

DELEGATED DECISION

- Please select each of the categories that enables this application to be determined under delegated powers
 - Criteria 1 to 5 or criteria 7 to 9 must be addressed for all categories of application, except for applications for Certificates of Lawfulness, etc.

APPROVAL RECOMMENDED: GENERAL

Select an Option

1.	No valid planning application objection in the form of a petition of 20 or more signatures, has been received	<input type="checkbox"/>
2.	Application complies with all relevant planning policies and is acceptable on planning grounds	<input type="checkbox"/>
3.	There is no Committee resolution for the enforcement action	<input type="checkbox"/>
4.	There is no effect on listed buildings or their settings	<input type="checkbox"/>
5.	The site is not in the Green Belt (but see 11 below)	<input type="checkbox"/>

REFUSAL RECOMMENDED: GENERAL

6.	Application is contrary to relevant planning policies/standards	<input type="checkbox"/>
7.	No petition of 20 or more signatures has been received	<input type="checkbox"/>
8.	Application has not been supported independently by a person/s	<input type="checkbox"/>
9.	The site is not in Green Belt (but see 11 below)	<input type="checkbox"/>

RESIDENTIAL DEVELOPMENT

10.	Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha	<input type="checkbox"/>
11.	Householder application in the Green Belt	<input type="checkbox"/>

COMMERCIAL, INDUSTRIAL AND RETAIL DEVELOPMENT

12.	Change of use of retail units on site less than 1 ha or with less than 1000 sq. m other than a change involving a loss of A1 uses	<input type="checkbox"/>
13.	Refusal of change of use from retail class A1 to any other use	<input type="checkbox"/>
14.	Change of use of industrial units on site less than 1 ha or with less than 1000sq.m. of floor space other than to a retail use.	<input type="checkbox"/>

CERTIFICATE OF LAWFULNESS

15.	Certificate of Lawfulness (for proposed use or Development)	<input type="checkbox"/>
16.	Certificate of Lawfulness (for existing use or Development)	<input type="checkbox"/>
17.	Certificate of Appropriate Alternative Development	<input type="checkbox"/>

CERTIFICATE OF LAWFULNESS

18.	ADVERTISEMENT CONSENT (excluding Hoardings)	<input type="checkbox"/>
19.	PRIOR APPROVAL APPLICATION	<input type="checkbox"/>
20.	OUT-OF-BOROUGH OBSERVATIONS	<input type="checkbox"/>
21.	CIRCULAR 18/84 APPLICATION	<input type="checkbox"/>
22.	CORPSEWOOD COVENANT APPLICATION	<input type="checkbox"/>
23.	APPROVAL OF DETAILS	<input type="checkbox"/>
24.	ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where the Heads of Terms have already received Committee approval	<input type="checkbox"/>
25.	WORKS TO TREES	<input type="checkbox"/>
26.	OTHER (please specify)	<input type="checkbox"/>

The delegation powers schedule has been changed. Interim Director of Planning, Regeneration & Public Realm can determine this application

Case Officer:

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informative's are satisfactory.

Team Manager:

Signature:

Date:

The decision notice for this application can be issued.

Director / Member of Senior Management Team:

Signature:

Date:

NONE OF THE ABOVE DETAILS SHOULD BE USED IN THE PS2 RETURNS ODPM

Item No. **Report of the Head of Development Management and Building Control**

Address: THE ELMS 371A HIGH STREET HARLINGTON

Development: A Prior Notification Application submitted under Schedule 2, Part 11, Class B of the Town and Country Planning (General Permitted Development) (England) Order (2015) (as amended) for the demolition of buildings and structures situated at 371a High Street, Harlington.

LBH Ref Nos: **19758/APP/2023/3328**

Drawing Nos: Demolition Management Plan - CDL-DMP-1-C-The Elms, Harlington
Covering Letter
Waste Classification Report - 210399-CG
19351-SK06 RevA
19351-SK07 RevB
Refurbishment Survey - J043984

Date Plans received: 16-11-23 **Date(s) of Amendments(s):**

Date Application valid 16-11-23

1. SUMMARY

A Prior Notification Application submitted under Schedule 2, Part 11, Class B of the Town and Country Planning (General Permitted Development) (England) Order (2015) (as amended) for the demolition of buildings and structures situated at 371a High Street, Harlington.

2. RECOMMENDATION

APPROVAL subject to the following:

INFORMATIVES

1. 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 (<https://archive.hillingdon.gov.uk/article/23746/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.

2. 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).

3. I99 Contaminated Land Informative

It is advised that any works associated with this prior notification application should be conducted in accordance with a detailed watching brief/discovery strategy to deal with unforeseen contamination that may be encountered, particularly during preliminary ground work and excavations at the site.

4. I99 Informative

There is a possibility there may be some contaminating substances present in the ground at the site. We would advise persons working on site to take basic precautions in relation to any contamination they may find. Precautions should be taken to minimise the mixing of any excavated material with clean shallow soils that are to remain on site.

The advice is provided on the grounds of Health and Safety of workers on site and to ensure the appropriate restoration of the site once works are complete to minimise risk to the occupants of the site.

5. I99 Airport Safeguarding Informative

Given the nature of the proposals it is possible that a crane may be required during demolition. We would, therefore, draw the applicant's attention 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 <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

6. I99 Non Standard Informative

The development hereby granted prior approval shall be carried out in accordance with the demolition management and mitigations measures outlined in the submitted documents:

Demolition Management Plan - (Ref: CDL-DMP-1-C-The Elms, Harlington),
Refurbishment Survey - J043984
Waste Classification Report - 210399-CG

3. CONSIDERATIONS

3.1 Site and Locality

The Elms complex, consisting of a number of industrial, storage and retail units of varying sizes, is located to the rear of the residential properties fronting onto the eastern side of Harlington High Street. There are two vehicular accesses to the site, one from Harlington High Street and the other from Cranford Lane. The site has a PTAL of 2. The application site is located on land designated as Green Belt. A large proportion of the site is covered by TPO 153a. The area to the north and east is relatively open in character and predominantly in an agricultural use. To the west and south are residential properties fronting onto the High Street. The site also falls within an Air Quality Management Area and an Air Quality Focus Area.

The site is understood to accommodate circa. 3,313sqm of Class E(g)(iii), B2 and B8 floorspace plus 4,132sqm of hardstanding/developed land. The current occupiers of the site comprise; builders/building services; dog groomers; storage units; pet store; digital printers; veterinary practice (part located within the building located in the northern section of the site; note this is not in residential use); upholstery services; packaging services; and a catering butchers.

3.2 Proposed Scheme

A Prior Notification Application submitted under Schedule 2, Part 11, Class B of the Town and Country Planning (General Permitted Development) (England) Order (2015) (as amended) for the demolition of buildings and structures situated at 371a High Street, Harlington.

3.3 Relevant Planning History

19758/APP/2023/3064 The Elms 371A HIGH STREET HARLINGTON

A Prior Notification Application submitted under Schedule 2, Part 11, Class B of the Town and Country Planning (General Permitted Development) (England) Order (2015) (as amended) for the demolition of buildings and structures situated at 371a High Street, Harlington.

Decision: 14-11-2023 Withdrawn (P)

19758/APP/2023/2915 The Elms 371A HIGH STREET HARLINGTON

A Prior Notification Application submitted under Schedule 2, Part 11, Class B of the Town and Country Planning (General Permitted Development) (England) Order (2015) (as amended) for the demolition of bungalow at no. 371A High Street (amended description)

Decision: 07-11-2023 Withdrawn (P)

19758/APP/2021/4628 The Elms 371A HIGH STREET HARLINGTON

Demolition of existing buildings and structures and redevelopment of the site to provide 2,116 sqm of flexible Class E(g)(iii), B2 and B8 use floorspace, along with associated access, servicing areas, car parking and soft landscaping (amended plans received 02.09.22)

Decision: 20-12-2022 Approval

Comment on Planning History

There is extensive planning history for this site. The most recent application is detailed below:

19758/APP/2021/4628 - Demolition of existing buildings and structures and redevelopment of the site to provide 2,116 sqm of flexible Class E(g)(iii), B2 and B8 use floorspace, along with associated access, servicing areas, car parking and soft landscaping (amended plans received 02.09.22)

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date: Not applicable

4.2 Site Notice Expiry Date: Not applicable

5. Comments on Public Consult

EXTERNAL CONSULTEES:

32 neighbouring properties and Harlington Village Residents Association were consulted on the application on 23-11-23. The consultation period expired 14-12-23.

One representation has been received and is summarised as:

- There are concerns over the access to the site, neighbouring properties should have access at all times.
- There are concerns over damage to access road and as for who would be liable to pay for repairs.
- There are questions regarding who the free holder is and the lease agreement.

INTERNAL CONSULTEES:

Highway Officer Comments:

Site Description

The application site is located on A437 High Street, Harlington, a mixed residential and commercial classified road with a 30mph speed limit which is subject to single yellow line between 8am - 6.30pm.

General Permitted Development Orders do not apply a test in relation to sustainability of location however, the application site is in a location with a PTAL ranking of 4 indicating that the proposal would be located in an area with good access to public transport that concurs with The Mayor's Transport Strategy (2022) which aims to encourage more people to walk, cycle and use public transport and NPPF 9: Promoting Sustainable Transport (2021).

Access

The application proposes to demolish buildings and structures located within The Elms industrial estate as shown on Drawing 19351 - SK07 Rev B titled Demolition Site Plan with a gross internal

floor area of 1858m². Access to the site would be gained over the existing access on A437 High Street Harlington which would be acceptable.

Demolition Management Plan

The applicant has provided a Demolition Management Plan (DMP) ref CDL-DMP-1-C-The Elms, Harlington dated 10th November 2023 to address issues that may arise from the works. Highway comments on the DMP are provided below:

- Item 3 Locations provides site working as 08:00-18:00 Monday to Friday which would be acceptable, however, delivery and waste removal for the site should be restricted
 - Item 4 Project Management provides details of Key Project Contacts which would be acceptable.
 - Item 7 Planning provides details of Access and Traffic Management which states that Loading operations will be undertaken on a wait-&-load basis using 7.5ton cage vehicles and Roll on/off skips which will be carefully managed with the public interface through a traffic marshal
 - Item 10 Environment states that the banksman will be tasked with ensuring that the wheels of any vehicles leaving the site are cleaned and the site entrance and surrounding roads are kept clean at all times.
 - Item 10 Environment states that the banksman will be tasked with ensuring that the wheels of any vehicles leaving the site are cleaned and the site entrance and surrounding roads are kept clean at all times.
 - Item 10 Environment provides details of the number of vehicle movements that would be generated by the site which would comprise:
 - 3no. 8 wheeled skip/tipper lorries per day
 - 3no. transit style vans per day
 - 1no. flatbed truck per day
- which would be unlikely to impact on highway safety or cause severe residual cumulative impacts on the road network and would be acceptable.

Recommendation

The Highway Authority therefore has no objections to this application to determine if prior approval is required pursuant to Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) as the submitted Demolition Management Plan demonstrates that the proposed development would be unlikely to cause highways or traffic impact.

The Contaminated land Officer was consulted on the application, however no response was received.

OFFICER COMMENT:

- The assessment of the application for prior approval for demolition works is limited to certain criteria within the General permitted Development Order. The concerns raised by a neighbouring resident are noted, however, it is considered that the application meets the criteria within the GDPO, as such, prior approval is required and approved.

6. 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.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise

Part 2 Policies:

DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMEI 12	Development of Land Affected by Contamination
DMAV 1	Safe Operation of Airports
LPP D14	(2021) Noise
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP SI12	(2021) Flood risk management
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T7	(2021) Deliveries, servicing and construction
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF9	NPPF 2021 - Promoting sustainable transport
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment

In addition: The application has been submitted for prior approval for the demolition of buildings, and Schedule 2, Part 11, Class B of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) sets out a number of criteria to determine whether prior approval should be allowed or refused, subject to conditions.

7. MAIN PLANNING ISSUES

7.1 Impact on the amenities of the occupiers of neighbouring residential properties

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that development proposals do not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Paragraph 130 (f) of the NPPF (2021) states Planning policies and decisions should ensure that developments:

create places that are safe, inclusive and accessible and which promote health and wellbeing, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

The information submitted clarifies that site working hours will be from 08:00-18:00 Monday to Friday and an other hours/days will be agreed in advance.

The demolition Management Plan states that water suppression during the demolition and loading works will be used using a Moto fog dust suppression machine, water sprays to ensure the maximum efficiency of water consumption. This will reduce impacts on the neighbouring properties.

Matters relating to environmental impacts such as noise, hours of work, dust, contamination, etc, are also governed by separate legislation outside the remit of planning.

Given the above, the proposed demolition would not be considered contrary to Policies DMHB 11, DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.2 Impact on Street Scene

Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) require that development harmonises with the local context and is well integrated.

Class B, Part 11, Schedule 2 of the General Permitted Development Order 2015 permits demolition of buildings without the need for planning permission, subject to various criteria (this is further explained in section 7.6 of this report). This legislation limits the weight the Local Planning Authority can give to matters such as impact on visual amenity, particularly where, as is the case here, the buildings are not statutorily listed and do not fall within a designated Conservation Area.

The site is located within the Green Belt and it is considered demolishing buildings would be a positive contribution to the Green Belt in preserving its character and openness. Post demolition the site would still retain its commercial appearance due to the retention of other buildings. Accordingly, it is not considered that their demolition would be of any significant harm to the character or appearance of the surrounding area and is not considered contrary to Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.3 Traffic Impact / Pedestrian Safety

Paragraph 111 of the NPPF states that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Policy DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.

As set out above, one of the conditions of demolition is that the applicant must, in all cases, apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to the method of demolition and any proposed restoration of the site.

The applicant has provided a Demolition Management Plan (DMP) ref CDL-DMP-1-C-The Elms, Harlington dated 10th November 2023 to address issues that may arise from the works. Highway comments on the DMP are provided below:

- Item 3 Locations provides site working as 08:00-18:00 Monday to Friday which would be acceptable, however, delivery and waste removal for the site should be restricted
- Item 4 Project Management provides details of Key Project Contacts which would be acceptable.
- Item 7 Planning provides details of Access and Traffic Management which states that Loading operations will be undertaken on a wait-&-load basis using 7.5ton cage vehicles and Roll on/off skips which will be carefully managed with the public interface through a traffic marshal
- Item 10 Environment states that the banksman will be tasked with ensuring that the wheels of any vehicles leaving the site are cleaned and the site entrance and surrounding roads are kept clean at all times.
- Item 10 Environment provides details of the number of vehicle movements that would be generated by the site which would comprise:
 - 3no. 8 wheeled skip/tipper lorries per day
 - 3no. transit style vans per day
 - 1no. flatbed truck per day
 which would be unlikely to impact on highway safety or cause severe residual cumulative impacts on the road network and would be acceptable.

As such the proposed demolition works would have an acceptable impact on the highway network. There are no highways objections to the proposed works.

7.4 Carparking & Layout

Please see above section.

7.5 Urban Design, Access and Security Considerations

Not relevant to the consideration of this application.

7.6 Other Issues

AIR QUALITY:

Policy DMEI 14 of the Local Plan: Part Two (2020) requires development proposals to demonstrate

appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

The site falls within an Air Quality Management Area (AQMA). The Demolition Management Plan has stated methods to control emissions of dust, noise and vibration.

As such, the proposal accords with Policy DMEI 14 of the Local Plan: Part Two (2020)

TREES:

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.

The application site contains numerous trees with selected trees protected by a TPO. The Demolition Management Plan is basic in its description of the trees, however, the previous approved application confirmed that there is no objection to the removal of trees in the area covered by G26. The report indicates that those trees are being removed and replacement trees are to be planted.

CONTAMINATED LAND:

Policy DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.

The applicant has submitted an asbestos report and a waste classification report. It is considered that the information provided is sufficient. However, it is advised that any works associated with this Prior Notification application should be conducted in accordance with a detailed watching brief/discovery strategy to deal with unforeseen contamination that may be encountered, particularly during preliminary ground work and excavations at the site. At the full planning application stage, planning conditions would secure the detailed information required to accord with Policy DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

AIRPORT SAFEGUARDING

Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that the Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.

Given the nature of the proposed development it is possible that a crane may be required during its construction. As such it is required that the applicant follows the British Standard Code of Practice for the safe use of Cranes. The crane operators should also consult the aerodrome before erecting a crane. An advisory informative has been added.

Subject to compliance with all relevant standards and guidance, the proposed method of demolition is not considered contrary to Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

GPDO CONSIDERATIONS:

Development is not permitted by Class B if-

(a)the building has been rendered unsafe or otherwise uninhabitable by the action or inaction of any person having an interest in the land on which the building stands and it is practicable to secure safety or health by works of repair or works for affording temporary support;

Planning Officer Comment: the building(s) has not been rendered unsafe or otherwise uninhabitable.

(b)the demolition is "relevant demolition" for the purposes of section 196D of the Act (demolition of an unlisted etc. building in a conservation area)

Planning Officer Comment: The building(s) are not listed or sited within a conservation area. The proposal does not involve 'relevant demolition'.

c)the building is used, or was last used, for a purpose falling within-

- (i)article 3(6)(p) (drinking establishments etc.) of the Use Classes Order; or
- (ii)article 3(6)(q) (drinking establishments with expanded food provision) of that Order;

Planning Officer Comment: The building(s) were not used for any of the above purposes.

(d)the building is used, or was last used, for the purpose of-

- (i)a concert hall;
- (ii)a venue for live music performance; or
- (iii)a theatre

Planning Officer Comment: The building(s) were not used for any of the above purposes.

(e)the demolition relates to a statue, memorial or monument ("a commemorative structure") in place for a period of at least 10 years on the date of any proposed demolition, other than a commemorative structure-

- (i)that is a listed building;
- (ii)that is a scheduled monument;
- (iii)within a cemetery, on consecrated land, or within the curtilage of a place of public worship;
- (iv)within the grounds of a museum or art gallery; or
- (v)within the curtilage of a dwellinghouse

Planning Officer Comment:The demolition does not relate to a statue, memorial or monument ("a commemorative structure").

B.2 Development is permitted by Class B subject to the following conditions-

(a)where demolition is urgently necessary in the interests of safety or health and the measures immediately necessary in such interests are the demolition of the building the developer must, as

soon as reasonably practicable, give the local planning authority a written justification of the demolition

b)where the demolition does not fall within paragraph (a) and is not excluded demolition-
(i)the developer must, before beginning the development, apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to the method of demolition and any proposed restoration of the site;

Planning Officer Comment: A Demolition Management Plan has been submitted. A cover letter has also been submitted outlining general restoration works to take place post demolition. The details are considered to be submitted.

(ii)an application described in must be accompanied by a written description of the proposed development, a statement that a notice has been posted in accordance with paragraph (b)(iv) and any fee required to be paid;

(iv)subject to paragraph (b)(v), the applicant must display a site notice by site display on or near the land on which the building to be demolished is sited and must leave the notice in place for not less than 21 days in the period of 28 days beginning with the date on which the application was submitted to the local planning authority;

(v)where the site notice is, without any fault or intention of the applicant, removed, obscured or defaced before the period of 21 days referred to in paragraph (b)(iv) has elapsed, the applicant is treated as having complied with the requirements of that paragraph if the applicant has taken reasonable steps for protection of the notice and, if need be, its replacement;

Officer Comment: The Planning Statement states that a site notice has been displayed and photographic evidence has been submitted of the displayed site notice.

(vii)the development must not begin before the occurrence of one of the following-

(aa)the receipt by the applicant from the local planning authority of a written notice of their determination that such prior approval is not required;

(bb)where the local planning authority give the applicant notice within 28 days following the date of receiving the application of their determination that such prior approval is required, the giving of such approval; or

(cc)the expiry of 28 days following the date on which the application was received by the local planning authority without the local planning authority making any determination as to whether such approval is required or notifying the applicant of their determination;

(viii)the development must, except to the extent that the local planning authority otherwise agree in writing, be carried out-

(aa)where prior approval is required, in accordance with the details approved;

(bb)where prior approval is not required, in accordance with the details submitted with the application;

(ix)the development must be carried out-

(aa)where approval has been given by the local planning authority, within a period of 5 years from the date on which approval was given;

(bb)in any other case, within a period of 5 years from the date on which the local planning authority were given the information referred to in paragraph (b)(ii);

RECOMMENDATION

Based on the considerations addressed within the main body of the report, it is recommended that Prior Approval is required and approved.

8. Reference Documents

The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

National Planning Policy Framework (July 2021)

The London Plan (March 2021)

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

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

Contact Officer:

Rhian Thomas

Telephone No: