floorspace**

No additional bedrooms shall be formed within any unit hereby approved.

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and external amenity facilities can be provided on the site, in accordance with Policy DMHB 16 of the the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

9. H8 **Surfacing and marking out of access/parking/servicing areas**

The development shall not be occupied until the access roads, parking and servicing areas shown on the approved plans have been drained, surfaced and marked out in accordance with details to be submitted to and approved in writing by the local planning authority. Thereafter these areas shall be permanently retained and used for no other purpose.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy DMT 2 of the the Hillingdon Local Plan: Part Two - Development Management Policies (2020) .

10. H3 **Vehicular access - construction**

The building hereby permitted shall not be occupied until the vehicular means of access has been constructed in accordance with the approved plans. Thereafter, the vehicular means of access shall

be retained and kept open for users of the building.

REASON

To ensure the provision of a safe and convenient access for vehicular traffic, prior to occupation in accordance with Policy DMT 2 of the the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

11. NONSC Accessible and Adaptable

The development hereby approved shall ensure that 10% (1 unit) of the residential units are constructed to meet the standards for Category 3M4(3) dwelling, with the remaining units designed to the standards for Category 2M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) and all such provisions shall remain in place for the life of the building.

REASON

To ensure an appropriate standard of housing stock in accordance with Policy DMHB 16 of the the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and London Plan policies D5 and D7 is achieved and maintained.

12. NONSC Sustainable Water Management

The development hereby permitted shall not be carried out except in complete accordance with the details of sustainable water management approved on 7/6/2022 under planning reference 68153/APP/2021/3682.

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 that surface water run off is controlled to ensure the development does not increase the risk of flooding in accordance with Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policies SI 12 and SI13 of the London Plan; National Planning Policy Framework and Planning Practice Guidance.

13. COM29 No floodlighting

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

REASON

To safeguard the amenity of surrounding properties and to protect the ecological value of the area in accordance with Policies DMHB 11 and DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

14. COM31 Secured by Design

The development shall achieve 'Secured by Design' accreditation awarded by the Hillingdon

Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No dwelling shall be occupied until accreditation has been achieved.

REASON

To ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Development Management Policies (2020) and Policy D11 of the London Plan (2021).

15. SUS1 Energy Efficiency

The development hereby permitted shall not be carried out except in complete accordance with the Energy Assessment approved on 26/4/2022 under planning reference 68153/APP/2021/3782.

REASON

In order to deliver the maximum on-site carbon savings in accordance with Policies SI 2 and SI 3 of the London Plan..

16. NONSC No Contaminated Soils

No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. All imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with Policy DMEI 12 and DMEI 13 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

17. NONSC Noise

The noise level in rooms at the development hereby approved shall meet the internal LAeq,T and LAm_{ax} noise levels as per BS8233:2014. All works which form part of the scheme shall be fully implemented before the residential development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To ensure that the amenity of the occupiers of the proposed residential development is not adversely affected by road traffic, air traffic and other noise in accordance with Policy DMHB 11 of the the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and London Plan Policy D14.

18. NONSC Air Quality

The development hereby permitted shall not be carried out except in complete accordance with the low emission strategy (LES) approved on 26/4/2022 under planning reference 68153/APP/2021/3782.

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

To reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1

(November 2012), policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, London Plan (2021) policy SI1 and T4, and paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

19. NONSC Construction Management Plan

The development hereby permitted shall not be carried out except in complete accordance with the Demolition and Construction Management Plan, approved on 7/6/2022 under planning reference 68153/APP/2021/3682.

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

REASON

To safeguard the amenity of surrounding areas and to ensure that highway and pedestrian safety is not prejudiced, in accordance with Policies DMEI 14 and DMT 2 of the London Borough of Hillingdon Local Plan (part 2).

20. RES13 Obscure Glazing

The first and second floor windows within the side elevation facing Aldis Hall shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policies DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

21. NONSC Enhanced sound insulation

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

REASON

To ensure that the amenity of the occupiers of the proposed residential development is not adversely affected by other in accordance with Policy DMHB 11 of the the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and London Plan Policy D14

22. NONSC Step free access

Step free access via the principal private entrance shall be implemented in accordance with the details approved under planning ref. 68153/APP/2021/3682 dated 07-06-2022. Such provision shall remain in place for the life of the building.

REASON

To ensure an appropriate standard of housing stock in accordance with Policy DMHB 16 of the the

Hillingdon Local Plan: Part Two - Development Management Policies (2020) and London Plan policies D5 and D7 is achieved and maintained.

23. NONSC Strategy to reduce demolition and construction emissions

The development hereby permitted shall not be carried out except in complete accordance with the Reducing Emissions from Construction strategy approved on 26/4/2022 under planning reference 68153/APP/2021/3782.

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

REASON

To reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), policy DMEI 14

of the London Borough of Hillingdon Local Plan (part 2), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, London Plan (2021) policy SI1 and T4, and paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

24. NONSC Non-Road Mobile Machinery

All Non-Road Mobile machinery (NRMM) of net power of 37kW and up to and including 560kW used during the demolition, site preparation and construction phases shall comply with the emissions standards set out in chapter 4, proposal 4.3.3.a of the London Environment Strategy. Unless it complies with the standard set out in the London Environment Strategy, no NRMM shall be onsite, at any time, whether in use or not, without the prior written consent of the LPA. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register <https://nrmm.london/>

REASON

To ensure compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy and the Mayor of London, London Local Air Quality Management Policy Guidance 2019.

25. NONSC Parking Allocation Scheme

No unit hereby approved shall be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority.

Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with in accordance with Policy DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) .

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. I12 Notification to Building Contractors

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

3. I13 Asbestos Removal

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

4. I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

5.

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 Hillingdon Local Plan: Part Two - Development Management Policies (2020), 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.

6.

The new access will need to be constructed to an appropriate Council standard under a S278 (Highways Act 1980) agreement (or suitable alternative arrangement) at the applicant's expense. The same would apply to the potential adjustment of the existing bus stop outside the property frontage which would require repositioning to facilitate unimpeded entry through the new crossing point.

7. 173 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at:
www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

8. 160 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)

9. 162 Potential Bird Hazards from Buildings

The applicant is advised that any flat/shallow pitched or green roof on buildings have the potential to attract gulls for nesting, roosting and loafing and loafing purposes. The owners/occupiers of the building must ensure that all flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar.

The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary

to contact BAA Airside Operations staff before bird dispersal takes place. The contact would be Gary Hudson, The Development Assurance Deliverer for Heathrow Airport on 020 8745 6459.

The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs. For further information please see the attached Advice Note 8 - 'Potential Bird Hazards From Building Design'

10. I23 Works affecting the Public Highway - Vehicle Crossover

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

11. I43 Keeping Highways and Pavements free from mud etc

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.

12. I44A Prevention of Litter

You should ensure that your premises do not generate litter in the streets and nearby areas. Sections 93 and 94 of the Environmental Protection Act 1990 give local authorities the power to serve 'Street Litter Control Notices' requiring businesses to clear up the litter and implement measures to prevent the land from becoming littered again. By imposing a 'Street Litter Control Notice', the local authority has the power to force businesses to clean up the area in the vicinity of their premises, provide and empty bins and do anything else which may be necessary to remove litter. Amendments made to the 1990 Act by the Clean Neighbourhoods and Environment Act 2005 have made it immediately an offence to fail to comply with the requirements of a Street Litter Control Notice, and fixed penalties may be issued as an alternative to prosecution.

Given the requirements of the Clean Neighbourhoods and Environment Act 2005, you are advised to take part in Defra's Voluntary Code of Practice for 'Reducing litter caused by Food on the Go', published in November 2004.

Should you have any queries on the above, please contact the Environmental Enforcement Team within the Environment and Consumer Protection Group on 01895 277402 at the London Borough of Hillingdon.

13.

Where development under the original planning permission has already been completed and conditions relating to that development have already been discharged, the Local Planning Authority will not require the resubmission of details relating to the corresponding condition on this consent.

153 Compulsory Informative (2)

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

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 2	Reducing Carbon Emissions
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment
DMH 6	Garden and Backland Development
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP G7	(2021) Trees and woodlands
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H4	(2021) Delivering affordable housing
LPP H6	(2021) Affordable housing tenure
LPP HC1	(2021) Heritage conservation and growth
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage

LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF9	NPPF 2021 - Promoting sustainable transport

3. CONSIDERATIONS

3.1 Site and Locality

The site is located on the northern side of Green Lane in Northwood. The property (previously known as Wetherby House), now demolished, was a modern two-storey building which was set back from the road with parking for approximately nine cars to the front. The last known use of the property was as a children's nursery (formally use class D1). When the nursery was in use it had a maximum capacity of 54 children and approximately 20 staff, both in part and full-time employment. To the rear of the site was a play area which was used in conjunction with the nursery use.

Adjacent to the site to the north west is the London School of Theology, which is set back approx. 60m from Green Lane to the north of an access road and car park. Aldis Hall is located to the east and is a locally listed building. To the north of the site are two residential buildings from the late 20th century. These comprise a two storey residential block and a pair of semi-detached houses, surrounded by lawn, in the grounds of the London School of Theology, for which a 12 unit residential development has been granted under Planning Permission ref: 10112/APP/2017/2077.

The Glen Conservation Area is located to the south of the site on the other side of Green Lane. Dene Road Conservation Area lies further to the north.

The site falls within a blanket Tree Preservation Order (TPO).

3.2 Proposed Scheme

This S73 application seeks to vary condition 2 of planning permission 68153/APP/2019/1319, to allow a revision to the parking on site. The original 2020 permission (68153/APP/2019/1319) for 12 residential flats (10x2 and 2x1 bedrooms) incorporated a total of 16 on-site car parking spaces with

13 located within a basement area supplemented by 3 surface level spaces. The applicant now wishes to abandon the basement element of the consent, resulting in a redesign whereby a lesser provision of 10 surface level parking spaces would be provided.

This revision involves the removal of the basement and moving the car parking from the basement to surface level (situated in front of the consented block). The consented cycle and bin store at ground level has been slightly enlarged, to absorb the basement's share of bin and cycle allocation.

Proposed external amendments to the site, including the removal of the basement access ramp have been incorporated in this submission. No other amendments are sought.

3.3 Relevant Planning History

68153/APP/2018/2612 Wetherby House 15 Green Lane Northwood

Erection of a two storey building with habitable roofspace and a basement to include 9 x 2-bed self contained flats with associated parking and installation of vehicular crossover, involving demolition of existing two storey building

Decision: 10-10-2019 Approved

68153/APP/2019/1319 15 Green Lane Northwood

Redevelopment of site to erect a two storey building with a basement and accommodation at roof level to provide 12 residential units with associated works.

Decision: 27-05-2020 Approved

68153/APP/2021/3682 15 Green Lane Northwood

Details pursuant to Conditions 3 (Ground Levels and Finished Floor Levels), 5 (Tree Protection Measures), 7 (External Materials), 9 (Access Roads, Parking and Servicing Areas), 12 (Sustainable Water Management), 19 (Site Groundwater Monitoring Strategy), 20 (Demolition and Construction Management Plan), and 23 (Step-Free Access) of planning permission ref: 68153/APP/2019/1319 dated 09-11-2020 for the redevelopment of the site to erect a two-storey building with a basement and accommodation at roof level to provide 12 residential units with associated works.

Decision: 07-06-2022 Approved

68153/APP/2021/3782 15 Green Lane Northwood

Details of energy strategy, low emissions strategy and reducing construction and demolition emissions strategy in compliance with conditions 15, 18 and 24 of planning permission ref: 68153/APP/2019/1319 dated 20/05/2020 (Redevelopment of site to erect a two storey building with a basement and accommodation at roof level to provide 12 residential units with associated works).

Decision: 26-04-2022 Approved

68153/APP/2023/2791 Wetherby House - 15 Green Lane Northwood

Non Material Amendment to application ref: 8153/APP/2019/1319 dated 09/11/2020 (Redevelopment of site to erect a two storey building with a basement and accommodation at roof

level to provide 12 residential units with associated works), to remove the wording of basement from the description.

Decision: 18-10-2023 Approved

Comment on Relevant Planning History

Non Material Amendment to application ref: 8153/APP/2019/1319 dated 09/11/2020 (Redevelopment of site to erect a two storey building with a basement and accommodation at roof level to provide 12 residential units with associated works), removed the wording of 'basement' from the description. This was approved on 18-10-2023.

4. Planning Policies and Standards

Planning Policy

The proposed development would be assessed against the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan and national guidance:

Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)

The Local Plan: Part 2 - Development Management Policies (2020)

The Local Plan: Part 2 - Site Allocations and Designations (2020)

The West London Waste Plan (2015)

The London Plan (2021)

Material Considerations

The National Planning Policy Framework (NPPF) (2023) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Local Plan Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.H1 (2012) Housing Growth

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Part 2 Policies:

- DMCI 7 Planning Obligations and Community Infrastructure Levy
- DMEI 2 Reducing Carbon Emissions
- DMEI 9 Management of Flood Risk
- DMT 1 Managing Transport Impacts
- DMT 2 Highways Impacts
- DMT 6 Vehicle Parking
- DMH 1 Safeguarding Existing Housing
- DMH 2 Housing Mix
- DMH 4 Residential Conversions and Redevelopment
- DMH 6 Garden and Backland Development
- DMHB 11 Design of New Development
- DMHB 12 Streets and Public Realm
- DMHB 14 Trees and Landscaping
- DMHB 16 Housing Standards
- DMHB 17 Residential Density
- DMHB 18 Private Outdoor Amenity Space
- LPP D13 (2021) Agent of change
- LPP D14 (2021) Noise
- LPP D3 (2021) Optimising site capacity through the design-led approach
- LPP D4 (2021) Delivering good design
- LPP D5 (2021) Inclusive design
- LPP D6 (2021) Housing quality and standards
- LPP D7 (2021) Accessible housing
- LPP DF1 (2021) Delivery of the Plan and Planning Obligations
- LPP G7 (2021) Trees and woodlands

LPP GG4 (2021) Delivering the homes Londoners needs

LPP H1 (2021) Increasing housing supply

LPP H10 (2021) Housing size mix

LPP H4 (2021) Delivering affordable housing

LPP H6 (2021) Affordable housing tenure

LPP HC1 (2021) Heritage conservation and growth

LPP SI1 (2021) Improving air quality

LPP SI12 (2021) Flood risk management

LPP SI13 (2021) Sustainable drainage

LPP SI2 (2021) Minimising greenhouse gas emissions

LPP T2 (2021) Healthy Streets

LPP T3 (2021) Transport capacity, connectivity and safeguarding

LPP T4 (2021) Assessing and mitigating transport impacts

LPP T5 (2021) Cycling

LPP T6 (2021) Car parking

LPP T6.1 (2021) Residential parking

NPPF11 NPPF 2021 - Making effective use of land

NPPF12 NPPF 2021 - Achieving well-designed places

NPPF14 NPPF 2021 - Meeting the challenge of climate change flooding

NPPF15 NPPF 2021 - Conserving and enhancing the natural environment

NPPF16 NPPF 2021 - Conserving & enhancing the historic environment

NPPF2 NPPF 2021 - Achieving sustainable development

NPPF5 NPPF 2021 - Delivering a sufficient supply of homes

NPPF9 NPPF 2021 - Promoting sustainable transport

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: **2nd August 2023**

5.2 Site Notice Expiry Date: Not applicable

6. Consultations

External Consultees

15 neighbouring properties were notified. The application was advertised in the local press on 19/7/23. No individual letters or representations have been received. However, a petition bearing 20 signatures has been received from the occupants of The Glen, a block of flats adjacent to the application site. The petition in objection to the proposal is on the grounds of increased disturbance to neighbouring occupiers and the need to safeguard a protected Oak tree within the grounds.

Internal Consultees

HIGHWAYS OFFICER

Appraisal

The original 2020 permission (68153/APP/2019/1319) for 12 residential flats (10x2 and 2x1 bedrooms) incorporated a total of 16 on-plot car parking spaces with 13 located within a basement area supplemented by 3 surface level provisions. The applicant now wishes to abandon the basement element of the consent resulting in a redesign whereby a lesser overall total quantum of 10 surface level replacement parking spaces would be provided.

Parking Provision

In terms of considering the above reduction in provision, it is noted that if the application was to be appraised in-line with the prevailing regional London Plan standard, up to 9 spaces would be required. Although the revised provision very marginally exceeds the standard, in this specific case, it is considered acceptable as it reduces the potential for undue parking within the site envelope and any measurable untoward on-street parking displacement. The provision of 10 'active' EVCP and 2 disabled compliant spaces conform to statutory requirements.

Layout of Spaces

The arrangement of the revised said spaces is considered acceptable as the layout encourages vehicles to enter and leave the site envelope in a forward gear which is the recommended practice on operational and safety grounds.

Cycle Parking

With reference to the loss of the cycle store (accommodating 8 spaces) originally positioned within the now aborted basement area, the applicant has compensated for this loss by enlarging and thereby increasing the capacity of the consented surface level cycle store located on the site frontage from 14 to 24 spaces. This revision is acceptable in operational terms and therefore considered fit for purpose.

There are no further observations.

Conclusion

This S73 application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan (2020) Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

URBAN DESIGN AND CONSERVATION OFFICER

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I have reviewed the updated plan to remove the underground car parking replaced with ground level car parking. The proposals will result in the loss of a small amount of green space and some trees which are replaced. These changes are not significant, therefore there is no objection.

TREE OFFICER

From a trees point of view the change to the parking means the removal of a small group of C category trees. The proposed landscape plan will make up for this loss and provide more suitable trees, as a result no objection for this.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development has been established as acceptable by virtue of the original grant of planning permission: Ref: 68153/APP/2019/1319 dated 09/11/2020.

7.02 Density of the proposed development

The density of the development has been established as acceptable by virtue of the original grant of planning permission: Ref: 68153/APP/2019/1319. There are no changes to the internal layout, the number of units, or unit mix.

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

Policy HE1 of the Local Plan Part 1 aims to conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape.

Policy DMHB 4 requires that new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness.

The application site is not located within an area important for archaeological remains, it is not sited close to any statutory listed building nor is it located within a Conservation Area. However the site sits adjacent to a Locally Listed Building, Aldis Hall and its respective gardens (heritage asset). To the south of the site on the opposite side of the road is The Glen, Northwood Conservation Area.

There will be no changes to the built form above ground level over those approved by the original grant of planning permission: Ref: 68153/APP/2019/1319, apart from the removal of the access ramp and entrance to the previously consented basement and a slightly larger cycle and bin store.

Overall the proposed development will continue to make a positive contribution to the character and appearance of the local streetscape. The proposed amendments to the approved scheme are relatively minor and it is considered that they have been sensitively designed to respect the character and appearance of the adjoining locally listed building, in accordance with Policy HE1 of the Local Plan Part 1.

7.04 Airport safeguarding

There are no airport safeguarding considerations relevant to this application.:

7.05 Impact on the green belt

The site is not located within or adjacent to any Green Belt. Therefore, this is not a relevant consideration for the determination of the proposal.

7.06 Environmental Impact

The proposal would not have any environmental impacts over those considered acceptable within the original grant of planning permission ref: 68153/APP/2019/1319.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Local Plan: Part 1 Strategic Policies (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

Policy DMHB 11 Local Plan: Part Two - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; building lines and streetscape rhythm and landscaping. It should also not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

There will be no changes to the built form above ground level over those approved by the original grant of planning permission: Ref: 68153/APP/2019/1319, apart from the removal of the access ramp and entrance to the previously consented basement and a slightly larger cycle and bin store.

The proposed building would be considered to be in keeping with the character and appearance of the street and would not adversely impact the visual amenity of the wider area, in accordance with Policy BE1 of the Local Plan: Part 1 Strategic Policies (2012); Policy DMHB 11 Local Plan: Part Two - Development Management Policies (2020).

7.08 Impact on neighbours

Policy DMHB 11 Local Plan: Part Two - Development Management Policies (2020) advises that proposals should not have an adversary impact on the amenity, daylight and sunlight of adjacent properties and open space. Policy DMHD 1 also requires that there is no unacceptable loss of outlook to neighbouring occupiers.

There will be no changes to the built form above ground level over those approved by the original grant of planning permission ref: 68153/APP/2019/1319, apart from the removal of the access ramp and entrance to the previously consented basement and a slightly larger cycle and bin store.

The proposed alterations to remove the approved basement would not have any amenity impacts in terms of loss of outlook, loss of privacy and loss of sunlight/daylight to neighbouring residents, over those considered acceptable within the original grant of planning permission ref:68153/APP/2019/1319.

7.09 Living conditions for future occupiers

The proposal would not have any amenity impacts over those considered acceptable within the original grant of planning permission ref: 68153/APP/2019/1319. There are no changes to the internal layout and adequate cycle and bin storage would be maintained.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Policy T1 of the London Plan (Strategic approach to transport) seeks development proposals facilitate the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. In addition, Policy T2 of the London Plan (Healthy Streets) requires development proposals to demonstrate how they will reduce the dominance of vehicles on London's streets whether stationary or moving, be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

Moreover, Policy T4 of the London Plan (Assessing and mitigating transport impacts) sets out that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. When required, transport assessments or statements should be submitted with proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Policy T4 further explains that where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

Policy T5 of the London Plan (Cycling) sets out that proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located.

Developments should provide cycle parking at least in accordance with the minimum standards, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling.

Policy T6 of the London Plan (Car Parking) states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Car free development should be the starting point for all development proposals in places that are (or are planned to be) well connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free developments have no general parking but should still provide disabled persons parking.

The maximum car parking standards, disabled persons parking, and the provision of electric or other Ultra-Low Emission vehicles are set out in Policy T6.1 to Policy T6.5.

The original 2020 permission (ref. 68153/APP/2019/1319) for 12 residential flats (10x2 and 2x1 bedrooms) provided a total of 16 on-site car parking spaces with 13 located within a basement area and 3 surface level spaces. The applicant now wishes to abandon the basement element of the consent, resulting in a lesser provision of 10 surface level replacement parking spaces.

In terms of considering the above reduction in onsite parking provision, the Council's Highways Officer notes that if the application was to be considered in-line with the prevailing London Plan standards, a maximum of 9 spaces would be required. Although the revised provision very marginally exceeds the standard, in this case, the Highways Officer considers this to be acceptable, as it reduces the potential for undue parking within the site envelope and any measurable untoward on-street parking displacement. The proposed provision of 'active' EVCP and disabled compliant spaces conform to statutory requirements.

In terms of the layout of the spaces, the arrangement of the revised said spaces is considered acceptable, as the layout encourages vehicles to enter and leave the site envelope in a forward gear which is the recommended practice on operational and safety grounds.

With regards to the loss of the cycle store (accommodating 8 spaces) originally positioned within the now abandoned basement area, the applicant has compensated for this loss by enlarging and thereby increasing the capacity of the consented surface level cycle store, located on the site frontage. This enlarged cycle store would increase the number of cycle parking spaces from 14 to 24 spaces. This revision is acceptable in operational terms.

In conclusion, the Highways Authority is satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan (2020) Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

7.11 Urban design, access and security

Issues of design and access have been discussed elsewhere in the relevant sections of this report. With respect of security, it is not considered that the proposal would have any significant adverse impacts.

7.12 Disabled access

The proposal would not have any accessibility impacts over those already considered acceptable within the original grant of planning permission

7.13 Provision of affordable & special needs housing

The original grant of planning permission secured a ground floor level 2 bed roomed 4 person flat at Discount Market Sale (DMS). Future occupants will be eligible for the right to buy scheme. Since there is no uplift in the number of units, it is recommended that this obligation be carried forward and secured by legal agreement, in the event that this application is approved.

7.14 Trees, Landscaping and Ecology

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) also requires that new development is high quality, sustainable, adaptable, and harmonises with the local context.

Landscaping and tree planting should also enhance amenity, biodiversity and green infrastructure.

Policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.

B) Development proposals will be required to provide a landscape scheme that includes hard and soft

landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

A tree report has been submitted in support of the application. It concludes that the principal arboricultural features within the site can be retained and adequately protected during development activities. No significant or important trees, including the protected Oak tree will be lost to facilitate the proposed scheme. Subject to precautionary measures, as detailed in the report, the proposal will not be injurious to trees to be retained.

The Urban Design officer notes that the proposals will result in the loss of a small amount of green space and some trees which are replaced. However, these changes are not significant, therefore no objection is raised. In addition, the Tree officer considers that from a trees point of view, although the change to the parking means the removal of a small group of C category trees, the proposed landscape plan will make up for this loss and provide more suitable trees. Consequently no objections are raised by the Council's Tree Officer.

The proposal would not significantly alter the development in terms of landscaping, trees and ecology from the scheme previously agreed within the original grant of planning permission. Subject to the submission of detailed tree protection measures to be approved by the Local Planning Authority and implemented in accordance with the approved protection plan, there are no objections on trees or landscaping grounds.

It is recommended that the landscaping condition be varied so that a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun, rather than prior to commencement of the development, as works have already commenced on the site.

7.15 Sustainable waste management

The proposal would not significantly alter the development in terms of waste management or storage from the scheme previously agreed within the original grant of planning permission.

7.16 Renewable energy / Sustainability

The proposal would not alter the development in terms of renewable energy/sustainability from the scheme previously agreed within the original grant of planning permission.

7.17 Flooding or Drainage Issues

There are no specific flooding or drainage issues associated with this application, and the proposal would not alter the development in terms of drainage or flood risk. A scheme for sustainable water management, incorporating Sustainable Urban Drainage (SUDS), has been approved under ref. 68153/APP/2021/3682. Should this application be approved, a condition recommends that the development be carried out in accordance with these approved details.

Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with the Hillingdon Local Plan: Part 2 and London Plan policies and the aspirations of the National Planning Policy Framework.

7.18 Noise or Air Quality Issues

The proposal would result in no additional impacts on noise or air quality over those considered acceptable within the original grant of planning permission. There will be a reduction in traffic movements entering and exiting the site as a result of reduced onsite parking provision.

7.19 Comments on Public Consultations

All matters are addressed elsewhere within this committee report.

7.20 Planning Obligations

Policy DMCI 7 of the Local Plan : Part 2 - Development Management Policies sets the local parameters of Planning Obligations and Community Infrastructure charges.

The original grant of planning permission secured the following planning obligations by way of a legal agreement:

1. To secure all necessary highway works including creation of new bell mouth access and the possible repositioning of the existing bus stop.
2. To secure affordable housing - A ground floor level 2 bedroomed 4 person flat Discount Market Sale (DMS), in accordance with the Mayor of London definition of affordable and future occupants will be eligible on right to buy scheme.
3. Employment Strategy and Construction Training Contribution - either a contribution equal to the formula within the Council Planning Obligations Supplementary Planning Document (SPD) 2014, or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development. Details shall be in accordance with the Council Planning Obligations SPD with the preference being for an in-kind scheme to be delivered.
4. Carbon off-set contribution as required by an approved Energy Assessment.
5. Project Management & Monitoring Fee: Contribution equal to 5% of the total cash contributions. Details shall be in accordance with the Council Planning Obligations Supplementary Planning Document 2014.

The applicant agreed to these obligations under the previously consented scheme, which were secured by way of a S106 Agreement. Since there is no uplift in the number of residential units, it is recommended that these same obligations be carried forward, by way of a deed of variation to the original S106 Agreement, in the event that this application is approved.

Overall, it is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development, in compliance with Policy DMCI 7 of the Local Plan : Part 2 - Development Management Policies.

Community Infrastructure Levy (CIL)

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per sqm. The proposed development is CIL liable.

7.21 Expediency of enforcement action

There are no enforcement issues associated with this site.

7.22 Other Issues

The proposal would result in no additional impacts on contamination over those considered acceptable within the original grant of planning permission.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

In the context of the approved development, the proposed amendments are minor in nature and comprise small-scale design changes associated with the removal of the basement. Subject to conditions and a S106 Agreement, the proposed minor amendments to the approved development will still ensure a high-quality scheme that has regard to the setting, scale and character of the area, in compliance with relevant planning policy.

11. Reference Documents

London Plan (2021)

Hillingdon Local Plan: Strategic Policies (2012)

Hillingdon Local Plan: Development Management Policies (2020)

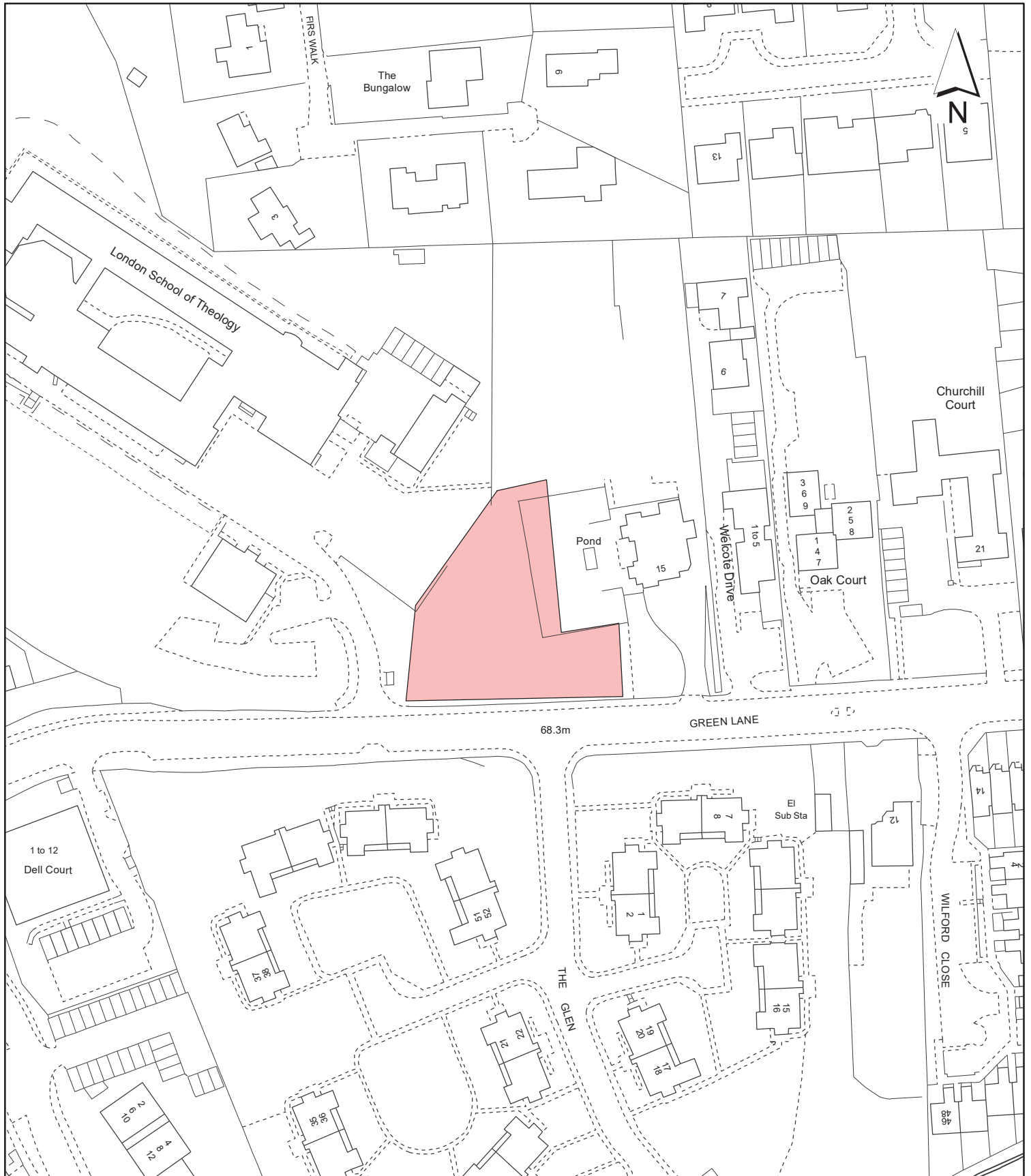
National Planning Policy Framework (NPPF) (2023)

Contact Officer:

Karl Dafe

Telephone No:

01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**15 Green Lane
 Northwood**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:

68153/APP/2023/1895

Scale:

1:1,250

Planning Committee:

Major

Date:

December 2023



HILLINGDON
 LONDON