

Report of the Head of Development Management and Building Control Committee Report

Case Officer: **Mike Kemp**

585/APP/2024/1879

Date Application Valid:	11/07/2024	Statutory / Agreed Determination Deadline:	09/05/2025
Application Type:	Hybrid (Outline and Full)	Ward:	Uxbridge

Applicant: **VSM Estates Limited**

Site Address: **St Andrews Park, Hillingdon Road, Uxbridge**

Proposal: **Hybrid planning application comprising: Outline planning permission (with all matters reserved) for residential development and commercial uses, to be occupied flexibly within Use Classes E(a), E(b), E(c), E(e), E(g)(i), E(g)(ii) and a convenience store (Use Class E(a)); plus car parking, hard and soft landscaping, and all other associated works; Plus, full planning permission for reinstatement of gym use (Use Class E(d)) and change of use to provide a cafe (Use Class E(b)) within the former cinema building; and external alterations; and associated car parking, hard and soft landscaping and all other associated works.**

Summary of Recommendation: **GRANT planning permission subject to section 106 legal agreement and conditions**

Reason Reported to Committee: **Required under Part 1 of the Planning Scheme of Delegation (Major application recommended for approval)**



Summary of Recommendation:

GRANT planning permission subject to the completion of a satisfactory section 106 legal agreement to secure the heads of terms set out below, and subject to the conditions as set out in Appendix 1.

Section 106 Legal Agreement Heads of Terms:

It is recommended that delegated powers be given to the Director of Planning and Sustainable Growth to grant planning permission subject to the following:

1. That the application be referred back to the Greater London Authority.
2. That should the Mayor not issue a direction under Article 7 of the Order that he is to act as the Local Planning Authority for the purposes of determining the application, delegated powers be given to the Director of Planning and Sustainable Growth to approve this application subject to:
 - A) That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:
 1. To secure on-site affordable housing, to include a provision of 35% by habitable room with 70% being London Affordable Rent (LAR) and 30% Shared Ownership.
 2. Air Quality Mitigation Contribution of £270,527.
 3. Residential Parking Permits restriction (excluding Blue Badge holders).
 4. Provision of car club parking.
 5. An Employment/Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.
 6. Carbon Offset contribution: In the event that the reserved matter applications are not net zero a carbon offset payments shall be paid to the Council's carbon offset fund.
 7. London Healthy Urban Development Unit (HUDU) financial contribution of £127,720 to fund enhanced or new health facilities within the London Borough of Hillingdon.
 8. Designation of public open space within the site to remain publicly accessible in perpetuity.
 9. A Healthy Streets/Active Travel Zone contribution of £100,000.
 10. A Section 278 Agreement to implement the proposed off-site Highways Works.
 11. PROW: Contribution of £1,500 to fund Council legal costs diverting Public Right of Way U63.

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- 12. A Strategy outlining the timescales/phasing associated with the delivery of the works to the former cinema building and St Andrews Gate
- 13. A Project Management and Monitoring Fee, equalling 5% of the total financial contributions to be paid under this agreement.

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

C) That officers be authorised to negotiate and agree the detailed wording of the heads of terms, the proposed Legal Agreement and conditions of approval.

D) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Director of Planning and Sustainable Growth), delegated authority be given to the Director of Planning and Sustainable Growth to refuse planning permission for the following reason:

The applicant has failed to mitigate the impacts posed by the proposed development (in respect of affordable housing, air quality, parking restrictions and sustainable travel, employment/construction training, carbon offsetting, health, highways safety and public access). The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 56-58 of the National Planning Policy Framework (2024).'

E) That if the application is approved, that the permission is subject to the Conditions as set out in Appendix 1.

1 Executive Summary

- 1.1 The application site comprises a parcel of land which forms part of the St Andrews Park site, which was formerly RAF Uxbridge. The site consists mainly of cleared land, the only building on the site is the Grade II listed former cinema building which lies in the south west corner of the site. The site lies immediately to the east of Uxbridge Town Centre and occupies a prominent gateway location along Hillingdon Road.
- 1.2 Policy SA 28 of Hillingdon Council's Local Plan Part 2 Site Allocations and Designations (2020) covers St Andrews Park, Uxbridge, including the application site. The policy states that development shall be delivered in accordance with the approved planning permission (585/APP/2009/2752) which covered the provision of 1340 residential units; 14,000 sq. m. of office floorspace; a 90-bedroom hotel; associated commercial uses; education facilities; and associated landscaping, car

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parking, and amenity space provision. Planning permission 585/APP/2009/2752 has expired and the site remains the only parcel of land associated with the site allocation that has not been developed or does not benefit from extant planning permission.

- 1.3 Hybrid planning permission is sought, comprising: Outline planning permission (with all matters reserved) for residential development and commercial uses, to be occupied flexibly within Use Classes E(a), E(b), E(c), E(e), E(g)(i), E(g)(ii) and a convenience store (Use Class E(a)); plus car parking, hard and soft landscaping, and all other associated works. Full planning permission is sought too for the renovation of the former cinema building for use as a gym and café alongside external alterations; and associated car parking, hard and soft landscaping and other associated works.
- 1.4 The development is considered to broadly comply with the aims of the site Policy SA 28 and would bring forward the effective use of a prominent brownfield site to provide a mixed-use development of an appropriate density. The outline planning permission includes the provision of up to 356 residential dwellings, of which 35% would be affordable which would provide an important contribution towards meeting local housing need, in particular the need for affordable homes with the development achieving compliance with Policy DMH 7 of the Local Plan Part 2 and Policy H6 of the London Plan with regard to affordable housing provision.
- 1.5 The detailed element of the planning permission would secure the viable re-use of the Grade II former cinema building as a gym and a café. This would include the repair and renovation of a disused heritage asset that has been identified by Historic England as being at risk, which would provide significant heritage benefits. The proposals include the repair and renovation of the locally listed St Andrews Gate. Owing to the scale of development within the outline element of the scheme, it is considered that the development would result in less than substantial harm to the setting and the significance of the former cinema building. This limited harm is considered to be outweighed by the substantial public benefits of the development, including the provision of a substantial quantity of housing, of which 35% would be affordable, as well as the provision of commercial space. Further significant benefits include the renovation and reuse of the Grade II listed former cinema building, the provision of new high quality public open space, the renovation of the locally listed St Andrews Gate, the provision of 10% biodiversity net gain across the site and significant placemaking benefits given the prominence of what is a large town centre site.
- 1.6 The submitted parameter plans and indicative drawings accompanying the outline application indicate that appropriate provision is set out to ensure that future occupiers would benefit from acceptable internal amenity standards in terms of the quantity of floorspace and levels of natural light. Acceptable provision is made for external amenity space in the form of private balconies and communal gardens. It is considered that the parameters of the development would not have a significant adverse impact on the amenity of surrounding residential occupiers, whilst allowing scope for the adequate standards of internal and external amenity space for future occupiers.

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- 1.7 Whilst noting the concerns expressed by the GLA, it is considered that the level of parking provision is acceptable accounting for the location of the site, transport accessibility and levels of parking provision elsewhere within the St Andrews Park development. It is considered that subject to the relevant conditions and obligations highlighted in this report that the development would not have an adverse impact on highway safety or amenity.
- 1.8 The proposals are considered to adequately address where necessary matters of energy efficiency, air quality, land contamination, protection of trees and protection of biodiversity and provision of biodiversity net gain, subject to the various conditions outlined in this report and Appendix 1.
- 1.9 On balance, the proposal is acceptable and would comply with the overarching aims of the National Planning Policy Framework (2024), The London Plan (2021) and the Hillingdon Local Plan.
- 1.10 The planning application is therefore recommended for approval, subject to the conditions contained in Appendix 1; the Section 106 Heads of Terms detailed above, and Stage II referral to the Greater London Authority.

2 The Site and Locality

- 2.1 The application site comprises a 1.8 hectare parcel of land which forms part of the St Andrews Park site, that was formerly RAF Uxbridge. The site consists mainly of cleared land, the only building on the site is the Grade II listed former cinema building which lies in the south west corner of the site. There are five trees within this part of the site which are protected through a blanket Tree Preservation Order (TPO) covering the whole of the St Andrews Park site. St Andrews Gate, which is a locally listed heritage asset is located along the western edge of the site, which is a brick entrance gate associated with the former RAF Uxbridge site. To the side of the main gateway is a public right of way which crosses the site leading between Park Road and St Andrews Road.
- 2.2 The site lies within Uxbridge Town Centre and occupies a prominent gateway location along Hillingdon Road and Park Road. A parcel of land to the east of the site has been recently developed for a high-density residential scheme consisting of apartment buildings which forms an earlier phase of the development, this is known as 'The Triangle'. Construction has commenced on another phase of development to the south east of the site known as Town Centre West, consented under application reference 585/APP/2016/4504. To the south east of the site is the locally listed Mons Barracks building and to the east of this is a cleared site with planning permission also for a high-density residential development (585/APP/2022/665). The site lies within an Air Quality Management and Air Quality Focus Area.

Figure 1: Location Plan (application site edged red). The full element of the hybrid planning permission is shaded red, the remainder of the site forms the outline element of the planning permission.



Figure 2: Aerial Image of Application Site

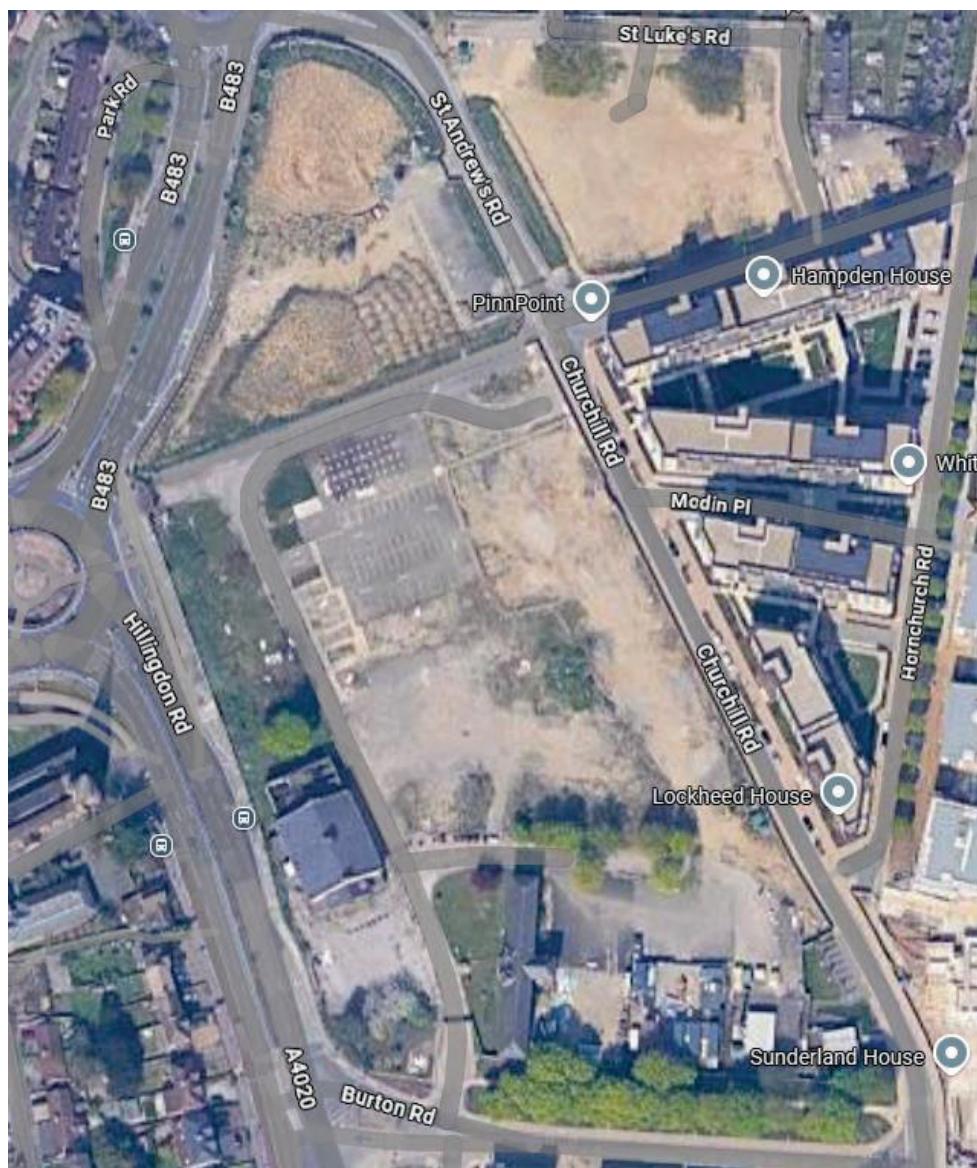
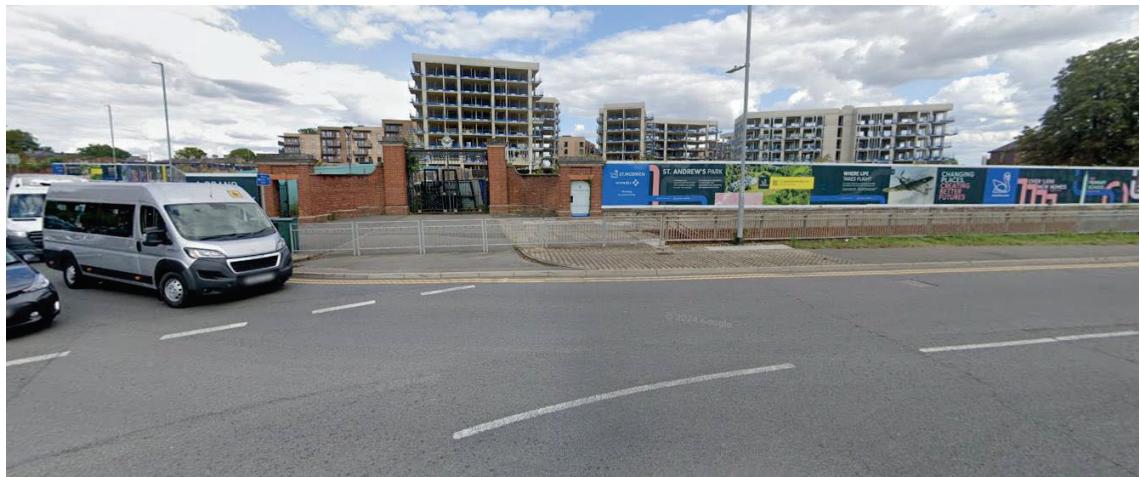


Figure 3: Street View Images



View from the roundabout to the West of the site adjoining Park Road.



View of the south of the site and former cinema building from Hillingdon Road adjoining the junction with Burton Road.



View of the north of the site from St Andrews Road adjoining the junction with Park Road

3 Proposal

3.1 Hybrid planning permission is sought, this consists of a mix of outline and full elements. Outline planning permission (with all matters reserved) is sought for:

- Up to 356 residential dwellings, in buildings ranging up to 10 storeys; of which, 35% of units are affordable homes.
- Up to 660sqm GIA of flexible commercial space (Use Classes E(a), E(b), E(c), E(e), E(g)(i) and E(g)(ii)). This includes retail, food and drink, financial and professional services, medical/healthcare, office and research/development uses.
- Up to 440sqm (GIA) of additional commercial space fixed for use as a convenience store (Use Class E(a)).
- Retention and refurbishment of St. Andrew's Gate in its current location.
- A minimum of 2,500sqm publicly accessible open space.
- Provision of private communal spaces.

3.2 Parameter plans have been submitted in support of the planning application. Should outline planning permission be granted, the parameter plans would form control documents, and any future reserved matters application would be expected to comply with the details set out within the submitted parameter plans. The following parameter plans have been submitted:

- Parameter Plan 1 – Building Zones – the location/footprint of any new buildings.

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- Parameter Plan 2 – Building Uses Parameter Plan – the location/distribution of commercial and residential uses at ground floor level.
- Parameter Plan 2.1 – the location/distribution of all uses above ground floor level (all residential).
- Parameter Plan 3 – Building Heights Parameter Plan – the distribution of maximum building heights.
- Parameter Plan 4 – Access and Movement – location of vehicle and pedestrian accesses, servicing, on and off-street parking; and public rights of way.
- Parameter Plan 5 - Landscape and public realm – distribution of public realm and streetscapes, hard and soft landscaping and private spaces.

3.3 The outline application is also accompanied by a design code. This document sets out a series of design criteria which must be incorporated within the detailed design for the buildings under any forthcoming reserved matters applications. An indicative landscape masterplan has also been submitted showing the indicative layout of the development and siting of the public realm and provision of hard and soft landscaping.

3.4 To provide further guidance to aid assessment of the application, CGI plans have been submitted showing how development may come forward in line with the submitted parameter plans and measures set out within the design code and other accompanying documents. The colour rendered visuals show how the development may appear in terms of the height, massing, use of materials and distribution of uses and public realm/open space, however it must be noted that these visuals are indicative only, as the detailed design of the buildings would be determined under future reserved matters applications.

3.5 Amendments have been made to the design code and parameter plans to provide differentiation between the hard and soft landscaping and to include a landscaping strip along the Hillingdon Road and Park Road frontages.

3.6 Full planning permission is sought for the reinstatement/change of use of the Grade II listed former cinema building for a 776sqm gym (Class E(d)) and a 216sqm café (Class E) and the provision of adjoining landscaping, parking and public realm. A series of external alterations are proposed to the building to facilitate the change of use, which include the installation of new flat roof above existing squash courts with cast iron gutters and rainwater pipes, replacement of existing windows and doors, installation of new window and door openings and the addition of an access ramp to the west of the entrance steps into the main hall.

3.7 An associated listed building consent application has been submitted for the internal and external alterations to the listed building (585/APP/2024/1799) and is included on the agenda for the 7th May 2025 Planning Committee.

Figure 3: Proposed Plan (please note – larger version of plan can be found in the Committee Plan Pack)



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Parameter Plan 1 – Building Zones Parameter Plan - showing development zones A, B and C within the outline phase (shaded blue) and the development area for which detailed permission is sought – shaded red.



Illustrative landscape masterplan for outline and detailed elements.

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Illustrative Visual showing view from St Andrews Gate



Illustrative Visual of Park Road frontage and streetside landscaping

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Illustrative view of Squadron Square Public Realm

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Illustrative Visual of Roundell Place Public Realm to rear of former cinema building



Illustrative visual of front of renovated former cinema building

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4 Relevant Planning History

4.1 A list of the relevant planning history related to the application site can be found in Appendix 2.

4.2 The relevant planning history is discussed in detail within the report, particularly hybrid planning permission 585/APP/2009/2752 which relates to the St Andrews Park site in its entirety. The permission which was granted in 2012 and has now expired is referenced under site allocation Policy SA 28 related to the following:

1. Outline application (all matters reserved, except for access) including demolition of some existing buildings and:
 - a) Creation of up to 1,296 residential dwellings (Class C3) of between 2 to 6 residential storeys;
 - b) Creation of up to 77 one-bedroom assisted living retirement accommodation of between 3 to 4 storeys;
 - c) Creation of a three-form entry primary school of 2 storeys;
 - d) Creation of a hotel (Class C1) of 5 storeys of up to 90 beds;
 - e) Creation of a 1,200 seat theatre with ancillary cafe (Sui Generis); office (Class B1a) of up to 13,860sq.m; energy centre (Sui Generis) of up to 1,200sq.m; and retail (Class A1, A2, A3, A4, A5) of up to 2,850sq m; in buildings of between 4 to 6 storeys as well as a tower element associated with the theatre of up to 30m;
 - f) Creation of a local centre to provide up to 150sq.m of retail (Class A1 and A2) and 225sq.m GP surgery (Class D1); Means of access and improvements to pedestrian linkages to the Uxbridge Town centre; car parking; provision of public open space including a district park; landscaping; sustainable infrastructure and servicing.
2. In addition to the above, full planning permission for:
 - a) Creation of 28 residential dwellings (Class C3) to the north of Hillingdon House of between 2 to 3 storeys as well as associated amenity space and car parking;
 - b) Change of use of Lawrence House (Building No. 109) to provide 4 dwellings (Class C3), associated amenity space and car parking including a separate freestanding garage;
 - c) Change of use and alterations to the Carpenters building to provide 1 residential dwelling (Class C3);
 - d) Change of use and alterations to the Sick Quarters (Building No. 91) to provide 4 dwellings (Class C3) as well as associated amenity space and car parking;
 - e) Change of use of Mons barrack block (Building No. 146A) to provide 7 dwellings (Class C3) as well as associated amenity space and car parking;
 - f) Change of use of the Grade II listed former cinema building to provide 600sq.m Class D1/2 use (no building works proposed);
 - g) Change of use and alterations to the Grade II listed Hillingdon House to provide 600sq.m for a restaurant (Class A3) on the ground floor and 1,500sq.m of office (Class B1) on the ground, first and second floors.

5 Planning Policy

5.1 A list of planning policies relevant to the consideration of the application can be found in Appendix 3.

6 Consultations and Representations

6.1 A total of 1108 separate neighbouring properties were consulted directly regarding the proposed development. Three site notices were posted on 21st August 2024. Following the amendments to the design code and parameter plans, further consultation was carried out by direct notification and through the posting of new site notices on 4th March 2025.

6.2 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
A total of 10 public comments have been received in objection to the planning application.	1. Concern regarding increase in residents and impact on facilities and amenities.	The provision of new facilities and demand on existing facilities is discussed within paragraphs 7.147 to 7.150 of this report.
	2. Design and scale of development is excessive.	The height and scale of the development is addressed within paragraphs 7.29 to 7.54 of the report.
	3. Scale and impact on RAF Northolt Flight Path.	RAF Northolt have been consulted and appropriate conditions have been attached to ensure airport safeguarding.
	4. No reference to how sustainable the buildings would be and whether the buildings would achieve net zero.	An Energy Statement has been submitted in support of the application which addresses this matter. This is addressed within paragraphs 7.179 to 7.185 of the report below.

	5. Insufficient parking is provided and existing issues of parking management at St Andrews Park.	Parking provision and management is addressed in paragraphs 7.112 to 7.222 below.
	6. Query need as development has halted on earlier phase of development.	The need for additional homes is addressed in paragraphs 7.1 to 7.10 below. This has not diminished notwithstanding that development has stalled on the adjoining site.
	7. Potential for increased crime and anti-social behaviour.	Safety and security is addressed in paragraph 7.53 below.
	8. Waste collection on the estate has been inadequate.	Waste management as proposed within the scheme layout is addressed in paragraphs 7.176 to 7.178 of the report.
	9. Build quality on the site has been poor, particularly the quality of roads.	Design matters relating to the development proposals are addressed in paragraphs 7.29 to 7.54 below.
	10. Concern regarding increased traffic generation.	Traffic and associated highways impacts are addressed in paragraphs 7.102 to 7.111 of the report below.

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
<u>Greater London Authority (GLA)</u> Conditions requested to secure a fire statement, provision of M4(2) and M4(3) accessible homes, London Plan compliant cycle parking, Whole Life-Cycle Carbon Assessment, Circular Economy Statement, Urban Greening Factor and biodiversity net gain.	The Applicant has submitted additional information following the GLA's Stage I comments. Conditions have been recommended in line with the GLA's recommendations.

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<p>Stage II referral to the GLA is required if resolved for approval at Planning Committee.</p> <p><u>Land Use Principles:</u> The optimisation of the site for residential led mixed uses on this brownfield, town centre site is fully supported in strategic terms.</p> <p><u>Affordable Housing</u> The indicative mix and quantum of affordable homes is supported.</p> <p><u>Transport</u> The ATZ should be updated and appropriate contributions secured. Trip generation calculations should be revised. Parking provision should be reduced given the town centre location and residents should not be allowed to apply for a parking permit. Comments should be addressed in respect of the draft servicing, construction logistics and travel plans.</p> <p>Other issues on urban design, heritage, sustainable development environmental issues also require resolution prior to the mayor's decision-making stage.</p>	<p>Officers consider that the matters raised in the GLA's Stage I comments have been addressed with the exception of the reduction in parking numbers following a request for further information to be provided by the applicant. The comments raised by the GLA with regard to access and parking are addressed within the relevant section of this report.</p> <p>The Local Planning Authority will refer the application back to the GLA for Stage II (as required) if the Planning Committee resolves to grant planning permission.</p>
<p><u>Transport for London (TfL)</u></p> <p>To support facilitating a strategic modal shift towards active travel and the high-density development coming forward in this area, further contributions towards improving the active travel environment should be secured from this development.</p> <p>Proposals for the public realm on Park Road and St Andrew's Road both include a second footway separated from the existing footway by a landscape buffer. While the inclusion of trees and other planting on these thresholds is supported, this fails to make best use of the space available for pedestrians and risks introducing confusion about what is public space and where people should walk. On Hillingdon Road, the scheme fails to address the lack of footway space around the St Andrew's Church / Hillingdon Road bus stop.</p>	<p>A financial contribution is sought towards active travel improvement to facilitate the remodelling of the adjoining roundabout improving the attractiveness of this route for pedestrians.</p> <p>Whilst the comments regarding the width of the pedestrian routes are noted, these meet minimum requirements and there is a need to balance accessibility</p>

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<p>The proposed turning head in the northern part of the scheme detracts significantly from the quality of public realm. This is a space where pedestrian movement should be prioritised. If servicing has to happen here, it will be important to ensure that it is integrated sensitively into the space through choice of materials and includes features that promote pedestrian priority.</p>	<p>with the need to improve the public realm through additional street tree planting. The space adjoining the St Andrews Church bus stop is constrained by the location of the former cinema building.</p>
<p>The quantum of parking along the Spine Road raises concerns that a car-dominated landscape is being created, contrary to Policy T2, which in turn makes this road less attractive street for walking and cycling.</p>	<p>The size of the turning head is necessary, design measures to improve safety would be addressed under future reserved matters applications.</p>
<p>The relationship between the development and Burton Road is poor, with a surface car park and servicing area proposed at the southern end of the site, occupying a prominent location when approaching the site from the south. While the proposed SUDS feature is welcome, there is little other indication what the green space wrapping around this car park is intended to be used for, other than as a buffer to the surrounding roads.</p>	<p>The provision of landscaping adjoining Burton Road is required to deliver biodiversity net gain and urban greening.</p>
<p>Proposals for safe cycling around the scheme are lacking, and do not meet London Plan Policy T5 requirements on supporting the delivery of a network of cycle routes or improving infrastructure. In general, no safe means of accessing cycle storage areas has been provided and an opportunity has been missed to enhance cycle permeability through the area.</p>	<p>It is considered that the layout facilitates adequate permeability for cyclists in principle. Specific provision for access across the areas of public open space would be expected to be provided at Reserved Matters stage.</p>
<p>Advise that the residential development should be car free. Request that details of cycle storage and EVCP's are secured by planning condition.</p>	<p>Parking provision is assessed in detail within the transport section of this report. Details of cycle storage, EVCP's, a delivery and servicing plan, and</p>

	construction logistics plan would be secured by planning condition. A Travel Plan would also be secured.
<u>Airport Safeguarding - Heathrow</u> No objection subject to submission of Bird Hazard Management Plan.	A condition has been added to include the submission of a Bird Hazard Management Plan prior to the first occupation of the development.
<u>Transport for London – Underground Infrastructure Protection</u> No comments to make.	Noted
<u>Ministry of Defence Safeguarding</u> At this consultation stage, where grid references for the location of each different height section of the proposed buildings over 10.7m in height and the design of every proposed building including roof structure are not available, and details concerning the proposals for addressing Biodiversity Net Gain or landscaping/planting for the proposed development have not been provided, the MOD representations are limited to the principle of the development only. Therefore, the MOD has safeguarding concerns and should be consulted at all future stages for this proposed development and on any reserved matters applications in relation to the outline application for this development in order to perform the appropriate safeguarding assessments. No objection to the full and change of use applications in relation to this development.	The applicant has provided relevant information relating to building heights within the originally submitted plans as well as an aviation safeguarding assessment, a further update has been issued to the MOD and is pending review. A bird hazard management plan condition is recommended to be added to any permission.
<u>NAT's (National Air Traffic Services)</u> No objection	Noted
<u>Thames Water</u> The proposed development is located within 15 metres of a strategic sewer and a condition will be required specifying that no piling is carried out until a	Comments are noted and the recommended condition has been

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<p>piling method statement has been submitted and approved in writing.</p> <p>Recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.</p> <p>No objection regarding foul water network capacity.</p> <p>The application indicates that surface water will not be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority. Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position.</p>	<p>added to the list of proposed conditions.</p>
<p><u>NHS – Healthy Urban Development Unit</u></p> <p>There are significant issues with healthcare infrastructure capacity in the direct vicinity of the proposal site, particularly within the Synergy primary care network which is under notable pressure and operating substantially over ideal patient capacity limits.</p> <p>With this in mind, discussions with NHS Trust Partners have determined that the future growth in primary care demand created by this scheme could be accommodated through expanding, upgrading and reconfiguring local clinical space. There are a number of local primary care facilities which have been identified as opportunities for improvement. Plans are in the pipeline to increase local healthcare capacity and we therefore request a financial contribution of £126,720 in order to help facilitate the delivery of these plans, provide sufficient capital to improve NHS capacity in the area and subsequently accommodate the future population growth which would be created by this proposal. This figure equates to an average capital cost of £355 per unit. A S106 agreement for this application should specifically require a financial contribution be used to</p>	<p>Comments are noted and officers agree that the suggested financial contribution would be proportionate, reasonable and necessary. The contribution is included with the draft Heads of Terms set out within this report.</p>

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<p>expand the capacity of primary care health facilities which could serve the application site.</p>	
<p><u>National Cinema Theatre Association</u></p> <p>Overall, the CTA supports this creative re-use of a fine building in traditional style of the WW1 period:</p> <ol style="list-style-type: none"> 1. Use as a gym is fully in keeping with the building's original purpose, of providing entertainment and recreation. 2. The restoration of the hall's interior is sensitively designed. 3. The squash court walls have small historic value, and conversion to a cafe is very appropriate. <p>However, we also urge that:</p> <ol style="list-style-type: none"> 4. Replacement of the original Crittall windows is more contentious and must be done strictly 'like for like', with new windows to the original design. 5. The opportunity must be taken to reinstate two original features of the exterior: the central turret or lantern on the roof, and the ball finials on the outer corners. 	<p>The comments made in support of the planning application are noted. Details of the replacement windows which are like for like in appearance have been included in the related application for listed building consent.</p> <p>The reinstatement of the central turret or lantern on the roof, and the ball finials on the outer corners was discussed with the applicant, however this has not been proposed. Whilst desirable these are not currently features of the building and even in the absence of the reinstatement of these features works would represent an enhancement to the significance of the listed building.</p>
<p><u>Metropolitan Police</u></p> <p>No response received following consultation</p>	<p>Conditions have been added to include a requirement to achieve secured by design accreditation.</p>
<p><u>London Fire Brigade</u></p> <p>No response received following consultation</p>	<p>In the absence of a response a condition has been added requiring the submission of a fire statement for each relevant phase of the development. Further</p>

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	details relating to fire safety would be required at reserved matters stage.
<u>Internal Consultees Comments</u>	
<u>Highways</u> No objections subject to conditions requiring the submission of a Travel Plan, car parking management plan, construction logistics plan, EV charging and cycle parking, plus an Active Travel Zone contribution.	The suggested conditions have been included at Appendix 1 of the report. A Healthy Streets/Active Travel Zone contribution of £100,000 is included within the Heads of Terms.
<u>Access Officer</u> No objection raised in relation to the detailed element of the proposals, attention is brought to the following matters in respect of the outline proposals: <ul style="list-style-type: none"> Convenient drop off points required for door-to-door transport. 10% of the residential units in the development required to meet M4(3) wheelchair user standards. Affordable units to each meet M4(3) wheelchair user standards. Where lift access is necessary to achieve a step free approach to the principal private entrance, all M4(3) units. All remaining units must be designed to the standards for Category 2 M4(2) Accessible and Adaptable dwellings. Any full planning application would need to provide details of the materials palette, with particular attention given to the paver types intended for use within the public realm. The development should be served by at least two lifts. All new developments are required to ensure reliable, convenient and dignified means of escape for all building users. Details should be required on the accessible play equipment for disabled children. 	The requirement for 10% of dwellings to meet M4(3) standards and for all other dwellings to meet Category 2 M4(2) standards shall be secured by planning condition. The other matters raised are noted and should be detailed under any subsequent reserved matters applications.

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<ul style="list-style-type: none"> The commercial units should be designed to accord with the prescribed standards set out in Approved Document M to the Building Regulations 2010 (2015 edition). 	
<p><u>Noise Officer</u></p> <p>No objection subject to conditions to secure appropriate levels of noise for residential occupiers.</p>	The proposed conditions are included in the list of recommended conditions.
<p><u>Contaminated Land Officer</u></p> <p>No objection subject to a condition requiring the submission of a scheme to deal with unacceptable contamination, to be submitted prior to the commencement of development.</p>	The suggested condition is included in the list of recommended conditions.
<p><u>Conservation Officer</u></p> <p>Impact on the significance of the cinema:</p> <p>The building would be enhanced through its restoration and improvements to its immediate setting. When viewed from within the site the impact of the building would not be changed as the new towers would be behind from east.</p> <p>To the south approaching the entrance there would be a change due to the new buildings rising above and similarly views from Hillingdon Road, (TVA view 3 & 9) and the north from Park Road where the views would be lost. Overall, the setting of the cinema when viewed from the south towards the main approach would suffer a level of harm. This is due to it losing its focus as the dominant feature within this area. The benefits of its restoration and enhancements to the landscaping would reduce this harm but not completely alleviate it. Overall, therefore, we would consider the level of harm to be less than substantial and at a low level.</p> <p>Impact on the Gates:</p> <p>The gates are as described in the heritage statement. The context would substantially change and so they would in essence be left as a relic within the site. The works proposed to the gates are minimal and would not reinstate the missing features</p>	Officers have reviewed the comments and have duly assessed the heritage impact of the works in the relevant section of the report below in addition to a consideration of the balance of public benefits against the degree of harm to the affected heritage assets.

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<p>which as the heritage report notes detract from their significance. We note that there is some landscaping and planting proposed but this is now a curved avenue which would block most views from squadron square. The impact on the gates themselves would be less than substantial and at a low level.</p> <p>Impact upon St Andrews Church:</p> <p>We would agree with the heritage statement with regards to the description of the church and the areas where views are impacted from. In particular Park Road as demonstrated in TVA view 8. This would be detrimental as the view is currently open and the church forms the main visual landmark. This would in our view cause harm to the setting of the church. This would be less than substantial and at a low level when considering the overall context of the setting of the church.</p>	
<p><u>Waste Strategy Officer</u></p> <p>No objection</p>	<p>Noted. A delivery and servicing plan is recommended to be secured by condition for the full and outline elements.</p>
<p><u>Economic Development</u></p> <p>No objection subject to an Employment/Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD via a S106 Agreement.</p>	<p>This request is a recommended Heads of Terms to be secured in the S106 Agreement.</p>
<p><u>Air Quality Officer</u></p> <p>No objection subject to an Air Quality Mitigation contribution of £270,527 secured by a Section 106 Agreement and conditions regarding a low emission strategy (LES) and reducing emissions from demolition and construction.</p>	<p>A S106 financial contribution is included in the recommended Heads of Terms and the recommended conditions have been included in Appendix 1.</p>
<p><u>Lead Local Flood Authority</u></p> <p>No objection, subject to conditions requiring the submission of a detailed drainage strategy and details of management and maintenance of the drainage system.</p>	<p>The recommended conditions have been included in Appendix 1 of the report.</p>

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<p><u>Planning Policy</u></p> <p>The site is allocated for residential-led mixed use development within the Local Plan: Part 2 (2020). This is based on the implementation of the Outline Planning Application (Ref: 585/APP/2009/2752) which included an expectation of 14,000 sqm of office floorspace and a 90-bedroom hotel. Neither of these two elements are included within the scheme and there would not be any remaining locations within the site for them to be located. The application is therefore not consistent with Policy SA 28 of the Local Plan: Part 2 (2020). The proposal includes a small amount of commercial floorspace (Use Class E) at ground floor level which is deemed to be consistent with the site allocation.</p> <p>Policy SA 28 is based on an outline planning application that was approved in 2012. The need and availability of office and hotel floorspace has changed since this period. The Council's Employment Land Review (2023) outlines that average office rents in Hillingdon are £30 per sq ft. and have not grown since 2016. There is also existing supply within the town centre for occupiers that is closer to the tube station and established amenities. This therefore makes sizeable investment in office floorspace in this location improbable in the short to medium term. A new hotel (162 bedrooms) is proposed within planning application (Ref: 78696/APP/2024/867), which was approved by Planning Committee (09/04) subject to a S106 agreement.</p>	<p>Comments are noted and matters relating to the in-principle acceptability of the proposed uses are addressed in further detail in the relevant section of the report that relates to the principle of development.</p>
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7 Planning Assessment

Principle of Development

Provision of Housing:

- 7.1 Policy H1 of the Local Plan Part 1: Strategic Policies (2012) states that the Council will meet and exceed its minimum strategic dwelling requirement in accordance with other Local Plan policies.
- 7.2 Policy DMTC 1 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states that the Council will support 'main town centre uses' where the development proposal is consistent with the scale and function of the centre.

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7.3 Policy SA 28 of Hillingdon Council's Local Plan Part 2 Site Allocations and Designations (2020) covers St Andrews Park, Uxbridge, including the application site. It states that in accordance with the approved planning permission (585/APP/2009/2752) the Council will support the following development on the site of 1340 residential units; 14,000 sq. m. of office floorspace; a 90-bedroom hotel; associated commercial uses; education facilities; and associated landscaping, car parking, and amenity space provision. The Council will seek to secure the development of the site in accordance with this permission.

7.4 It should be noted that hybrid consent 585/APP/2009/2752 has now expired, and that outline planning permission is no longer in place on the application site, although site allocation Policy SA 28 remains a material consideration when considering the principle of development.

7.5 The application site is the last substantial parcel of the St Andrews Park site that has not been developed, or benefits from extant planning permission. Accounting for all previous consents, including dwellings constructed and under construction across the various development plots on the site, permission is in place for 1388 homes. The proposals would provide 356 additional homes, which would increase the total number of dwellings on the St Andrews Park site to 1744 units. This exceeds the number of dwellings referenced under Policy SA 28; however, as noted the policy refers directly to the now expired hybrid permission for the site. There remains evidenced need within the borough for the provision of new homes and the site comprises previously developed land within a central location in Uxbridge, which represents a sustainable location for the development of new homes and therefore the provision of additional housing above the quantum of housing previously consented should be considered positively.

7.6 Paragraph 124 of the NPPF 2024 sets out that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Paragraph 125 of the NPPF states that decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

7.7 Policy H1 of the London Plan (2021) states that Boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions. The Policy states that this is particularly the case on sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m distance of a station or town centre boundary.

7.8 There is substantial justification for the provision of additional homes above the figure set out under Policy SA 28. As noted, the previous planning permission on the site has now expired and development on the wider site as constructed has

evolved from the masterplan consented under the 2012 hybrid permission. It is noted in the subsections below that uses that were previously consented under the original hybrid permission are no longer proposed on this part of the site, namely the hotel, theatre and office uses. The provision of additional homes would make best use of a presently vacant site, whilst also making a significant contribution to meeting local need.

7.9 In relation to the quantum of units proposed, Policy DMHB17 of the Local Plan Part 2 requires that all new residential development should take account of the Residential Density Matrix contained in Table 5.3. The Density Matrix sets out that for mostly flat development in Uxbridge Town Centre, a residential density of 165-405 units per hectare is appropriate. The outline part of the application site covers 1.5 hectares, whilst the application site as a whole covers an area of 1.8 hectares. Taken across the whole of the site, the density would equate to a density of 197 dwellings per hectare, whilst across the outline part of the site this would equate to 237 dwellings per hectare. The density of development and overall provision of units is considered acceptable when accounting for the town centre location of the site, its sustainability including access to public transport, as well as the need to provide a mix of uses and high-quality public realm.

7.10 It is considered that the proposals represent an efficient and appropriate re-use of previously developed land, and that the principle of the proposed development is therefore acceptable. The principle of residential development on this site has been established under the previously consented hybrid planning application. The provision of additional homes, above the number of dwellings previously consented is acceptable in principle in line with the Local Plan, London Plan and NPPF, subject to all wider implications which are assessed further below.

Provision of Retail and Commercial Space and Non-Provision of Previously Consented Office Space:

7.11 The outline part of the application includes the provision of 660sqm GIA of flexible commercial space (Use Classes E(a), E(b), E(c), E(e), E(g)(i) and E(g)(ii); and up to 440sqm (GIA) of floorspace fixed as a convenience store (Use Class E(a)). All commercial uses would be provided at ground floor level and would be centred around the proposed areas of public open space. The Class E commercial uses that would be permitted could include retail, restaurants/cafes/bars, financial/professional services; and office uses. The outline proposals do not include uses falling under Class E (d) or E (g) (iii) which relate to sports/recreation uses, and industrial uses respectively.

7.12 Policy E4 of the Hillingdon Local Plan Part 1 (2012) states that the Council will strengthen the status of Uxbridge Town Centre as a Metropolitan Centre by delivering growth set out in Table 5.4 and promoting Uxbridge as a suitable location for retail, offices, hotels, recreation and leisure, entertainment and culture, evening and night-time economy, education, community services, and mixed-use development. The Council will secure improvements to Uxbridge public transport interchange and the town centre boundary will be expanded. The plan accompanying the policy showed an extension to the Town Centre which included

the St Andrews Park site. Policy SEA 2 of the Local Plan Part 2 – Site Allocations and Designations includes the site within the defined area of Uxbridge Town Centre.

7.1 Uxbridge is identified as a Metropolitan Centre within the London Plan. Policies 3 E4 and E5 of the Local Plan Part 1; Policy DMTC 1 of the Local Plan Part 2; Policies SD7 and E9 of the London Plan; as well as Part 7 of the NPPF 2024 supports prioritising the provision of main town centre uses, including retail uses within town centres such as Uxbridge. The provision of flexible Class E commercial uses such as those proposed on the site would be suitable in locational terms and would contribute positively to the vitality of Uxbridge Town Centre. Given the location of the site within the Town Centre, a sequential test or retail impact assessment would not be required in support of the planning application.

7.1 The submitted Uses Parameter Plan shows the location of the commercial uses, 4 and this is considered acceptable in principle. Commercial uses adjoin the public realm, thereby maximising activity and the extent of active frontages which is appropriate in design terms and would serve to optimise the viability of the commercial space.

7.1 The site policy refers to the now expired hybrid permission granted in 2012, which 5 included the provision of 14,000 sq. m. of office floorspace. A small proportion of office floorspace was provided at Hillingdon House, however it was initially anticipated that most of the office space would be provided within the parts of the site that would form an extension to Uxbridge Town Centre. Reserved matters permission was granted in 2016 for the erection of 1x5 storey office building and 1x4 storey office building which would have provided 13,782sqm of office floorspace on the application site. The consent was never implemented and has since expired.

7.1 The proposals do not include the provision of office floorspace on the site and 6 given that this would be the last undeveloped part of the St Andrews Park site there would be a much lower level of office space than the figure of 14,000sqm set out in Policy SA 28 of Hillingdon Council's Local Plan Part 2 Site Allocations and Designations (2020). As noted, the hybrid consent has expired and there have been considerable economic changes that have occurred since 2012 that have impacted on the demand for office accommodation, including an increase in hybrid and home working following the Covid pandemic.

7.1 A Commercial Office Assessment has been prepared by Rose Williams, 7 Commercial Property Consultants in support of the planning application who are stated to be marketing over 20,159sqm of office space in Uxbridge annually. This includes several relatively new large-scale offices either within or close to the Town Centre, including The Charter Building, Belmont and Uxbridge Business Park. The Office Assessment also indicates declining demand for larger single let offices, which has resulted in the subdivision of offices into smaller suites.

7.1 The London Borough of Hillingdon Employment Land and Capacity Study 8 December 2023 provides a reasonably up to date assessment of demand for office

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space within Uxbridge. Uxbridge town centre remains suitable for some office uses (EG(i)/(ii)), high vacancy rates indicate that there is a need to diversify and re-orient the existing stock to better serve the town centre. This includes consideration of alternative uses, including residential mixed-use schemes in suitable locations. The study identifies approximately 52,229sqm of vacant office space. The Councils Employment Land Review (2023) also outlines that average office rents in Hillingdon are £30 per square foot and have not grown since 2016 therefore substantial investment in large scale office floorspace is assessed to be unlikely in the short to medium term. The council's draft Uxbridge Town Centre Vision document (September 2024) specifically highlights high levels of vacancy within large footprint office blocks within the Town Centre. The document highlights the strategic aim of diversifying the offer of Town Centre uses particularly around the eastern end of the Town Centre, which the development would facilitate. A much lower provision of office accommodation is therefore accepted in the absence of there being any demonstrable need for the delivery of substantial office floorspace within Uxbridge Town Centre.

Previously Consented Hotel Use:

7.1 The 2012 hybrid consent included the provision of a 90-bedroom hotel. This is similarly reflected under Site Policy SA 28. A hotel use has not been provided on the St Andrew's Park site under any previous consents and is not proposed within the submitted application. The applicant's Planning Statement indicates that there is insufficient demand for a hotel use on the site. Reasons for this relate to the existence of other hotels in the Uxbridge area and the lack of on-site parking which would impact on the viability of any hotel use on the site. It must also be noted that a resolution was made at the Planning Committee held on 9th April 2025 to grant planning permission for a new 162-bedroom hotel on the 148-154 High Street and Bakers Yard site subject to completion of a Section 106 agreement. A hotel use was not specifically included in the site allocation for this site (Site Policy SA 26) and the provision of a hotel on this site would provide a significant uplift in visitor accommodation in Uxbridge, which would be much greater than the 90-bedroom hotel included in the St Andrews Park site allocation. The decision to not provide a hotel use within the planning application is considered acceptable on balance and the benefits of providing additional housing instead of the hotel use would outweigh a reduced provision of visitor accommodation. The Council's Planning Policy Team have been consulted on the proposals and raised no objections to the scheme. The 2012 hybrid consent also included the provision of a 1200 seat theatre; however, Hillingdon Council resolved that a viable business case did not exist to deliver the theatre. A deed of variation to the original Section 106 agreement has since been agreed to secure £1.25 million towards the provision of social, environmental, recreational and community schemes/projects in lieu of the theatre site being provided.

Housing Mix

7.2 Policy H10 of the London Plan (2021) states that schemes should generally consist of a range of unit sizes. Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will require the

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provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. Paragraph 4.6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties. Applicants proposing residential schemes will be required to demonstrate that this need has been taken into account.

7.2 The application is accompanied by a development specification which sets out the following target housing mix within the outline element.

- One-bedroom units 48%
- Two-bedroom units 42%
- Three-bedroom units 10%

7.2 The target housing mix is appropriate accounting for the context of the site and provides for an appropriate number of larger three-bedroom dwellings. The target housing mix has been reviewed by the Council's Planning Policy Team who consider the mix of units proposed to be appropriate. A condition is recommended to ensure that the stated mix of dwelling sizes shall be delivered under subsequent reserved matters applications.

Affordable Housing

7.2 Paragraph 66 of the NPPF (2024) states where major development involving the provision of housing is proposed, planning policies and decisions should expect that the mix of affordable housing required meets identified local needs, across Social Rent, other affordable housing for rent and affordable home ownership tenures.

7.2 Policy H5 of The London Plan (2021) outlines that development that provides 35 per cent or more affordable housing may follow the Fast Track Route where the tenure mix is acceptable to the borough or the Mayor where relevant. Policy H6 states that affordable residential development products should be split a minimum of 30 per cent low-cost rented homes, as either London Affordable Rent or Social Rent, allocated according to need and for Londoners on low incomes, a minimum of 30 per cent intermediate products which meet the definition of genuinely affordable housing, including London Living Rent and London Shared ownership, and the remaining 40 per cent to be determined by the borough as low-cost rented homes or intermediate products (defined in Part A1 and Part A2) based on identified need.

7.2 Policy H2 of Hillingdon Council's Local Plan Part 1 Strategic Policies (2012) states that housing provision is expected to include a range of housing to meet the needs of all types of households, and the Council will seek to maximise the delivery of affordable housing from all sites. For sites with a capacity of ten or more units, the Council will seek to ensure that the affordable housing mix reflects housing needs in the borough, particularly the need for larger family units.

7.2 Policy DMH 7 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020) states that developments with a capacity to provide ten or more units will be required to maximise the delivery of on-site affordable housing. Subject to viability and if appropriate in all circumstances, a minimum of 35 per cent of all new homes on sites of ten or more units should be delivered as affordable housing, with the tenure split 70 per cent Social or Affordable Rent and 30 per cent Intermediate.

7.2 The applicant's planning statement and other supporting documents commit to the provision of 35% affordable housing calculated based upon habitable rooms within the development. It is noted that the originally submitted development specification (July 2024) indicated that 35% of units would be affordable, which was understood to be an error and has been corrected within the updated December 2024 development specification. The applicant's planning statement sets out a commitment to achieving a 70/30 tenure split of social rent to intermediate rent which aligns with Local Plan Policy DMH7.

7.2 The proposed split of affordable housing would be in accordance with the aims of the NPPF (2024), Policies H5 and H6 of The London Plan (2021), Policy H2 of Hillingdon Council's Local Plan Part 1 Strategic Policies (2012), and DMH 7 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020). The policy compliant provision of affordable housing and split of affordable tenure homes must be secured within the accompanying Section 106 agreement should planning permission be granted to ensure the adequate provision of affordable homes under subsequent reserved matters planning applications.

Design, Density and Impact on the Character and Appearance of the Area

7.2 Paragraph 135 of the NPPF (2024) states 'Planning policies and decisions should ensure that developments:

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- create places that are safe, inclusive and accessible and which promote health and well-being, 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.'

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7.3 Policies D1, D3 and D4 of the London Plan (2021) require development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.

7.3 Hillingdon Local Plan Part 1: Strategic Policies (2012) Policy BE1 states 'The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place.'

7.3 Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: 'All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including: i) harmonising with the local context by taking into account the surrounding scale of development, height, mass and bulk of adjacent structures; building plot sizes and widths, plot coverage and established street patterns; building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment.'

7.3 Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.

7.3 Policy DMHB 17 of the Local Plan states that all new residential development should take account of the Residential Density Matrix contained in Table 5.3. As noted, Policy E3 of the Local Plan Part 1 (2012) extended Uxbridge Town Centre to include the application site. For mostly flatted development within Uxbridge Town Centre, Table 5.3 sets out the following target density:

- 495-1100 habitable rooms per hectare.
- 165-405 units per hectare

7.3 Much of the surrounding area comprises high density residential flats either constructed or under construction under earlier phases of the St Andrews Park development including on the adjoining Town Centre West site.

7.3 The outline part of the development is accompanied by a building zones parameter plan which sets out three building zones (A, B and C). Building Zone A comprises the northernmost development parcel, which includes frontages to Park Road, St Andrews Road and the proposed public open space and northern access road. The application is also accompanied by a building heights parameter plan which sets out that the height of buildings on this parcel of the site would vary between

5 and 9 storeys. Building Zone B consists of a prominent standalone building rising to 10 storeys. Building Zone C would vary between 3 and 8 storeys in height.

7.3 7 Policy DMHB 10 of the Local Plan Part 2 sets out Policy relating to high buildings and structures. It should be noted that the Policy does not set out a specific definition of height that constitutes a high building. Policy D9 of the London Plan sets out that Development Plans should define what is considered a tall building for specific localities, the height of which will vary between and within different parts of London but should not be less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey. Policy DMHB 10 sets out a series of location and design-based criteria which must be satisfied with regard to the provision of high buildings. Policy DMHB 10 allows for the provision of high buildings within Uxbridge Town Centre and within areas of high public transport accessibility. The requirement to comply with other related policies including fire safety and aviation safety is assessed in further detail in the relevant sections of the report below.

7.3 8 Policy DMHB 10 requires that development be of a height, form, massing and footprint proportionate to its location and sensitive to adjacent buildings and the wider townscape context. Consideration should be given to its integration with the local street network, its relationship with public and private open spaces and its impact on local views. Development on the Town Centre West site varies between 5 to 8 storeys, with the larger 8 storey buildings adjoining the site. The assisted living building to the north east is 7 storeys in scale, whilst development on the Triangle site is 6 storeys across much of the site. The proposed scale and density of development is considered commensurate with the surrounding built form which has either been constructed or is under construction on the St Andrew's Park site. The site occupies a gateway position in terms of core arterial routes into Uxbridge Town Centre from the north and south east and owing to the scale of the surrounding development, the provision of taller buildings and a higher-density development is considered appropriate in principle.

7.3 9 The building height parameter plan and design code sets parameters in relation to the massing of the buildings within the three development zones. A two-storey difference in building heights across the site is proposed to break up the volume of the buildings. Building Zones A and C include relatively long frontages to Park Road and Hillingdon Road and the proposed differentiation in building heights serves to provide articulation preventing these elevations appearing imposing in scale. In addition, a change in the tone of the brick is proposed, as set out within the applicant's Design Code which would assist to achieve in providing a visual break between the different elements of the buildings. This is deemed important, particularly along the more lengthy and taller frontages facing Park Road and Hillingdon Road. Other elements of the façade design, including the proposed balconies, would further assist in breaking up the massing of these frontages and have been incorporated into the submitted design code. Whilst the proposed buildings are relatively high, it is considered that the height would be appropriately handled through the design approach set out within the Parameter Plans and Design Code. The approach taken to the building heights also includes a reduction in the scale of development within the parts of Building Zone C closest to the

former cinema building to ensure that the development is responsive to the scale of the Grade II listed building.

7.4 0 The Design Code specifies that brick and masonry should be the primary facing material, with a range of red brick tones used. This is considered contextually appropriate accounting for historic development within the immediate area, which includes the former Mons Barracks, St Andrews Church, Uxbridge Civic Centre and other buildings located at the eastern end of Uxbridge High Street which have façades that are primarily red brick.

7.4 1 As discussed in detail within the above section of the report which relates to the principle of development, there is a clear policy directive in favour of ensuring that developments are of an optimum density which makes the best use of sites, as set out in Paragraph 124 of the NPPF; Paragraph H1 of the London Plan; and Policy DMHB17 of the Local Plan Part 2. This is particularly pertinent in the case of the application site which is within Uxbridge Town Centre and is well served by public transport. Across the whole of the site, the density would equate to a density of 197 dwellings per hectare, whilst across the outline part of the site this would equate to 237 dwellings per hectare. As noted in the above section of the report, which relates to the provision of housing, the development is considered to align with the Residential Density Matrix contained in Table 5.3 which sets out that for mostly flatted development in Uxbridge Town Centre, a residential density of 165-405 units per hectare is appropriate

7.4 2 In relation to the height of the development, the applicant has submitted a Townscape and Visual Appraisal, which assesses the impact of the development in terms of all relevant key views, including southwards from Park Road; Northwards from Hillingdon Road forwards of the Grade II listed cinema; and from the High Street looking eastwards. Within these views the development would be experienced within the setting of the Grade II listed St Andrews Church and the Grade II listed Civic Centre and the Grade II listed Cinema, which is within the detailed part of the application site. The impact of the scale of the development on these heritage assets is considered in further depth in the heritage section of the report below. In terms of townscape character, the Townscape and Visual Appraisal rates the degree of change as medium, owing to the scale of development and the site's existing condition. It is clear from the submitted visual assessment that the development would be visible from the High Street, including from views 4, 5 and 6 which are taken to the north of the Civic Centre and the junction of the High Street and Vine Street and would in turn impact on the setting of the Old Uxbridge and Windsor Street Conservation Area resulting in a low level of less than substantial harm to the significance of the Conservation Area. The elements of the buildings that would be visible would be the upper sections of Building Zones B and C, some of which would be visible above the existing buildings in the high street. The impact however on the townscape setting is not considered to be significantly harmful.

7.4 3 Within more immediate views from within the St Andrews Park development the buildings would be viewed in the context of the buildings on the adjoining Town Centre West and Triangle sites and would be commensurate with the character of

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the adjoining built form. There would be a relatively high degree of impact within the immediate townscape views from Park Road and Hillingdon Road, which would be expected accounting for the scale of the development and existing undeveloped condition of the site. Within these views the development is set against a relatively poor-quality public realm, dominated by the surrounding roads and roundabouts, whilst the site itself is in a poor condition and is surrounded by hoardings. The provision of an enhanced public realm, soft landscaping, active frontages and a degree of enclosure would enhance the townscape, which would offset the impact of the scale of the development, delivering an improvement on the existing baseline appearance. The TVA also includes more distant views from viewpoints adjoining Hillingdon House and Rockingham Recreation Ground, however in these views visibility of the development would be limited to glimpsed views where the scale of the buildings would merge with that of the surrounding development and the level of impact is considered minimal to negligible in visual terms.

7.4 Building Zone B is specifically designed to provide a 'gateway building' at the 4 centre of the site and entrance to the development adjoining St Andrews Gate and located opposite Uxbridge High Street. The height parameter plan sets the building height at a maximum of 10 storeys or 34.5 metres (82.8 metres AOD). The building zone covers a much smaller footprint than Building Zones A and C and indicatively is shown on the submitted plans as a single building. The building zone is Octagonal in its form and differs from the adjoining characteristically linear blocks. The provision of a single standalone building on this site that is taller and differs clearly in its form from the two other development zones which consist of linear blocks of varying height would provide variation as well as breaking the massing of the development as a whole when viewed from Park Road, Hillingdon Road and the High Street, whilst allowing permeability of access either side of the building and frontages at ground floor level adjoining the proposed area of public open space. Indicative visuals submitted by the applicant indicate how the building can be delivered in a manner which provides visual interest, including through the design of the proposed balconies and use of materials, including differing forms of brick banding which would add visual interest.

Landscaping and Public Realm:

7.4 The application is accompanied by a Landscape and Public Realm Parameter 5 Plan which includes the provision of two new areas of public open space. The location of these areas of open space are fixed within the Parameter Plan and conditional compliance with the Parameter Plan will ensure that these spaces are retained as public open space. All areas of public open space would be secured through the Section 106 agreement accompanying the planning application to ensure that these areas remain publicly accessible in perpetuity. The specific design of these areas would be determined at reserved matters stage, however the Design Code and Design and Access Statement set out guiding principles for all the areas of public realm.

7.4 The larger of the two areas which is referred to as 'Squadron Square' is located 6 within the centre of the outline parcel of the site, surrounding Building Zone B. The

submitted Design Code and Design and Access Statement indicate that the square would include the provision of new hard landscaping in the form of paving and soft landscaping in the form of tree and shrub planting, as well as areas of public seating. The ground floor frontage of Building Zone B would face Squadron Square, which would provide an active frontage to this area of public open space, along with the potential to provide outside seating depending on the proposed use. The Design Code sets out that the design of this space must include the provision of public art which references the site's RAF heritage. A further two commercial units and the proposed foodstore would be located along the southern edge of this area of public open space providing active frontages to the public realm. The position of the public open space would retain the route of the existing public right of way which crosses the site.

7.4 The retention and restoration of St Andrews Gate, which is a locally listed structure is proposed. The heritage benefits of this are further assessed within the heritage section of this report below, however in placemaking terms the retention of St Andrews Gate is important as this contributes to the character of development and provides an important link to the heritage of RAF Uxbridge.

7.5 A second area of public open space is proposed between the former cinema building and Building Zone C which is referred to as 'Roundell Place'. The Design and Access Statement and Design Code sets out that this would be designed as a pocket park, with a focus on provision of soft landscaping, areas of seating and the provision of an equipped children's play area. The Parameter Plan and Design Code outline that the large, prominent TPO protected Horse Chestnut Tree would be retained. The design of the converted former cinema building falling under the full element of the planning permission includes the provision of an active frontage facing this area of public open space which would serve the proposed café and includes the provision of outdoor seating.

7.6 The amended Landscape and Public Realm Parameter Plan and soft landscaping scheme includes the provision of additional street trees along the Park Road and Hillingdon Road frontages which would provide a green, softer frontage to Park Road and Hillingdon Road, reinstating the provision of trees along both frontages which previously existed prior to the clearance of the RAF Uxbridge site. In addition to the placemaking benefits of this, the provision of the trees will also provide an important contribution to urban greening and delivery of biodiversity net gain. The Building Zones and Ground Floor Uses Parameter Plans as well as the Design Code place emphasis on the provision of active frontages along the Park Road and Hillingdon Road frontages associated with the commercial and residential uses. This is supported as this will provide activation and passive surveillance of the public realm which is presently lacking along both roads at present.

Design Approach for the Full Element including former Cinema Building:

7.7 The detailed element of the planning permission relates to the works to the Grade II listed former cinema building, the external works which are also considered under a related listed building consent application (also on this Planning

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Committee Agenda) involve the renovation of the building and refurbishment to allow for its conversion to use as a gym and café. The works include the installation of a new flat roof above the former squash courts and the installation of new window and door openings along the north elevation of the building to provide a separate entrance to the café and an active frontage to the square, which has positive implications in placemaking terms.

7.5 1 The repair and reuse of this important heritage asset is considered to contribute positively to the design, character and placemaking of the development. The heritage implications associated with the external works to the listed building are assessed in further detail in the heritage section of the report below, whilst the impact of the internal and external works is also assessed under the related listed building consent application. The overall design approach is however considered to be of a high standard and contributes positively to the character of the area and site as a whole, whilst providing essential repairs and renovation to an at risk heritage asset.

7.5 2 Additional soft landscaping is proposed along the Hillingdon Road frontage in the form of tree and shrub planting. Outside the areas that have been set aside for car parking, additional tree planting and soft landscaping is proposed along the southern edge of the site alongside the retention of two existing trees and the provision of a SuDS feature. Hard landscaping in the form of permeable paving is proposed to the south and east of the building. Details of all hard and soft landscaping, including the use of the materials will be secured by way of planning condition.

Security:

7.5 3 Whilst the Metropolitan Police were consulted regarding the planning application no response has been provided regarding the proposals. Officers are satisfied that the indicative layout and design approach is acceptable from a public safety and security perspective and in any event the detailed design would be subject to review under later reserved matters applications. A condition is recommended which requires the applicant to achieve Secured by Design accreditation for each relevant phase of the development. Subject to the recommended condition the proposal complies with the NPPF, Policy D11 of The London Plan, and Policy DMHB 15 of the Local Plan Part 2.

Summary of Design Approach:

7.5 4 Whilst the majority of the development site is in outline and the detailed design would be subject to review under future reserved matters applications, the design code and accompanying parameter plans would secure the provision of a development which respond appropriately to the townscape character and is of an appropriate scale and density. The enhancements to the Grade II listed building and areas immediately surrounding the listed building which are subject of the detailed element of the planning application would enhance the heritage significance of the listed building and the local character would comply with and Policies DMHB 1, DMHB 2, DMHB 3, and DMHB 4 of the Local Plan Part 2.

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Heritage

7.5 The detailed element of the application involves works to the Grade II listed former cinema building. The building was constructed by the Air Ministry Directorate of Works and along with Hillingdon House and the adjoining Mons Barracks building is one of few remaining buildings on the St Andrews Park site. The proposals include external alterations to the building, including the demolition of elements of the building and other alterations to the fabric to facilitate its change of use to a gym and café. An application for listed building consent (585/APP/2024/1799) has been submitted concurrent to this planning application which relates to the external changes proposed under the planning application in addition to internal changes required to facilitate the change of use of the building and repair works. The associated listed building consent application is separately reported on this Planning Committee Agenda for consideration at the 7th May 2025 Planning Committee.

7.5 The external works to the listed building include the following:

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- Repair of existing render and brickwork where required.
- Removal of graffiti.
- Installation of new flat roof above existing squash courts with cast iron gutters and rainwater pipes.
- Installation of external lighting.
- Replacement of existing windows and doors.
- Installation of new window and door openings.
- Install new MEP louvres within existing high-level openings to former squash courts.
- Install new condenser units to north and south of shower block.
- Installation of new signage zone to front, side and rear elevation.

7.5 There are other listed buildings in close proximity to the site that should be considered in relation to potential impacts from the proposed development, namely:

7

- Church of St Andrew (Grade II)
- Church Cottage Precinct House, St Andrews Vicarage (Grade II)
- Hillingdon Civic Centre (Grade II)
- Former Regal Cinema (Grade II*)

7.5 The application site does not fall within a Conservation Area; however, the Old Uxbridge and Windsor Street Conservation Area includes large sections of the High Street and extends up to the edge of the Chimes Shopping Centre, approximately 200 metres to the west of the site. There are views towards the site from within the Conservation Area and accounting for the scale and height of development proposed under the outline phase of the development, the development would impact on the setting of the Conservation Area.

8

7.5 Policy DMHB 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: The Council will expect development proposals to avoid

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harm to the historic environment. Development that has an effect on heritage assets will only be supported where:

- i) it sustains and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation;
- ii) it will not lead to a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF;
- iii) it makes a positive contribution to the local character and distinctiveness of the area;
- iv) any extensions or alterations are designed in sympathy, without detracting from or competing with the heritage asset;
- v) the proposal would relate appropriately in terms of siting, style, scale, massing, height, design and materials;
- vi) buildings and structures within the curtilage of a heritage asset, or in close proximity to it, do not compromise its setting; and
- vii) opportunities are taken to conserve or enhance the setting, so that the significance of the asset can be appreciated more readily.

Development proposals affecting designated heritage assets need to take account of the effects of climate change and renewable energy without impacting negatively on the heritage asset. The Council may require an alternative solution which will protect the asset yet meet the sustainability objectives of the Local Plan. The Council will seek to secure the repair and reuse of Listed Buildings and monuments and improvements to Conservation Areas on the Heritage at Risk Register, through negotiations with owners, the provision of advice and guidance, the use of appropriate legal action, and through bids for external funding for improvement works.

7.6 Policy DMHB 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: 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. In order to achieve this, the Council will: A) Require proposals for new development, including any signage or advertisement, to be of a high-quality contextual design. Proposals should exploit opportunities to restore any lost features and/or introduce new ones that would enhance the character and appearance of the Conservation Area. B) Resist the loss of buildings, historic street patterns, important views, landscape and open spaces or other features that make a positive contribution to the character or appearance of the Conservation Area; any such loss will need to be supported with a robust justification. C) Proposals will be required to support the implementation of improvement actions set out in relevant Conservation Area Appraisals and Management Plans. The London Plan (2021) similarly seeks to preserve and enhance heritage assets.

7.6 In line with Paragraph 212 of the NPPF 2024 consideration must be given to the impact of a proposed development on the significance of designated heritage assets and great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of

whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

7.6 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990
2 sets out that in considering whether to grant planning permission for development
that affects a listed building or its setting, the local planning authority or, as the
case may be, the Secretary of State shall have special regard to the desirability of
preserving the building or its setting or any features of special architectural or
historic interest which it possesses.

7.6 Whilst the application site falls outside of the designated Conservation Areas,
3 planning policies which apply (as summarised above), nevertheless provide clear
protection for Conservation Areas.

7.6 In addition to the above-mentioned designated heritage assets, the proposals
4 within the outline area of the site would involve works to St Andrews Gate, a non-
designated heritage asset. Development on the site would also impact on the
setting of the Mons Barracks block, which is a surviving RAF building that is
currently vacant and is also a non-designated heritage asset.

7.6 In relation to the alterations to the Grade II listed former cinema building, the
5 proposals seek to restore and renovate the existing building with the aim of
facilitating the use of the building as a commercial gym and café. The building is
in a deteriorated condition, having been vacant for an extended period. As such
there is damage to areas of the building, notably the squash courts where the
original roof is missing, whilst in other areas fabric has deteriorated and parts of
the interior and exterior have been vandalised. The condition has resulted in the
building being placed on Historic England's heritage at risk register. The vacant
condition of the building and lack of upkeep and preservation has contributed to
the buildings deteriorated condition.

7.6 The proposed works are highly beneficial in enhancing the condition of the building
7 and its historic fabric. The internal and external works would secure repairs to
parts of the building that have deteriorated, including the external brickwork and
render and replacement of the roof above the former squash courts to the rear of
the building and removal of graffiti. Repair and replacement of the roof and
render/brickwork is proposed on a like for like basis, thereby preserving the historic
fabric of the building.

7.6 Replacement of original windows and doors are proposed throughout, alongside
8 the replacement of later fire doors. The loss of the original windows would amount
to a harmful change; however, the existing windows are single glazed and are in
a poor condition and retention would not be viable accounting for the reuse of the
building and the need to improve its thermal functionality. New window and doors
are proposed to be of a design that matches the appearance of the existing
windows.

7.6 New openings have been kept to a minimum. The most prominent would be the
9 large window opening to the rear (north) elevation serving the proposed café in

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the former squash courts. The windows would be double glazed; however, their appearance would match the existing windows.

7.7 The works would facilitate the building's use as a gym and café, which would secure a long term viable commercial use for the building thereby helping to preserve its condition and historic fabric, compared with its current vacant condition. This should be considered positively in line with Paragraph 210 of the NPPF 2024 and is considered a major public benefit.

7.7 A very low level of less than substantial harm would be caused to the Former Cinema as a result of the siting and scale of the development to the rear on the outline element of the site, although this has been mitigated in part through the approach taken to the massing of the buildings within Building Zone C, which is closest to the former cinema building.

7.7 The taller elements of the scheme would challenge the Church of St Andrew for primacy in some of the identified views prepared within the applicants TVA, particularly in Views 7 and 8 from Park Road, where the tower and spire are rivalled by the scale of the proposed development, causing less than substantial harm, albeit at a low level when considering the overall context of the church.

7.7 St Andrews Gate, which is a non-designated heritage asset would be retained and enhanced which is considered beneficial in placemaking and heritage terms, although the context would substantially change, as a result of the layout and scale of the surrounding development. There would be less than substantial harm to the setting of the gates at a low level. Development on the site would impact on the setting of the Mons Barracks block, which given the degree of change and scale of proposed development the level of harm to this heritage asset is also considered to be less than substantial.

7.7 The above section of the report, which refers to the impact of the development on views from Uxbridge High Street, which is located in the Old Uxbridge and Windsor Street Conservation Area notes the visibility of the development in these public views and scope of change given the height and scale of the proposed buildings. This is in turn considered to result in a very low level of less than substantial harm to the setting and significance of the Conservation Area. The impact on the Grade II* listed former Regal Cinema has been considered, and it is concluded that no harm would be caused to the setting and significance of this heritage asset.

7.7 The development would result in a low level of less than substantial harm to the significance and setting of designated heritage assets, namely the Old Uxbridge and Windsor Street Conservation Area Church of St Andrew (Grade II listed), Church Cottage Precinct House and St Andrews Vicarage (Grade II listed); and the former Cinema Building (Grade II listed). Paragraph 215 of the NPPF 2024 sets out that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

7.7 As identified above the development would also result in a low level of less than substantial harm to the setting and significance of St Andrews Gate and Mons Barracks, both of which are non-designated heritage assets. Paragraph 216 of the NPPF 2024 sets out that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

7.7 The public benefits of the development are substantial and include:

- The provision of up to 356 residential dwellings of which 35% would be classed as affordable homes. This would make a substantial contribution towards meeting local housing need, including the need for affordable homes.
- The renovation and reuse of the Grade II listed former cinema building which would secure a viable use for this heritage asset which is in a poor condition and is on Historic England's buildings at risk register.
- The provision of up to 1000sqm of commercial space falling under a Class E which would provide employment and would contribute to the economic vitality of Uxbridge Town Centre.
- Employment opportunities secured during the construction and operational phases of the development, including local employment to be secured through the accompanying Section 106 Agreement during the construction phase.
- Urban design enhancements and creation of a high-quality public realm.
- Enhancements to St Andrews Gate (non-designated heritage asset) involving restoration which will assist in enhancing the significance of this structure.

7.7 The above public benefits are considered substantial and would demonstrably outweigh the less than substantial harm that would be caused to the significance of the Conservation Area, listed buildings and non-designated heritage assets and the development is therefore considered to be acceptable where assessed against Paragraphs 215 and 216 of the NPPF.

7.7 The proposed development therefore complies with the NPPF, Policy HC1 of The London Plan, Policy HE1 of the Local Plan Part 1, and Policies DMHB 1, DMHB 2, DMHB 3, and DMHB 4 of the Local Plan Part 2.

Residential Amenity

7.8 DMHB 11 of the Hillingdon Local Plan seeks to ensure a satisfactory relationship with adjacent dwellings and no unacceptable loss of outlook, amenity, daylight and sunlight to neighbouring occupiers. Part B of the policy states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

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7.8 There would be a separation distance of at least 50 metres between development Block A as set out in the parameter plan and Nos.1 to 37 Park Road and 21-23 Chippendale Waye which are located to the west of the site. A separation distance of 69 metres exists at the closest point between development Block A and 21-23 Chippendale Waye. The building height of Block A facing Park Road would vary between 9 storeys and 31.3 metres (81.3 AOD) at the highest point and 7 storeys and 25 metres (74.5m AOD) at the lowest point. Whilst the maximum height of the development would be relatively tall at this point in the site, the separation distance between the development zone and the properties located on the opposite side of Park Road would be substantial and consequently it is considered that the development would not have an adverse impact on these properties with regard to the development appearing overbearing and accounting for the relative separation distance, the development would not result in unacceptable overlooking or loss of privacy.

7.8 A separation distance of 22 metres would be retained between Hampden House, which is located on the St Andrews Park site. Permission was recently granted to change the use of the accommodation, which was originally approved as assisted living accommodation, with approval recently granted to change the use of the accommodation to provide 72 residential units for occupiers aged over 55. The height of the development adjoining Hampden House would vary between 6 and 8 storeys or 21.9 metres (72.3 metres AOD) and 28.2 metres (77.3 metres AOD). It is considered that the separation distance and height of the building relative to the adjoining properties would not appear overbearing and would not result in an unacceptable loss of privacy in relation to these adjoining properties.

7.8 All of the proposed blocks adjoin development consented within the Town Centre West site that benefits from planning approval which has been implemented and is under construction, albeit that development has paused. A separation distance of at least 21 metres would be retained between Block C and the west elevation of the nearest buildings. A shorter separation is proposed at the closest point with regard to the adjoining block to the north. A separation distance of between 19.5 metres and 20 metres would be retained between Block B and the west elevation of the nearest buildings in the Town Centre West development. The south elevation of Block A would face the adjoining block to the south at a distance of 16 metres, however this degree of front to front separation either side of the northern access road is considered appropriate and is replicated elsewhere on the site. The Town Centre West development is of a substantial scale that is comparable to the proposed development, and it is considered, accounting for the retained separation distance that the development would not appear overbearing in relation to the adjoining flats within the Town Centre West site. Accounting for the need to make effective use of the site, it is considered that the development affords appropriate separation between the development blocks and the adjoining development on the Town Centre West site, such that significant overlooking or loss of privacy can be mitigated, particularly through the detailed design under subsequent reserved matters applications.

7.8 The site adjoins the former Annington Homes Site, which is an allocated site (SA 27) in the Hillingdon Local Plan Part 2 – Site Allocations and Designations 2020

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to provide 330 homes. This site has recently been brought under the ownership of the council. No planning applications have been submitted on this site, however given the site's allocated status in the Local Plan, the impact of the development on the application on the development potential of the adjacent site must be afforded due weight. 25 metres would be retained at the closest point between Block C and the edge of the adjacent site. It is considered that adequate separation is afforded between the development zone and the site to the north and therefore the development would not undermine the development potential of this adjoining allocated site.

7.8 Nos. 68 to 75 Hillingdon Road adjoin the detailed element of the planning application site. These properties are separated from the application site by a wide section of road. This area of the site would consist of public realm, car parking and would be located close to the former cinema building that would be converted to use as a gym. It is considered that the proposed uses would not impact adversely on the residential amenity of the nearest neighbouring properties.

7.8 The application is accompanied by a Daylight and Sunlight Assessment which provides an assessment of the proposed scope of development giving regard to the height, siting and massing of the buildings in the parameter plans and based upon the indicative scheme that has been shown within the visuals provided as part of the design and access statement, design code and TVIA documents.

7.8 With regard to the adjoining properties on the earlier phases of the St Andrews Park site (Town Centre West and Hampden House) it should be noted that whilst baseline standards of daylight and sunlight are particularly high at present, given the site's allocated status for a mixed use development of a high-density it would be anticipated that the levels of daylight and sunlight would decline following development of the application site. For Hampden House the daylight and sunlight results for the Illustrative Scheme demonstrates that 67 out of 96 rooms assessed (70%) would meet the Climate Based Daylight Modelling (CBDM) criteria. This would be broken down into 15 Living Dining Rooms (50%) and 52 bedrooms (87%). For the Town Centre West development 171 out of 182 rooms assessed (94%) will meet the CBDM criteria. Whilst there is a degree of change, the level of daylight and sunlight is still considered to be appropriate on balance, given the adjacency of these adjoining sites to the application site which forms part of a wider site allocation.

7.8 In relation to other surrounding properties, the only properties which are assessed to be impacted to a significant degree are Nos.13-37 Park Road, a row of two storey residential apartments located on the opposite side of Park Road to the west of the site. Of the windows assessed within the maximum parameter scheme, 27 of the 49 windows assessed (55%) would meet the BRE recommendations for Vertical Sky Component (VSC) and 25 of the 42 habitable rooms assessed (60%) would meet the BRE criteria for No Sky Line (NSL). Notwithstanding this for sunlight the results for the Maximum Parameter Scheme demonstrate that 37 of the 38 southerly orientated rooms (97%) would meet the guidelines for winter and total Annual Probable Sunlight Hours (APSH) with only one ground floor room falling short. In summary there would be a notable degree of impact, however this

would be broadly expected given the scale of development and as there is no existing development on the site at present. Furthermore, taking into account that the APSH performance is relatively high, it is considered that there would not be significant harm to the amenity of these properties by reason of overshadowing or loss of light.

7.8 It must also be noted that Paragraph 130 of the NPPF sets out that local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards). This is considered to be applicable in this instance as in order to fully comply with BRE guidelines, the level of development would likely be restricted on the site, resulting in a less efficient use of land and a reduction in the number of deliverable homes.

7.9 In summary, it can be concluded that the development would not have a significantly adverse impact on the amenity of any adjoining properties and the development would comply with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Quality of Residential Accommodation (Internal and External)

7.9 Policy D6 of The London Plan (2021) sets out the requirements for new dwellings' gross internal floor area at a defined occupancy level. Housing development should maximise the provision of dual-aspect dwellings and avoid the provision of single aspect dwellings. A minimum of five sq. m. of private outdoor space should be provided for one-two person dwellings. It must achieve a minimum depth and width of 1.5 metre. The Mayor's Housing Design Standards LPG further states that 'deep, narrow, single-aspect studios will not provide a suitable quality of accommodation; homes are, therefore, expected to be dual-aspect unless there are compelling reasons why that cannot be achieved.'

7.9 Policy DMHB 16 of the Local Plan Part 2 Development Management Policies (2020) states that all housing developments should provide adequate internal space to provide an appropriate living environment.

7.9 Whilst the residential parts of the development are in outline, sufficient detail is provided such that it may be determined that the standards of living accommodation would meet the required standards set out in the relevant policies contained in the Local Plan and London Plan. The submitted daylight and sunlight assessment sets out that based on the illustrative scheme, 82% of rooms would achieve the BRE guidance for internal daylight. The majority of the remaining rooms would have daylight limited by balconies. The Design Code sets out that 62% of the proposed units would be dual aspect, with no single aspect north facing units being provided. Accounting for the development density and site constraints, this is considered acceptable. It is set out within the development specification that all rooms would achieve Nationally Described Space Standards for internal floor

area for the individual units, this has been demonstrated within the illustrative schedule of accommodation.

7.9 Policy DMHB 18 of the Local Plan Part 2 requires that all new residential development and conversions will be required to provide good quality and useable private outdoor amenity space in accordance with minimum amenity standards set out in Table 5.3.

7.9 Each unit would be provided with private balcony spaces which align with the minimum size requirements set out in DMHB 18 of the Local Plan Part 2 Development Management Policies (2020). Communal podium gardens are also proposed for the occupiers of Blocks A and C within the illustrative layout. The submitted Daylight and Sunlight Assessment demonstrates that the communal podium gardens would achieve appropriate levels of sunlight that would meet BRE standards. Accounting for the proposed mix of units, a total of 2,295sqm of external amenity space would be required where assessed in line with Policy DMHB 18 of the Local Plan Part 2. The illustrative scheme shows that each of the proposed units would be provided with balconies or podium gardens, whilst 1,431sqm of communal amenity space would be provided that would be private. The total combined private amenity space shown on the indicative plans would exceed the requirements set out under DMHB 18. Substantial areas of public open space are also proposed within the accompanying Parameter Plans, whilst the site is within 200 metres of Dowding Park which provides a substantial area of high quality public open space.

7.9 It is therefore considered that the proposal would provide suitable accommodation for its residents and comply with Policy D6 of The London Plan (2021), The Mayor's Housing Design Standards LPG, and Policies DMHB 16 and DMHB 18 of the Local Plan Part 2 Development Management Policies (2020).

Play Space

7.9 Policy S4 of The London Plan (2021) states that residential development proposals likely to be used by children and young people should incorporate good-quality, accessible play facilities for all ages. At least ten square metres of playspace should be provided per child.

7.9 Policy DMCI 5 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020) states that for all major development proposals, the Council will apply Hillingdon's child yields and the London Plan SPG; 'Providing for Children and Young Peoples Play and Informal Recreation', which specifies that ten square metres of play space should be provided for each child and an accessibility standard of 400 metres to equipped playgrounds. In areas of deficiency, there will be a requirement for new provision to be made to meet the benchmark standards for accessibility to play provision.

7.9 The estimated child yield for the illustrative scheme (which provides 356 homes; comprising 48% one-bedroom units, 42% two-bedroom units and 10% three-

bedroom units) is 136 children. This generates an estimated child play space requirement of 1,358.1 sqm.

7.1 The illustrative landscape masterplan prepared for the outline elements of the site 00 include the provision of play space within the areas of public open space and within the communal podium spaces. The submitted Design and Access Statement includes further detail on play provision and indicates the provision of play for all ages. A dedicated public play space would be provided at Roundell Park to the north west of the former Cinema Building, with play on the way space provided at Squadron Square, whilst private play would be provided within the podium areas. The submitted Design Code specifies that play provision would be provided for all ages within the site. The Design and Access Statement calculates that the proposed play provision would equate to 1,358sqm in total, which would meet the minimum requirements set out under Policy S4 and DMCI 5 of the London Plan. The development is also located within 400 metres of an equipped play area at Dowding Park located to the east of the site.

7.1 Further details relating to the specific play provision would be required under future 01 reserved matters applications and a planning condition is attached requiring the submission of details of play provision to be delivered under the relevant phase of development to be provided before first occupation of any accommodation to be delivered within that phase.

Transport, Highway Impact and Parking

7.1 Paragraph 116 of the NPPF (2024) states that development should only be 02 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.

7.1 Policies DMT 1 and DMT 2 of Hillingdon Council's Local Plan: Part 2 Development 03 Management Policies (2020) require the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows, and conditions of general highway or pedestrian safety. Policy DMT 5 states that development proposals will be required to meet the Council's cycle parking standards as set out in Appendix C Table 1. Policy DMT 6 requires that proposals comply with the Council's parking standards to facilitate sustainable development and address issues relating to congestion and amenity.

7.1 Policy T4 of The London Plan (2021) states that development proposals should 04 not increase road danger. Policy T5 states that proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. Policy T6 states that new residential development should not exceed the maximum parking standards detailed in Table 10.3. Car-free development should be the starting point for all development proposed in places that are well-connected by public transport or that are planned to be. All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive

provision for all remaining spaces. Disabled person parking should be provided for new residential developments in accordance with Policy T6. Policy T7 states that development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage, and deliveries should be made off-street, with on-street loading bays only used where this is not possible.

7.1 The application site lies within Uxbridge town centre and whilst the majority of the site has a PTAL ranking of 2, the site is just a short distance from Uxbridge Underground station and several bus stops along Park Road and Hillingdon Road. Uxbridge Underground station is served by the Metropolitan and Piccadilly and the bus stops on Park Road provide connections between Uxbridge and Southall and Shepherd's Bush. The attractiveness of trip making on the Piccadilly Line will improve in 2025 with the arrival of brand-new rolling stock. Nine bus routes operate within walking distance of the site. Furthermore, there is an existing car club operable within the estate.

7.1 The eastern boundary of the site would be formed by a proposed Spine Road. 05 This has a north/south alignment connecting Burton Road to the south with Churchill Road to the north. The southernmost section of the road would offer two-way working changing to one-way working northbound just beyond the Old Cinema Building access. Where one-way working is in operation an on-street contra-flow cycle lane would be provided within the adjoining Town Centre West site. 15 perpendicular on-street places would all be situated along the one-way northbound stretch of the Spine Road with a further 7 spaces provided along the northern access road.

7.1 A condition is also proposed to secure the submission and approval of an 06 appropriate Delivery and Servicing Plan to ensure compliance with Policy T7 of The London Plan (2021).

7.1 The Council is aware that the current design of the St Andrew Roundabout is 08 unsatisfactory, the network of subways offers a poor environment for pedestrians and cyclist are exposed to a high road safety risk when they use the roundabout. The roundabout also severs St Andrews Park from Uxbridge town centre denying St Andrews Park residents' full access to the broad range of shops, services, facilities and transport opportunities the town has to offer. To address these issues the council is investigating opportunities to create a new junction entirely at ground level. Consultants have been commissioned to scope the viability of such a scheme with preference being to create a new signal controlled four-armed junction, comprising the western and southern dual carriageway arms of the A4020 Hillingdon Road; the dual carriageway B483 Park Road and a one-way exit from the junction into High Street.

7.1 The outline planning application proposes to increase the number of residential 09 dwellings in St Andrews Park by a further 356no. units, as a result there would be an increase in the number of people moving between St Andrews Park and the town centre across the roundabout. The Healthy Streets Transport

Assessment (Caneparo Associates, June 2024) Table 6.10 forecast the proposal would generate 247no. additional walking trips in the AM Peak and 92no. in the PM Peak. To which routes these trips would be assigned has not been provided, though it is anticipated that most would be between St Andrews and the town centre, across St Andrew Roundabout.

7.1 The original planning consent for St Andrews Park was for 1340 residential units plus a 1200 seat theatre and office accommodation. At the time a developer contribution of £1,620,000 was secured for improvements to the roundabout. It is intended to invest this money in the improvement works to the roundabout described above. It is noted that the wider St Andrews Park development site will no longer bring forward the originally consented offices or the 1200 seat theatre. However, there is a proposed 356no. uplift in residential units and therefore an Active Travel Zone contribution of £100,000 has been agreed with the applicant, subject to the improvements works to the roundabout taking place within an appropriate period of time. The final details of which would be secured by s106 legal agreement. This contribution would be in accordance with the London Plan 2021 Policies T1 Strategic Approach to Transport, T2 Healthy Streets and T4 Assessing and mitigating transport impacts.

7.1 A Public Right of Way (PROW) crosses the site connecting St Andrews Roundabout with St Andrews Road. Drawing reference P20331-00-001-GIL-0600 June 2024 shows that the current alignment of this PROW would need to be changed to facilitate the development. The Highway Authority require the applicant to fund costs that the Council incurs diverting the route, such as legal fees etc. It is proposed that a sum of £1,500 be secured by a s106 legal agreement to cover these costs, should the application be determined for approval.

Car Parking

7.1 Policy T6 of the London Plan 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').

7.1 TFL's online calculation tool indicates that the vast majority of the site has a PTAL rating of between 0 and 2 which would indicate that transport accessibility is poor. However, officers consider that this is not reflective of the site's actual proximity to public transport given that the site is on the edge of Uxbridge Town Centre and is within 600 metres of Uxbridge Underground Station and near several bus stops serving various parts of West London. For the purposes of this application the applicant has calculated the PTAL ranking manually and determined that across the site the site has a ranking of 4 which is considered good compared to London as a whole.

7.1 24 on-plot car parking spaces are proposed for the full element of the planning application which comprises a 776sq.m gym and 75sq.m café. 10 of these parking spaces would be provided for the gym, with 1 space provided for the cafe. The remaining spaces would serve commercial uses to be delivered under the outline phase of the development. The published London Plan 2021 is non-specific on car parking standards for gyms and cafes, only mentioning in Policy T6.4 Hotel and Leisure Parking that in locations of PTAL 0 to 3 that provision should be assessed on case-by-case basis. The Hillingdon Local Plan: Part 2 Development Management Policies (2020) is also non-specific, mentioning again that they should be determined on individual basis using a Transport Assessment and Travel Plan. The provision of 10 car parking spaces for the gym and is considered acceptable. A condition stipulating that the applicant submits a Parking Design and Management Plan will be required prior to the first use of the building.

7.1 It is proposed that car parking for the residential element would be provided at a ratio of 0.3 spaces per unit, based on there being 356no. units this equates to 107no. car parking spaces. It is proposed that the residential parking would be provided at podium level in Building Zones A and C. Policy T6.1 sets out specific parking standards for residential development which requires that car parking within Metropolitan Town Centres (MTC), which includes Uxbridge should be car free. The town centre boundary was extended to include the St Andrews Park site following the adoption of Local Plan Part 1 (2012) reflecting the approved consent and extension of town centre uses onto the site. The application site is located close to the town centre amenities and existing public transport links although this site is still peripheral in relation to the remaining parts of the town centre and remains vacant. The applicant's Transport Statement includes an analysis of existing car ownership within the MTC and fringes which indicates that ownership between households is between 0.6 and 1 vehicles per unit. Recently consented phases of development within the St Andrews Park site which are also located within the Metropolitan Centre provided for a higher level of parking provision (than is proposed in this current planning application). These were Town Centre West (0.5 spaces per dwelling); Land East of Mons Barracks (0.7 spaces per dwelling) and the assisted living development to the north east of the site (0.41 spaces per dwelling). The proposed parking ratio would be comfortably below the maximum standards for an Outer London PTAL level 4 site (0.5 to 0.75 spaces per dwelling). On balance, where accounting for the context of the site, its peripheral location within the MTC and existing levels of transport access, it is considered that the provision of car parking at a maximum of 0.3 spaces per dwelling would be acceptable.

7.1 There would be 15no. short-stay on-street perpendicular spaces along the Spine Road (including 1no. car club space) and a further 7no. short-stay on-street parallel spaces along the Northern Access Road (again including 1no. car club space), making a total of 20no. on-street "standard" spaces. 10 of these would be for the commercial uses with 10 spaces provided for residential visitor parking. How the spaces shall be managed will need be set out in a Full Parking Design and Management Plan.

7.1 A car parking management plan would be required for any subsequent reserved matters applications to ensure that residential car parking is appropriately allocated with priority given to the provision of parking for larger 3-bedroom units, followed by two-bedroom units. It is noted that the surrounding streets are subject to parking restrictions which is regularly enforced. The applicant would be required to enter into a Section 106 agreement to ensure that future residents are prevented from obtaining access to parking permits within the surrounding streets or within public car parks in the interests of reducing car ownership and preventing overspill parking from occurring within the surrounding area.

7.1 A total of two car club parking spaces are proposed within the development, which would be located on the spine road and northern access road within the site. The provision of the car club parking would be secured through a s.106 legal agreement.

7.1 For the residential element of the proposal, disabled persons parking should accord with Policy T6.1 of the London Plan. This requires that for 3% of dwellings, at least 1no. designated disabled persons parking bay per unit is available from the outset. However, Policy T6.1 also requires that new developments demonstrate as part of the Parking Design and Management Plan, how an additional 7% of dwellings could be provided with 1no. designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. There would be a requirement to provide 11 accessible parking spaces to meet the 3% requirement, it is proposed that this requirement would be met, alongside measures to provide for an additional 25 spaces to meet the 7% additional future provision requirement set out in Policy T6.1. A Parking Design and Management Plan would be required by planning condition and must clearly set out how this requirement will be met under each relevant phase of the development.

7.1 In relation to the proposed commercial parking, this would be allocated as follows:

20

- Flexible commercial Uses (660sqm) – 13 spaces
- Food Store (440sqm) – 10 spaces
- Gym (776 sqm) – 10 spaces
- Café (216 sqm) – café – 1 space

7.1 The maximum parking set out in the London Plan for the proposed food store and flexible commercial uses would allow for the provision of a maximum of 13 spaces to be provided for the flexible commercial uses and 9 spaces to be provided for the food store respectively. The Local Plan Part 2 standards would allow for the provision of between 13-22 spaces and 9-13 spaces respectively. The provision of parking for the flexible commercial uses broadly complies with the London Plan and Local Plan standards, whilst the food store use would be slightly above the London Plan maximum standards, the parking would comply with the Local Plan parking standards. The car parking for the food store would be located adjacent to the spine road, whilst the remaining spaces would be provided within the car park adjacent to the south of the gym.

7.1 For the commercial element of the proposal the London Plan requires at least one
22 on or off-street disabled persons parking bay is provided with 6 per cent of total
parking provision being designated bays and a further 4 per cent of total parking
provision being enlarged bays. These details would be secured through condition.

Trip Generation

7.1 The applicant's Transport Assessment provides analysis of forecast trip
23 generation during the AM and PM peak hours for both gym use proposed under
the detailed element of the application and the residential and commercial uses
proposed under the outline element of the application.

7.1 Forecast trip generation for the gym is assessed to be relatively low with a total of
24 17 trips across the AM and PM peak hours. This is due to the use serving a
relatively local purpose and trip generation could be expected to comprise mainly
of trips made on foot or by cycling.

7.1 Regarding the residential trip generation, this has been based upon previous multi-
25 modal TRICS surveys undertaken for St Andrews Park and adjusted for the lower
parking provision on the site (0.3 spaces per dwelling) compared with 1 space per
dwelling allowed for under the 2012 consent for the St Andrews Park site. The
Transport Statement uses data from 'The Dice' development on the St Andrews
Park, which has parking levels lower than the 1 space per dwelling standards
approved under the 2012 permission. Accounting for the proposed quantum of
parking and forecast modes of travel, forecast trip generation of cars is assessed
to be 42 movements across the AM and PM peak periods. The Transport
Statement includes a comparative assessment of trip generation for the elements
of the 2012 permission falling within the Town Centre East site (TCE). The TA
outlines that there would be a reduction of 138 car movements in the morning peak
hour and 167 car movements in the evening peak hour compared with the 2012
permission. This is a result of the relatively low parking proposed within the
residential outline element of the application, and due to the 2012 consent
including the provision of a 1200 seat theatre which increased the number of
vehicle movements during the PM peak.

7.1 Whilst the 2012 permission has since expired it is pertinent to consider that the
26 elements of the 2012 permission falling within the TCE site were likely to have
resulted in a much higher level of traffic generation compared with the present
proposals and was deemed to not have a harmful impact on the local highways
network. The present proposals would generate a relatively low number of vehicle
movements and the resulting trip generation would not have a cumulative severe
impact on the surrounding road network.

7.1 Taking into account all relevant considerations relating to the provision of parking
27 and associated vehicle movements and trip generation, it is considered that on
balance the proposed development complies with Paragraph 116 of the NPPF
(2024), Policies T4, T5, T6, and T7 of The London Plan (2021), and Policies DMT
1, DMT 5, DMT 6, and DMT 2 of Hillingdon Council's Local Plan Part 2
Development Management Policies (2020).

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PART 1 – Members, Public & Press

Electric Vehicle Parking

7.1 With regard to the detailed element of the planning permission, the applicants
28 Design and Access Statement indicates that 20% of parking spaces (5 in total)
would be served by electric vehicle charging points. This standard of active EVCP
provision is above the Hillingdon Local Plan: Part 2 Development Management
Policies (2020) which requires that 5% of all parking spaces should be provided
with an active electric vehicle charging point. The Local Plan requires that a further
5% should have passive provision though it would be recommended that all
remaining car parking spaces shall be fitted with passive provision.

7.1 The submitted Car Parking Management Plan sets out that 20% of spaces
29 provided within the outline element of the application would be provided with active
electrical vehicle charging infrastructure, with the remaining 80% of spaces
benefiting from passive infrastructure (i.e. benefitting from the ducting and
infrastructure to convert to active in the future). This standard of provision is in
accordance with the London Plan standard and is accepted.

Cycle Parking

7.1 The former Cinema building would benefit from 24no. cycle parking spaces of
30 which 4no. would be long-stay and 20no. short-stay. Based on a floor area of
216sq.m Policy T5 Cycling of the London Plan requires that the café element of
the former Cinema building provide 1no. long-stay cycle parking space and 11no.
short-stay spaces. The applicant reports that the gym would employ 10no.
members of staff, based on this figure and London Plan would require that 1no.
long-stay cycle parking space is provided and 8no. short-stay spaces. Based on
these London Plan standards the former Cinema should provide 21no. cycle
parking spaces in total. The 24 spaces proposed exceeds the standard required.
The long-stay cycle parking would be provided within the gym and café, whilst the
short-stay cycle parking would be situated within the landscape area surrounding
the building. The Highway Authority require that this cycle parking is in accordance
with the London Cycle Design Standards, the Full Parking Design and
Management Plan should set out how cycle parking would be designed.

7.1 A total provision of 632 no. residential long stay cycle spaces is required in line
31 with the quantum and mix of units proposed, of which 5% would be accessible and
able to accommodate larger cargo bikes. The illustrative scheme also shows the
provision of 48 short-stay cycle spaces which would be distributed throughout the
site. The proposed cycle parking provision would conform with the London Plan
standards based on the quantum and mix of dwellings shown within the outline
element of the planning permission. A level of cycle parking that complies with the
London Plan parking standards must be delivered within the detailed design of
future phases of the scheme to be submitted under future reserved matters
application. A requirement to deliver cycle parking that complies with the London
Plan standards is recommended to be secured by planning condition.

Noise

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PART 1 – Members, Public & Press

7.1 Policy D3 of The London Plan (2021) states that development proposals should help prevent or mitigate noise impacts.

7.1 Policy DMHB 11 of the Hillingdon Local Plan Part 2 Development Management Policies (2020) states that development proposals should not adversely impact upon amenity.

7.1 The application is accompanied by a Noise Impact Assessment (NIA) which has been reviewed by the Council's Noise Specialist Officer and is considered to provide sufficient detail in assessing existing conditions. The primary sources of noise are the adjoining roads to the west of the site, namely Park Road and Hillingdon Road which are principal routes into Uxbridge and are heavily trafficked. To provide appropriate standards of living for future occupiers, mitigation measures will be required within the design of the proposed buildings. It is suggested that this can be appropriately achieved through the façade design, appropriate standards of double glazing and ventilation removing the requirement for occupiers to open windows. The NIA identifies that appropriate levels of noise are unlikely to be achieved for any west facing balconies facing Park Road and Hillingdon Road, however as also identified communal amenity areas are proposed between the development blocks alongside public open space both of which would benefit from lower levels of noise and therefore residents would not be solely dependent on use of the balconies for amenity purposes.

7.1 The Council's Noise Specialist Officer has advised that appropriate noise levels could be achieved in line with the proposed means of mitigation outlined within the Noise Impact Assessment. All residential dwellings fall within the outline parts of the site and therefore the detailed design of the buildings would be submitted under future reserved matters applications. A condition is required to ensure that appropriate noise levels are achieved within the dwellings and do not exceed 35 dB LAeq 16 hrs between 0700 and 2300 and 30 dB LAeq 8 hrs, between 2300 and 0700, measured inside any room of any permitted dwelling.

7.1 Commercial uses are also proposed on the site at ground floor level which are adjacent to the residential uses namely the uses would consist of up to 660sqm GIA of flexible commercial space (Use Classes E(a), E(b), E(c), E(e), E(g)(i) and E(g)(ii)); up to 440sqm (GIA) fixed as a convenience store (Use Class E(a)); and the use of the former cinema building as a gym and café. The proposed uses are capable of co-existing alongside the proposed residential uses without causing adverse harm to the amenity of future residents by reason of noise. Aside from the convenience store, the location of which is fixed within the land uses parameter plan, the specific type of other commercial uses in the outline element would be determined much later, potentially after the determination of any reserved matters applications. It is considered appropriate that conditions are attached to ensure that the rating level (LAr) of noise caused by its operation shall not exceed: 40 dB LAr 15 min for any fifteen-minute period between 2300 and 0700, and 50 dB LAr 1 hour for any one-hour period between 0700 and 2300, determined one metre free field external to any window or door of any permanent residential, or equivalently noise sensitive premises. A further condition is recommended

requiring that details of plant are provided prior to installation given that external plant may be required depending on the nature of future commercial uses on the site. Delivery and Servicing Plans are also proposed to be secured by condition to control the impact of such noise generating activities on future residents.

7.1 Subject to the provision of appropriate details to be secured by planning condition,
37 it is considered that the development would not have a negative impact on the
amenity of existing and future residents by reason of noise and therefore the
development would comply with Policy D3 of The London Plan (2021) and Policy
DMHB 11 of the Hillingdon Local Plan Part 2 Development Management Policies
(2020).

Air Quality

7.1 Policy SI 1 of The London Plan (2021) states that development proposals should
38 ensure that where emissions need to be reduced to meet the requirements of Air
Quality Neutral or to make the impact of development on local air quality
acceptable, this is done on-site.

7.1 Policy DMEI 14 of Hillingdon Council's Local Plan Part 2 Development
39 Management Policies (2020) states that development proposals should
demonstrate appropriate reductions in emissions to sustain compliance with and
contribute towards meeting EU limit values and national air quality objectives for
pollutants.

7.1 The proposed development is located within the LBH Air Quality Management
40 Area and within the Uxbridge Focus Area. As per the London Plan, developments
need to be neutral as minimum and LBH requires development proposals located
in Focus Areas (or that impact on Focus Areas) to be air quality positive and in
accordance with measure 5 of the LBH Air Quality Local Action Plan 2019-2024,
mitigate total emissions in these sensitive areas.

7.1 Developments are required to incorporate air quality positive design measures
41 from the outset and suitable mitigation measures to reduce pollution, especially
with impacts in areas where the air quality is already poor (LBH Air Quality Local
Action Plan 2019-2024), namely Focus Areas. Furthermore, Policy DMEI 14 of the
London Borough of Hillingdon Local Plan: Part 2 requires active contribution
towards the continued improvement of air quality, especially if there are any
impacts foreseen within the Air Quality Management Area.

7.1 According to the LBH Local Action Plan, proposed development within Focus
42 Areas (or with impacts on FAs) require more stringent air quality neutral
procedures and needs to be Air Quality positive, with a total emission mitigation
approach. The proposed development is not air quality neutral nor air quality
positive. The proposed development is within the Uxbridge Focus Area and
therefore further appropriate mitigation is required.

7.1 Some concerns were raised during the pre-application process regarding the
43 proximity of buildings to Park Road running along the eastern edge of the site. The

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applicant has moved the built form further from this road and has proposed indicative planting along this boundary between areas of footpath/pedestrian walkways. Soft landscaping, including street trees would assist in improving the air quality of future residents and any reserved matters application will be required to provide further details of this planting.

7.1 The undiscounted level of mitigation required to the proposed development for traffic emissions is £300,586. Deductions were applied in line with the proposed mitigation. Flat rate deductions applied are as follow: Travel Plan (10%), Green Sustainable Measures (0%), contribution to long term LBH strategic long-term strategies (e.g. multimodal shift, contribution to local services) (0%), totalling a reduction of £30,059.

7.1 Therefore, a section 106 agreement with a contribution of £270,527 has been agreed with the applicant to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

7.1 The Council's Air Quality Officer has been consulted and raised no objection subject to an air quality mitigation contribution being secured by a s.106 agreement. Subject to securing the air quality contribution, the proposal complies with Policies SI 1 and GG3 of The London Plan, Policy EM8 of the Local Plan Part 1, and Policy DMEI 14 of the Local Plan Part 2.

Health

7.1 Policy GG3 of the London Plan sets out a series of measures that must be incorporated into developments to improve Londoner's health and reduce health inequalities.

7.1 Policy CI1 states that the Council will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations.

7.1 Paragraph 98 of the NPPF (2024) states that planning decisions should take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.

7.1 The NHS have identified capacity issues with healthcare infrastructure capacity in the direct vicinity of the proposal site, particularly within the Synergy primary care network which is under notable pressure and operating substantially over ideal patient capacity limits. A financial contribution of £126,720 has been calculated and requested by the NHS Healthy Urban Development Unit (HUDU) to increase capacity to provide health services to account for a net population increase resulting from the development. The NHS have identified primary care facilities as opportunities for improvement, which will increase local capacity. Given the existing healthcare capacity pressure, the recommended financial contribution has been agreed with the applicant and is proposed that this be secured through a s.106 legal agreement.

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Accessibility

7.1 Policy DMHB 10 of the Local Plan Part 2 states that High Buildings should be fully accessible for all users. Policy DMHB 16 of the Local Plan Part 2 requires that in the case of major developments, they must provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users.

7.1 Policy D7 of The London Plan (2021) states that residential development must ensure that at least ten per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3)' wheelchair user dwellings' and all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings.' These requirements seek to ensure suitable housing and genuine choice for London's diverse population, including disabled people, older people, and families with young children.

7.1 Policy H13 of The London Plan (2021) states that boroughs should work positively and collaboratively with providers to identify sites which may be suitable for specialist older persons housing taking account of suitable levels of safe storage and charging facilities for residents' mobility scooters.

7.1 The Council's Access Officer has reviewed the proposals for the outline part of the site and has advised that there are no objections to the submitted details in principle. It is required that 10% of this development would need to meet the standards for M4(3) Category 3 - wheelchair user dwellings. The units should be interspersed throughout the development, to include all typologies and tenures. All remaining units must be designed to the standards for Category 2 M4(2) Accessible and Adaptable dwellings, as set out in Approved Document M 2015. Compliance with these requirements are proposed to be secured by planning condition.

7.1 For the landscaped areas attention will need to be given to the use of materials, this would be secured through a landscaping condition. Details will also be required on accessible play equipment, including for those with a sensory impairment, or complex multiple disabilities, which would also be secured by a planning condition. In relation to the detailed element of the planning application step free access is provided into the café and gym whilst accessible toilet and changing facilities are provided within the building. Following the provision of further details relating to the accessible w/c and changing facilities, the Council's Access Officer has advised that there are no objections to the proposed development.

7.1 Subject to the above-mentioned conditions, the development is considered to comply with Policy D7 of The London Plan (2021) and Policy H13 of The London Plan (2021).

Trees, Landscaping and Urban Greening

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PART 1 – Members, Public & Press

7.1 Policy DMHB 14 of the Local Plan requires the retention and enhancement of 57 existing landscaping, trees, biodiversity or other natural features, landscaping that supports and enhances biodiversity and amenity and replanting of new trees.

7.1 Policy G5 of the London Plan stipulates that major development proposals, should 58 include urban greening as a fundamental element of site and building design by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls, and nature-based sustainable drainage.

7.1 There are five trees located on the site. Four of the trees are located on the part 59 of the site subject of the detailed element of the planning application, whilst one of the trees is located in the outline element of the site. The application is accompanied by an Arboricultural Impact Assessment (AIA). The AIA categorises 2 of the trees as Category B, 1 of the trees as Category C and two of the trees as Category U.

7.1 The Category B Horse Chestnut Tree, which is in the outline element of the site, 60 would be retained as indicated on the proposed parameter plans and the development design code which indicate that the trees would form an important part of a new area of public realm. The AIA provides details of measures to protect the tree during construction works on the adjoining detailed element of the site. The AIA indicates that the nearest development zone would be outside of the root protection area (RPA) for this tree and its retention within the parameters of the outline development proposed would be feasible. Any future reserved matters application would need to also be accompanied by an AIA in order to set out measures to ensure the protection of this tree given its location in the public open space and given the likely siting of adjoining hard landscaping.

7.1 The trees within the detailed part of the site are located to the south of the former 61 cinema building within the proposed car park. The site landscaping plan includes the removal of the two Category U trees in this part of the site which are identified as being in a poor condition and short life expectancy of less than 10 years. Based on the condition and relatively limited contribution that these trees provide in visual amenity terms their removal is considered acceptable. The retained trees would be located within an area containing soft landscaping and the AIA advises that relatively minimal works are required to one of these trees (T3) to allow for the addition of hardstanding associated with the adjoining car park. The AIA proposes a cellular confinement system where there is encroachment into the RPA. An Arboricultural Method Statement (AMS) is required by planning condition prior to the commencement of development to inform appropriate measures during the construction and operational phase of the works.

7.1 Additional tree planting is proposed on the site particularly to the south of the 62 proposed car park within the detailed element of the application. This would outweigh the loss of the two, relatively low-quality trees that would be removed. A detailed landscaping plan relating to the full element of the planning permission would be required by planning condition. Within the outline element of the planning permission significant additional tree planting is proposed within the public realm,

including along the spine road and Park Road. The combination of landscaping and tree planting would equate to an urban greening factor of 0.4, which would meet the target score of 0.4 set out under Policy G5 of the London Plan. Whilst the majority of the development would be in outline, UGF assessments would be required to accompany future reserved matters applications alongside the landscaping proposals required.

7.1 The proposals seek to retain the three trees on the site which are of visual amenity value, whilst the detailed landscaping scheme and indicative landscaping for the outline elements of the site include the provision of substantial additional tree planting. The proposals would therefore comply with Policy DMHB 14 of the Local Plan and Policy G5 of the London Plan.

Ecology

7.1 Policy DMEI 7 of the Local Plan states that the design and layout of new development should retain and enhance any existing features of biodiversity or geological value within the site. If development is proposed on or near to a site considered to have features of ecological or geological value, applicants must submit appropriate surveys and assessments to demonstrate that the proposed development will not have unacceptable effects. Similarly, Policy G6 of the London Plan states that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain.

7.1 Paragraph 6.28 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020) states that it is important that planning decisions are appropriately informed by the right level of survey and information on ecology features. Where appropriate, the Council will require the use of the approved DEFRA biodiversity impact calculator to inform decisions on no net loss and net gain.

7.1 In England, Biodiversity Net Gain (BNG) is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Developers must deliver a BNG of 10%. This means a development will result in more or better-quality natural habitats than there were before development.

7.1 Policy 15 of the National Planning Policy Framework (2024) states that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity.

7.1 The application is accompanied by an Ecological Impact Assessment, which includes a habitat survey and biodiversity net gain assessment. The site comprises a mix of sealed and unsealed hardstanding and areas of relatively low-quality modified grassland and five trees of varying quality. The ecological condition of the site is assessed within the survey to be low overall, and officers agree with this assessment.

7.1 The supporting surveys assess the site to not be of any significant suitability to accommodate nesting birds, reptiles and invertebrates. The former cinema building is identified as offering high suitability for roosting bats given the number of potential egress points and consequently further surveys were carried out. Low levels of bat activity were recorded, though no roosts were recorded in the building or elsewhere on the site. The report identifies enhancement opportunities, which includes bat boxes to be attached to buildings or in other suitable locations. The provision of additional landscaping including trees, alongside bird boxes would increase suitability for nesting birds. A plan setting out ecological enhancements would be required by planning condition.

7.1 The submitted BNG plan identifies on site habitat creation and proposed enhancement within both the outline and full areas of the site. The areas within the outline part of the site corresponds with the outline landscape plan and a more detailed landscaping scheme for the areas falling within the outline element would be required in support of any future reserved matters applications to achieve demonstrable BNG in line with the submitted BNG strategy. The habitat creation plan involves the creation/enhancement of modified grassland, neutral grassland, introduced shrub and green roofs. The combination of the enhancement measures is indicated to deliver 27.59% of biodiversity net gain across the site compared with the existing baseline. This would significantly exceed the statutory 10% BNG requirement. This would comply with Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021), Policy G6 of The London Plan (2021), Policy EM7 of the Hillingdon Local Plan Part 1 (2012), and Policies DMEI 7 and DMHB 14 of the Hillingdon Local Plan Part 2 Development Management Policies (2020). Future reserved matters applications would need to also be accompanied by a Biodiversity Net Gain plan in order to ensure that the required 10% BNG is met across the site once more detailed proposals including landscaping has been further developed.

Flooding and Drainage

7.1 Policy SI 13 of The London Plan (2021) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. Policy DMEI 10 of the Hillingdon Local Plan Part 2 Development Management Policies (2020) states that a SuDS system should drain developments and include appropriate methods to avoid polluting the water environment.

7.1 The site lies fully within Flood Zone 1 and is at a low risk of flooding and does not lie within a critical drainage area. The application is accompanied by a drainage strategy and Flood Risk Assessment (FRA).

7.1 The application proposes to manage rainwater via permeable paving, below ground attenuation tanks, a landscaped depression, bioretention systems, blue roofs (podium decks) and green roofs. Infiltration has been justifiably discounted due to the information provided by intrusive ground investigations on site suggesting poor conditions for infiltration and contaminated land. The SuDS features are to discharge to the existing private surface water sewer system,

owned by the developer, at the eastern boundary of the site. There will be one discharge point, with flow to be restricted using vortex flow control devices. The drainage strategy includes the maintenance tasks and frequencies for each drainage component and states who will own the maintenance tasks. The applicant has confirmed that pollution of receiving waters from the site will be mitigated using bioretention features and permeable blocked paving.

7.1 The submitted drainage strategy and flood risk assessment has been reviewed by the Council as Local Lead Flood Authority, who have advised that the drainage strategy sets out appropriate measures to manage surface water drainage. Additional details relating to the design and location of the SuDS are required for each phase of the development and may be appropriately secured by planning condition. A management and maintenance plan would also be required by way of planning condition, alongside evidence of completion.

7.1 Subject to the provision of this additional information that would be secured by planning condition, it is considered that the proposed development complies with Policy SI 13 of The London Plan (2021) and DMEI 10 of the Hillingdon Local Plan Part 2 Development Management Policies (2020).

Waste Management

7.1 Policy D6 of The London Plan (2021) states that developments should ensure that recycling and waste disposal, storage, and any on-site management facilities are convenient in operation and location, appropriately integrated, and designed to work effectively for residents, management, and collection services.

7.1 The submitted Design and Access Statement sets out provision for residential refuse stores, which are proposed to be located at ground floor level within the proposed residential buildings. The indicative location of the stores is indicated, with the majority of the stores located within 10 metres of existing and proposed access roads within the site for ease of collection. Where this is not possible, it is proposed that waste bins would be taken to specified collection points by staff responsible for estate management on collection days. A turning head and loading bay to the east of Block B is proposed, tracking provided demonstrates sufficient turning space for refuse vehicles. Commercial waste storage would be provided within the proposed units. A dedicated waste store is shown for the gym and café building falling within the full element of the application allowing for waste collection from the car park to the south of the building or the adjoining spine road.

7.1 The provision for waste management within the site has been reviewed by the Council's Waste Strategy team and is acceptable from an operational perspective. The proposals are therefore considered to comply with Policy D6 of the London Plan.

Sustainability

7.1 Policy DMEI 2 of the Hillingdon Local Plan Part 2 Development Management Policies (2020) states that all developments are required to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.

7.1 Policy SI 2 of the London Plan states that major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand. A minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:

- 1) through a cash in lieu contribution to the borough's carbon offset fund, or
- 2) off-site provided that an alternative proposal is identified, and delivery is certain.

7.1 The development is estimated to achieve a 51% reduction in CO2 emissions compared to 2021 Building Regulations. For the non-domestic element, a 37% reduction is expected. The development falls short of the net zero-carbon target in Policy SI2, although it meets the minimum 35% reduction on site required by policy. As such, a carbon offset payment is required to be secured within the s106 agreement. The precise contribution would be determined under any future reserved matters applications, however the requirement for a carbon offsetting contribution to be made under these reserved matters applications is proposed to be secured by s.106 legal agreement.

7.1 In accordance with London Plan Policy SI 2 the applicant is required to calculate and reduce whole life-cycle carbon (WLC) emissions to fully capture the development's carbon footprint. The application is accompanied by a Whole Life Carbon Assessment. Inclusive of operational energy and water emissions the total indicative emissions are expected to be 991 kgCO2/m² GIA over 60 years (forecast operational life of the development). This is lower than the GLA WLC Benchmark for all modules, and the total emissions. Future reserved matters planning applications must be accompanied by a detailed Whole Life-Cycle Carbon Statement applicable to the detailed design of the development. This requirement would be secured by planning condition.

7.1 London Plan Policy SI 7 requires development proposals to integrate circular economy principles as part of the design process, and referable applications must submit a Circular Economy Statement. A Circular Economy has been prepared and submitted in support of the planning application, which considers the following principles:

- Minimisation of materials use – lean design approach to be developed further under reserved matters applications.
- Recycling of materials – target of 20% of reused and recycled content.
- Use of standardised processes and off-site manufacturing.

- Design longevity in use of external façade materials and superstructure materials to safeguard against degradation.
- Design of elements for disassembly for replacement, reuse and recycling.
- Design to enable adaptability of internal spaces for alternative uses.
- Construction waste management to reduce waste and maximise recycling of waste materials.
- End of life strategy.

7.1 The principles outlined in the Circular Economy Statement are considered appropriate. As the majority of the development is in outline, a detailed Whole Life-Cycle Carbon Statement would be required alongside any subsequent reserved matters applications as the design for the various elements of the scheme proposed in outline will require appraisal alongside the outline Circular Economy Statement and the provisions of London Plan Policy SI 7.

7.1 Accounting for the above assessment the proposal complies with Policy SI 2 of the London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan Part 2 Development Management Policies (2020).

Airport Safeguarding

7.1 Policy DMAV 1 of the Local Plan Part 2 - Development Management Policies 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.

7.1 The application has been accompanied by an Aviation Safeguarding Assessment which assesses the proposals against relevant safeguarding criteria which is necessary given the height of the outline element of the scheme and the site's proximity to Heathrow and RAF Northolt. Consultation has been carried out with all relevant parties, namely National Air Traffic Services (NATS), Heathrow Airport and the Ministry of Defence. A bird hazard management plan will be required to mitigate the risk of birdstrike in relation to landscaping, ecological enhancements and design elements.

Land Contamination

7.1 The application is accompanied by a Phase 1 and 2 Ground Investigation Report which addresses on site sources of potential contamination which are assessed to be associated with made ground including elevated concentrations of metals, metalloids, asbestos fibres, Asbestos Containing Materials, PAH and petroleum hydrocarbons and Ground gases (carbon dioxide and methane).

7.1 Phase 1 and 2 Ground Investigation Report has been reviewed by the Council's Environmental Health Officer who has advised that the report provides an appropriate assessment of risk. A condition is recommended requiring the

submission of a written method statement outlining details of remediation required, this shall be submitted prior to the commencement of development.

7.1 Subject to the submission of appropriate details required under this condition, it is
90 considered that risks of contamination will be appropriately addressed and
mitigated in compliance with Policy DME1 12 of the Local Plan Part 2 -
Development Management Policies.

Fire Safety

7.1 Policy D12 of The London Plan (2021) states that all development proposals must
91 achieve the highest standards of fire safety. All major development proposals
should be submitted with a Fire Statement, which is an independent fire strategy,
produced by a third party, suitably qualified assessor.

7.1 The application is accompanied by a Fire Safety Statement in respect of the outline
92 phases and a separate more detailed report for the former cinema. Consultations
have been sent to the London Fire Brigade; however, no responses have been
received. The reports have been prepared by a suitably qualified third-party
assessor. The GLA have advised that the development proposals would achieve
the highest standards of fire safety, including details of construction methods and
materials, means of escape, fire safety features and means of access for fire
service personnel. It is advised that the proposal meets the requirements of Policy
D5, which seeks developments incorporate safe and dignified emergency
evacuation for all building users and the fire safety statements comply with London
Plan Policies D12 and D5 and the proposed measures should be secured by
condition. In respect of the outline element, the provision of detailed fire strategies
should be secured in association with each RMA application as required. The
outline fire safety statement confirms that a second staircase is included within all
buildings over 18 metres.

Planning Obligations

7.1 Policy DMCI 7 of the Local Plan Part 2 states to ensure development is
93 sustainable, planning permission will only be granted for development that clearly
demonstrates there will be sufficient infrastructure of all types to support it.
Infrastructure requirements will be predominantly addressed through the Council's
Community Infrastructure Levy (CIL). Planning obligations will be sought on a
scheme-by scheme basis to secure the provision of affordable housing in relation
to residential development schemes, where development has infrastructure needs
that are not addressed through CIL, and to ensure that development proposals
provide or fund improvements to mitigate site-specific impacts made necessary by
the proposal. Applications that fail to secure an appropriate Planning Obligation to
make the proposal acceptable will be refused.

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

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

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

7.1 Section 106 Heads of Terms are proposed as follows:

96

1. To secure on-site affordable housing, to include a provision of 35% by habitable room with 70% being London Affordable Rent (LAR) and 30% Shared Ownership.
2. Air Quality Mitigation Contribution of £270,527.
3. Residential Parking Permits restriction (excluding Blue Badge holders).
4. Provision of car club parking.
5. An Employment/Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.
6. Carbon Offset contribution: In the event that the reserved matter applications are not net zero a carbon offset payments shall be paid to the Council's carbon offset fund.
7. London Healthy Urban Development Unit (HUDU) financial contribution of £127,720 to fund enhanced or new health facilities within the London Borough of Hillingdon.
8. Designation of public open space within the site to remain publicly accessible in perpetuity.
9. A Healthy Streets/Active Travel Zone contribution of £100,000.
10. A Section 278 Agreement to implement the proposed off-site Highways Works.
11. PROW: Contribution of £1,500 to fund Council legal costs diverting Public Right of Way U63.
12. A Strategy outlining the timescales/phasing associated with the delivery of the works to the former cinema building and St Andrews Gate
13. A Project Management and Monitoring Fee, equalling 5% of the total financial contributions to be paid under this agreement.

8 Other Matters

Human Rights

8.1 The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to

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the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Equality

8.2 Due consideration has been given to Section 149 of the Equality Act with regard to the Public Sector Equality Duty in the assessment of this planning application. No adverse equality impacts are considered to arise from the proposal.

Local Finance Considerations and Community Infrastructure Levy (CIL)

8.3 While there would be no increase in floorspace created within the full element of the proposals, the former cinema building has been vacant for more than three years and therefore may be CIL liable under the change of use application. However, the proposed uses of the building as a café and gym do not require the payment of CIL and therefore no CIL would be payable on this element of the planning application.

8.4 In relation to the outline phase of the development, CIL would be payable on floorspace created under subsequent reserved matters applications at such time that development commences on these later relevant phases of the development. CIL would be calculated at such time that reserved matters applications are submitted for consideration.

9 Conclusion / Planning Balance

9.1 The outline element of the proposals would bring forward the provision of an appropriate mixed-use development, which would provide up to 356 residential units; of which, 35% of units are affordable homes as well as up to 660sqm GIA of flexible commercial space and up to 440sqm (GIA) fixed as a convenience store. The proposals would provide an important contribution towards meeting local housing need, in particular the need for affordable homes as well as contributing to the overall vitality of the Town Centre. Furthermore, the proposals would facilitate the provision of 2,500sqm publicly accessible open space within high quality landscaped spaces.

9.2 The detailed element of the proposals would allow for the positive reuse of a vacant 'at risk' Grade II listed building, consistent with preserving and enhancing the significance of this heritage asset. The development of the adjoining site would amount to a low level of less than substantial harm to the setting and significance of the listed building as well as other surrounding designated and non-designated heritage assets to a varying degree. It is however considered that the substantial public benefits of the development would demonstrably outweigh the level of harm resulting from the scale of development proposed.

- 9.3 It is considered that the parameters of the development would not have a significant adverse impact on the amenity of surrounding residential occupiers, whilst allowing scope for the adequate standards of internal and external amenity space for future occupiers.
- 9.4 Whilst noting the concerns expressed by the GLA, it is considered that the level of parking provision is acceptable accounting for the location of the site, transport accessibility and the provision of parking elsewhere within the St Andrews Park site. It is considered that subject to the relevant conditions and obligations highlighted in this report that the development would not have an adverse impact on highway safety or amenity.
- 9.5 The proposals are considered to adequately address where necessary matters of energy efficiency, air quality, land contamination, protection of trees and protection of biodiversity and provision of biodiversity net gain subject to the various conditions outlined above.
- 9.6 On balance therefore, the proposal is deemed to be acceptable and would comply with the overarching aims of the National Planning Policy Framework, The London Plan, and Hillingdon Local Plan.
- 9.7 The planning application is therefore recommended for approval, subject to the conditions set out in Appendix 1, the Section 106 Heads of Terms detailed in this report, and subject to the necessary Stage II referral to the Greater London Authority.

10 Background Papers

- 10.1 Relevant published policies and documents taken into account in respect of this application are set out in the report. Documents associated with the application (except exempt or confidential information) are available on the [Council's website here](#), by entering the planning application number at the top of this report and using the search facility. Planning applications are also available to inspect electronically at the Civic Centre, High Street, Uxbridge, UB8 1UW upon appointment, by contacting Planning Services at planning@hillingdon.gov.uk.

APPENDICES

Planning Application

585/APP/2024/1879

Appendix 1: Recommended Conditions and Informatives

Conditions

1. A1 Time Limit - Outline

(i) The outline development hereby permitted shall begin either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

(ii) Application for approval of the following reserved matters shall be made to the Local Planning Authority before the expiry of three years from the date of this permission.

- (a) Access
- (b) Appearance
- (c) Landscaping
- (d) Layout
- (e) Scale

REASON

To comply with Section 92 of the Town and Country Planning Act 1990.

2. B1 Time Limit - Full

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

REASON

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

3. COM4 Accordance with Approved Plans - Outline

Approval of details of the Access, Appearance, Landscaping, Layout and Scale of the development shall be obtained from the Local Planning Authority in writing before the outline element of the consented development commences. All reserved matters applications shall be in accordance with the details shown on the submitted plans, numbers:

- (a) Design Code (Rev H)
- (b) Development Specification (December 2024)
- (c) Parameter Plans:

Parameter Plan 1: Building Zones (ref. SAG-PTE-ZZ-XX-DR-A-10010 Rev C04)

Parameter Plan 2: Building Uses Ground Floor (ref. SAG-PTE-ZZ-XX-DR-A-10011 Rev C02)

Parameter Plan 2.1: Building Uses Upper Floor (ref. SAG-PTE-ZZ-XX-DR-A-10012 Rev C01)

Parameter Plan 3: Building Heights (ref. SAG-PTE-ZZ-XX-DR-A-10013 Rev C03)

Parameter Plan 4: Access and Movement (ref. SAG-PTE-ZZ-XX-DR-A-10014 Rev C01)
Parameter Plan 5: Landscape and Public Realm (ref. SAG-PTE-ZZ-XX-DR-A-10015 Rev C02)

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

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

4. COM4 **Accordance with Approved Plans - Full**

The full element of the development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

Location Plan - Full Element of Hybrid Planning Application (ref.243052-PUR-00-XX-DR-A-1003 Rev C01)
Existing Site Plan - Full Element of Hybrid Planning Application (ref.243052-PUR-00-XX-DR-A-1004 Rev C01)
Existing Lower Ground and Ground Floor Plans (ref.243052-PUR-00-ZZ-DR-A-1010 Rev C01)
Existing First and Second Floor Plans (ref. 243052-PUR-00-ZZ DR-A-1011 Rev C01)
Existing Roof Plan (ref. 243052-PUR-00-ZZ-DR-A-1015 Rev C01)
Existing External Elevations (ref. 243052-PUR-00-ZZ-DRA-1020 Rev C01)
Existing Roof Plans - Demolitions (ref. 243052-PUR-00-ZZDR-A-1055 Rev C01)
Existing External Elevations-Demolitions (ref.243052-PUR-00-ZZ-DR-A-1060 Rev C01)
Existing Site Sections (ref. SAG- PTE- ZZ-XX-DR-A-10200 Rev C01)
Proposed Site Plan - Full Element (ref. 243052-PUR-00-ZZDR-A-2002 Rev C01)
Proposed Lower Ground and Ground Floor Plans (ref.243052-PUR-00-ZZ-DR-A-2010 Rev C01)
Proposed First and Second Floor Plans (ref.243052-PUR-00-ZZ-DR-A-2011 Rev C01)
Proposed Roof Plan (ref.243052-PUR-00-ZZ-DR-A-2015 Rev C01)
Proposed External Elevations (ref.243052-PUR-00-ZZ-DR-A2020 Rev C01)
Former Cinema Landscape General Arrangement Plan (ref. P20331- 00-001-GIL-0110 Rev 06)
Former Cinema Building Design and Access Statement
Former Cinema Building, Landscape Design Statement
Former Cinema Building Fire Strategy (Full Element)

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

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

5. OM9 Phasing of Development

No applications for Reserved Matters approval shall be submitted until a Phasing Plan setting out the delivery of the phases across the Outline Element of the site has been submitted to and approved in writing by the Local Planning Authority. The Phasing Plan shall confirm the extent of each phase of development. The development shall be carried out in accordance with the approved Phasing Plan or any amendments thereto that may be subsequently agreed in writing with the local planning authority.

REASON

To ensure that the development proceeds in a satisfactory manner in accordance with the provision of the Hillingdon Local Plan Parts 1 (2012) and 2 (2020) and the London Plan (2021).

6. NONSC Housing Mix

The proposed housing mix within the Outline Element (as a whole) shall be strictly in accordance with the following parameters:

One bedroom units - 48%

Two bedroom units - 42%

Three bedroom units - 10%

REASON

To ensure that the development is carried out in accordance with the approved plans and other submitted details and to ensure the quantum of development keeps within the parameters assessed in accordance with Policy H10 of the London Plan (2021).

7. RES7 Materials (Submission) - Outline

Prior to commencement of above ground works in each relevant development phase of the Outline Element hereby approved, details of all external building materials including details of balconies, for that relevant development phase of the Outline Element shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such. Details should include information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

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

A phase specific landscaping scheme shall be submitted to the Local Planning Authority for approval in writing prior the commencement of above ground works for each phase of the outline part of the development hereby approved.

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, including pollution absorbing 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 (maximum car parking provision across the outline element to be 0.3 spaces per residential unit).
 - 2.e Hard Surfacing Materials
 - 2.f Other structures (such as play equipment and furniture)
3. Living Walls and Roofs
 - 3.a Details of the inclusion of living walls and roofs
 - 3.b Justification as to why no part of the development can include living walls and roofs
4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years
 - 4.b Proposals for the replacement of any tree, shrub, or area of turfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased
5. Schedule for Implementation
6. Other
 - 6.a Existing and proposed functional services above and below ground
 - 6.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 12, DMHB 14, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policy G5 of the London Plan (2021).

9. NONSC Non Standard Condition

A landscaping scheme shall be submitted to the Local Planning Authority for approval in writing prior the commencement of above ground works within the detailed element of the

planning permission hereby approved.

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, including pollution absorbing plants, giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Means of enclosure/boundary treatments
 - 2.c Car Parking Layouts.
 - 2.d Hard Surfacing Materials
 - 2.e External Lighting
 - 2.f Other structures (such as play equipment and furniture)
3. Details of Landscape Maintenance
 - 3.a Landscape Maintenance Schedule for a minimum period of 5 years
 - 3.b Proposals for the replacement of any tree, shrub, or area of turfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased
4. Schedule for Implementation
5. Other
 - 5.a Existing and proposed functional services above and below ground
 - 5.b Proposed finishing levels or contours

The detailed phase of the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 12, DMHB 14, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policy G5 of the London Plan (2021).

10. NONSC Parking Design and Management Plan - Outline

Prior to occupation of each phase of the development within the outline element of the planning permission hereby approved, a phase specific Parking Design and Management Plan shall be submitted to the Local Planning Authority for approval in writing. Thereafter, the relevant phase of development shall be carried out and permanently retained/maintained in accordance with the approved Parking Design and Management Plan.

REASON

In accordance with the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) DMT 6: Vehicle Parking and the published London Plan 2021 Policy T6 Car parking.

11. NONSC Parking Design and Management Plan - Full

Prior to the first use of the gym/cafe building approved under the detailed element of the planning permission hereby approved, a Parking Design and Management Plan shall be submitted to the Local Planning Authority for approval in writing. Thereafter, the detailed element of the development shall be carried out and permanently retained/maintained in accordance with the approved Parking Design and Management Plan.

REASON

In accordance with the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) DMT 6: Vehicle Parking and the published London Plan 2021 Policy T6 Car parking.

12. NONSC Construction Logistics and Management Plan - Outline

Prior to commencement of each phase of the development under the outline element of the planning permission a full and detailed phase specific Construction Logistics Plan and Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. These documents shall be prepared in accordance with the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document) relevant to that phase has been submitted to, and approved in writing by, the Local Planning Authority. The relevant phase of the development shall be carried out in accordance with the approved Construction Management Plan.

This plan shall detail:

- (i) The phasing of the works;
- (ii) The hours of work;
- (iii) On-site plant and equipment;
- (iv) Measures to mitigate noise and vibration;
- (v) Measures to mitigate impact on air quality;
- (vi) Waste management;
- (vii) Site transportation and traffic management, including:
 - (a) Routing;
 - (b) Signage;
 - (c) Vehicle types and sizes;
 - (d) Hours of arrivals and departures of staff and deliveries (avoiding peaks times of day);
 - (e) Frequency of visits;
 - (f) Parking of site operative vehicles;
 - (g) On-site loading/unloading arrangements; and

- (h) Use of an onsite banksman (if applicable).
- (viii) The arrangement for monitoring and responding to complaints relating to demolition and construction; and
- (ix) Details of cranes and other tall construction equipment (including the details of obstacle lighting).
- (x) a dust risk assessment, including means to monitor and control dust, noise and vibrations, following the published guidance by The Institute of Air Quality Management (IAQM) on how to assess impacts of emissions of dust from demolition and construction sites.

The relevant phase of development shall be carried out in strict accordance with the approved Construction Logistics Plan.

REASON

To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties, in accordance with Policies DMT 1, DMT 2, and DMEI 14 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies D14, SI 1, T4, and T7 of the London Plan (2021). Also, to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Development Management Policies (2020).

13. NONSC Construction Logistics and Management Plan - Full

Prior to the commencement of the development approved under the detailed element of the planning permission a full and detailed Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. This plan shall detail:

This plan shall detail:

- (i) The phasing of the works;
- (ii) The hours of work;
- (iii) On-site plant and equipment;
- (iv) Measures to mitigate noise and vibration;
- (v) Measures to mitigate impact on air quality;
- (vi) Waste management;
- (vii) Site transportation and traffic management, including:
 - (a) Routing;
 - (b) Signage;
 - (c) Vehicle types and sizes;
- (d) Hours of arrivals and departures of staff and deliveries (avoiding peaks times of day);
- (e) Frequency of visits;
- (f) Parking of site operative vehicles;
- (g) On-site loading/unloading arrangements; and

- (h) Use of an onsite banksman (if applicable).
- (viii) The arrangement for monitoring and responding to complaints relating to demolition and construction; and
- (ix) Details of cranes and other tall construction equipment (including the details of obstacle lighting).
- (x) a dust risk assessment, including means to monitor and control dust, noise and vibrations, following the published guidance by The Institute of Air Quality Management (IAQM) on how to assess impacts of emissions of dust from demolition and construction sites.

Thereafter, the development of the detailed element shall only be carried out in strict accordance with the approved Construction Logistics Plan.

REASON

To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties, in accordance with Policies DMT 1, DMT 2, and DMEI 14 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies D14, SI 1, T4, and T7 of the London Plan (2021). Also, to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Development Management Policies (2020).

14. NONSC Delivery and Servicing Plan - Outline

Prior to the first occupation of each phase of development as approved in outline, details of a phase specific Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. The relevant phase of development shall be carried out in accordance with the approved phase specific Delivery and Servicing Plan thereafter.

REASON

To be in accordance with Policies DMT 1: Managing Transport Impacts and DMT 2: Highway Impacts of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policies T3 Transport capacity, connectivity and safeguarding and T7 Deliveries, servicing and construction of the London Plan (March 2021).

15. NONSC Delivery and Servicing Plan - Full

Prior to the first occupation of the development as approved under the detailed element of the planning permission details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved Delivery and Servicing Plan thereafter.

REASON

To be in accordance with Policies DMT 1: Managing Transport Impacts and DMT 2:

Highway Impacts of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policies T3 Transport capacity, connectivity and safeguarding and T7 Deliveries, servicing and construction of the London Plan (March 2021).

16. NONSC Cycle parking spaces - Outline

The number of cycle parking spaces to be provided within each relevant phase of the outline parts of the development shall comply with the minimum standards presented in the London Plan.

REASON

To be in accordance with Policy T5 Cycling of the London Plan (2021).

17. NONSC Cycle parking - Full

Prior to occupation of the detailed element of the development, details of covered and secure cycle storage, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be occupied or brought into use until the approved cycling facilities have been implemented in accordance with the approved plan, with the facilities being permanently retained for use by cyclists.

REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Part 2 Development Management Policies (2020) - Policy DMT 1, DMT 2 & DMT 6 and Policies T4 and T6 of the London Plan (2021).

18. NONSC Residential Travel Plan

Prior to the first occupation of any phase of the residential development hereby approved, a full phase specific Residential Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall thereafter be adhered to in perpetuity for the relevant phase of the development.

REASON

To encourage a sustainable transport modal shift in accordance with Policy T4 of The London Plan (2021).

19. NONSC Commercial Travel Plan

Prior to the first use of the commercial uses within each relevant phase of the development, a full phase specific commercial Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall thereafter be adhered to in perpetuity for the relevant phase of the development.

REASON

To encourage a sustainable transport modal shift in accordance with Policy T4 of The

London Plan (2021).

20. NONSC Noise Control - Development

For the lifetime of the development hereby permitted the rating level (LAr) of noise caused by its operation shall not exceed: 40 dB LAr 15 min for any fifteen-minute period between 2300 and 0700, and 50 dB LAr 1 hour for any one-hour period between 0700 and 2300, determined one metre free field external to any window or door of any permanent residential, or equivalently noise sensitive premises, in accordance with 'Methods for rating and assessing industrial and commercial sound' British Standards Institution BS4142 2014.

REASON

To ensure that occupants of dwellings would not be exposed to noise caused by the permitted development that would be likely to cause an adverse effect on their health and quality of life with windows open for the purposes of ventilation and cooling.

21. NONSC Noise Measures - Internal Accommodation

For the lifetime of the development hereby permitted the noise level shall not exceed 35 dB LAeq 16 hrs between 0700 and 2300 and 30 dB LAeq 8 hrs, between 2300 and 0700, measured inside any room of any permitted dwelling whilst achieving acceptable internal living conditions with respect to ventilation and temperature.

REASON

To ensure that occupants of the permitted development would not be exposed to noise that would be likely to cause an adverse effect on their health and quality of life. This has regard to the guidance set out in 'Guidance on Sound Insulation and Noise Reduction for Buildings' British Standard Institution BS8233: 2014.'

22. NONSC Noise Control - Plant Installation

No phase of the development within the outline element of the permission shall be occupied until full and final details relevant to that specific phase of the development are provided to, and approved in writing by, the Local Planning Authority for any building services plant that would result in sound emitted externally, together with details of any required noise control to safeguard the amenity of the occupants of both the scheme and the neighbouring dwellings. The plant shall be selected and installed so as to minimise sound externally to a practicable minimum, and, where required (due to risk of noise impact), the plant and background sound levels should be determined and assessed in accordance with the Council's Noise SPD (2006) and the current version of BS 4142.

REASON

To safeguard the amenity of the occupants of the development in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

23. NONSC Land Contamination - Outline

A scheme to deal with unacceptable contamination, (including asbestos materials detected within the soil), shall be submitted to and approved by the Local Planning Authority (LPA) prior to the commencement of each phase of the development approved under the outline element of the planning permission. All works which form part of any required remediation scheme for the relevant shall be completed before that part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

- (i)A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.
- (ii)If during remedial or development works contamination not addressed in the submitted remediation scheme is identified an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and
- (iii)Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works have been carried out in full and in accordance with the approved methodology.
- (iv)No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping and/or engineering purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the factual results and interpretive reports of this testing shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

24. NONSC Land Contamination - Full

A scheme to deal with unacceptable contamination, (including asbestos materials detected within the soil), shall be submitted to and approved by the Local Planning Authority (LPA) prior to the commencement of development approved under the detailed element of the planning permission. All works which form part of any required remediation scheme for the relevant shall be completed before the part of the development approved under the detailed element of this permission is occupied or brought into use unless the Local Planning

Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

- (i)A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.
- (ii)If during remedial or development works contamination not addressed in the submitted remediation scheme is identified an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and
- (iii)Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works have been carried out in full and in accordance with the approved methodology.
- (iv)No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping and/or engineering purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the factual results and interpretive reports of this testing shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

25. NONSC Piling Method Statement

No piling to be carried out shall take place, within each relevant development phase of the Outline Element, until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out in that relevant development phase, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) and piling layout plan including all Thames Water wastewater assets, the local topography and clearance between the face of the pile to the face of a pipe has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement and piling layout plan.

REASON

To ensure that the proposed works, in close proximity to underground sewerage utility infrastructure, will not adversely impact / cause failure of local underground sewerage utility

infrastructure in accordance with Policies DMEI 11 and DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

26. NONSC Bird Hazard Management Plan

A Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of above ground works under each phase of the outline element of planning permission to be delivered. The submitted plan shall include details of:

-Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.

The management plan shall comply with Advice Note 3 'Wildlife Hazards around an Aerodrome'.

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the buildings within the relevant phase of the development. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

It is necessary to manage flat roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft, to accord with the requirements of Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

27. NONSC Tree Retention

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, within the relevant development phase whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

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

completion of the development or the occupation of the buildings, within the relevant development phase 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 DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

28. NONSC Tree Protection

No site clearance or construction work in a phase of development hereby approved which includes trees that will be retained, shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development within the relevant development phase on the site including demolition, 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 within a phase containing trees to be retained, 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 the relevant phase containing retained trees development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works within the relevant phase 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.

3. Where the arboricultural method statement recommends that the tree protection measures for a site will be monitored and supervised by an arboricultural consultant at key stages of the development, records of the site inspections / meetings shall be submitted to 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 (2020).

29. NONSC AIA

Each application for reserved matters planning permission in a phase of development which includes trees that will be retained shall be accompanied by an Arboricultural Impact Assessment (AIA) relevant to the specific part/phase of development to which the reserved matters application relates.

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 (2020).

30. NONSC Details of Play Provision

Prior to commencement of above ground works within any phase of the development to be delivered under the outline element of the planning permission, details of the play areas for children to be delivered within that phase shall be submitted to and approved in writing by the Local Planning Authority. This should include details of accessible play equipment for disabled children, including those with a sensory impairment, or complex multiple disabilities. Thereafter, the play areas shall be provided prior to the occupation of any unit within that phase of the development and shall be maintained for this purpose.

REASON

To ensure that the development makes adequate provision of children's play space in accordance with Policies DMHB 19 and DMCI 5 of the Hillingdon Local Plan: Part 2 (2020) and Policies S4 and D5 of the London Plan (2021).

31. NONSC Part M Building Regs Access Compliance

10% of all units shall be constructed to accord with the technical specifications of Section M4(3)(2)(b) for a Wheelchair Accessible dwelling as set out in Approved Document M to the Building Regulations 2010 (2015 edition).

The remaining 90% of all dwellings provided on the site shall be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON

To ensure that sufficient housing stock is provided, in accordance with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) and Policies D5 and D7 of the London Plan (2021).

32. NONSC FRA and Drainage Strategy - Outline

Prior to the commencement of development under each phase of the development contained within the outline element of this planning permission (excluding demolition and site clearance), a phase specific scheme for the provision of sustainable water management in line with the approved Flood Risk Assessment and Drainage and SuDS Strategy shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Sustainable Drainage features:

- i. Surface water discharge - the submitted drainage strategy must identify the proposed method and location of discharging collected surface water from the site in accordance with the hierarchy set out in Policy SI 13 of the London Plan (2021). Where the proposal does not utilise the most sustainable solution, justification must be provided. Any proposal that includes a connection to a private sewer network should provide details of the condition and ownership of the entire drainage route to a public sewer or ordinary watercourse.
- ii. SuDS - the submitted drainage strategy should incorporate Sustainable Drainage System (SuDS) elements that are embedded, where practicable, within the landscaping plan for the development. Preference should be given to above-ground SuDS elements that control water at source and provide wider biodiversity, water quality and amenity benefits. Greenfield runoff rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change.
- iii. Runoff rates - provide the greenfield and proposed runoff rates for a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change. Developments should aim to meet greenfield runoff rates unless a suitable justification can be provided.
- iv. Drainage calculations - include calculations to demonstrate that the volume of storage and size of drainage features provided is adequate to control surface water for a range of storm duration and rainfall intensities for events up to and including the critical 1 in 100 plus 40% climate change rainfall event.
- v. Exceedance routes - provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event. Where it is intended to store water on the ground surface, the maximum extent of overland flooding should be mapped and include details on flow paths, depths and velocities. Safe access and egress for the site must be demonstrated.

b) Long-term management and maintenance of the drainage system.

- i. Provide a Management and Maintenance Plan for the drainage system that includes clear plans showing all of the drainage network above and below ground, and identifies the

responsibility of different parties for each component of the drainage network.

ii. Include details of the necessary inspection regimes and maintenance frequencies.

Thereafter the approved scheme for the relevant phase of 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 and to ensure the development does not increase flood risk, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1(2012), Policy DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 (2020), Policy SI 12 and SI 13 of the London Plan (2021), the National Planning Policy Framework (2021); and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

33. NONSC FRA and Drainage Strategy - Full

Prior to the commencement of development contained within the detailed element of this planning permission (excluding demolition and site clearance), a scheme for the provision of sustainable water management in line with the approved Flood Risk Assessment and Drainage and SuDS Strategy shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Sustainable Drainage features:

i. Surface water discharge - the submitted drainage strategy must identify the proposed method and location of discharging collected surface water from the site in accordance with the hierarchy set out in Policy SI 13 of the London Plan (2021). Where the proposal does not utilise the most sustainable solution, justification must be provided. Any proposal that includes a connection to a private sewer network should provide details of the condition and ownership of the entire drainage route to a public sewer or ordinary watercourse.

ii. SuDS - the submitted drainage strategy should incorporate Sustainable Drainage System (SuDS) elements that are embedded, where practicable, within the landscaping plan for the development. Preference should be given to above-ground SuDS elements that control water at source and provide wider biodiversity, water quality and amenity benefits.

Greenfield runoff rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change.

iii. Runoff rates - provide the greenfield and proposed runoff rates for a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change. Developments should aim to meet greenfield runoff rates unless a suitable justification can be provided.

iv. Drainage calculations - include calculations to demonstrate that the volume of storage and size of drainage features provided is adequate to control surface water for a range of

storm duration and rainfall intensities for events up to and including the critical 1 in 100 plus 40% climate change rainfall event.

v. Exceedance routes - provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event. Where it is intended to store water on the ground surface, the maximum extent of overland flooding should be mapped and include details on flow paths, depths and velocities. Safe access and egress for the site must be demonstrated.

b) Long-term management and maintenance of the drainage system.

i .Provide a Management and Maintenance Plan for the drainage system that includes clear plans showing all of the drainage network above and below ground, and identifies the responsibility of different parties for each component of the drainage network.

ii. Include details of the necessary inspection regimes and maintenance frequencies.

Thereafter the detailed phase of 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 and to ensure the development does not increase flood risk, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1(2012), Policy DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 (2020), Policy SI 12 and SI 13 of the London Plan (2021), the National Planning Policy Framework (2021); and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

34. RES15 SUDS Maintenance - Outline

No building within the outline phase of the development shall be occupied until evidence (photographs and installation contracts) is submitted to demonstrate that the sustainable drainage scheme for the relevant phase of development has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.

REASON

To comply with the Non-Statutory Technical Standards for Sustainable Drainage Systems, the National Planning Policy Framework (Paragraph 103), the London Plan (Policies SI 12 and SI 13) along with associated guidance to these policies and Hillingdon Council's Local Plan Policy EM6.

35. NONSC SUDS Maintenance - Full

The building contained within the detailed phase of the development shall not be brought

into use as a gym/cafe until evidence (photographs and installation contracts) is submitted to demonstrate that the sustainable drainage scheme for the detailed element of the development has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.

REASON

To comply with the Non-Statutory Technical Standards for Sustainable Drainage Systems, the National Planning Policy Framework (Paragraph 103), the London Plan (Policies SI 12 and SI 13) along with associated guidance to these policies and Hillingdon Council's Local Plan Policy EM6.

36. NONSC Fire Statement

Each application for reserved matters planning permission containing residential uses shall be accompanied by a comprehensive fire statement relevant to the specific part/phase of development to which the reserved matters application relates.

The detailed/full element of the planning permission shall be carried out in full accordance with the recommendations set out in the submitted Fire Strategy prepared by Orsa dated 29th May 2024.

REASON

To ensure the safety of all building users in accordance with Policy D12 of the London Plan (2021).

37. NONSC Micro Climate Assessment

Each Reserved Matters application shall include a detailed assessment of the wind effects and related mitigation for that phase of development. The assessment shall include wind tunnel model testing to assess the comfort and safety levels at relevant locations around and within the site. The assessment will demonstrate that all locations assessed meet appropriate safety and comfort criteria in accordance with the Lawson distress criteria (LDDC method).

REASON

In order to ensure that the Local Planning Authority is satisfied with the details of the authorised development and to ensure the design of the new housing development enhances the quality of the area in accordance with Policy DMBH 11 of the Hillingdon Local Plan: Part 2 (2020).

38. NONSC Security

Prior to the commencement of any superstructure works for each phase of development details of security measures to minimise the risk of crime and to meet the specific security needs of that phase shall be submitted for that phase and approved in writing by the Local

Planning Authority, in consultation with the Metropolitan Police.

Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the 'Secured by Design gold' accreditation awarded by the Hillingdon Metropolitan Police Design Out Crime Officer (DOCO) on behalf of the Association of Chief Police Officers (ACPO). The approved measures shall be implemented before the development in that phase is occupied and thereafter retained.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000 and to ensure the development provides a safe and secure environment in accordance with Policy D11 of The London Plan 2021.

39. NONSC External Lighting - Outline

Prior to installation details of any external lighting associated with each relevant phase within the outline parts of the development including levels of illumination, position, design, structure, direction of illumination, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented and maintained in accordance with those details as may be approved.

REASON

In order to ensure that the Local Planning Authority is satisfied with the details of the authorised development and to ensure the design of the new housing development enhances the quality of the area and the amenity of neighbouring properties in accordance with Policy DMHB 11 and DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) of the Hillingdon Local Plan: Part 2 (2020).

40. NONSC External Lighting - Full

Prior to installation details of any external lighting associated with the detailed phase of the development as approved including levels of illumination, position, design, structure, direction of illumination, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented and maintained in accordance with those details as may be approved.

REASON

In order to ensure that the Local Planning Authority is satisfied with the details of the authorised development and to ensure the design of the new housing development enhances the quality of the area and the amenity of neighbouring properties in accordance with Policy DMHB 11 and DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) of the Hillingdon Local Plan: Part 2 (2020).

41. NONSC Urban Greening Factor Assessment - Outline

Prior to the commencement of above ground works of each relevant development phase of the Outline Element, an Urban Greening Factor (UGF) Assessment for that relevant phase of the Outline Element shall be submitted to and approved in writing by the local planning authority. The UGF Assessment shall use the Greater London Authority Urban Greening Factor calculator available at the time of the submission. The updated UGF Assessment shall demonstrate all efforts to meet a site-wide UGF score of 0.4 for the entirety of the Outline Element.

Reason: To ensure urban greening is a fundamental element of the site and building design in compliance with Policy G5 of the London Plan (2021).

42. NONSC Urban Greening Factor Assessment - Full

Prior to the commencement of landscaping works on the Full Element of the scheme, an Urban Greening Factor (UGF) Assessment for the Full Element of the scheme shall be submitted to and approved in writing by the local planning authority. The UGF Assessment shall use the Greater London Authority Urban Greening Factor calculator available at the time of the submission. The updated UGF Assessment shall demonstrate all efforts to meet a site-wide UGF score of 0.3 for the Full Element of the scheme.

Reason: To ensure urban greening is a fundamental element of the site and building design in compliance with Policy G5 of the London Plan (2021).

43. NONSC Estate Management and Maintenance Plan - Outline

Prior to the occupation of each relevant phase of the development as approved under the outline element of the planning permission, an Estate Management and Maintenance Plan for that phase setting out maintenance and management responsibilities for all communal play spaces, public realm, communal amenity spaces and all publicly accessible open spaces to be delivered under this phase, shall be submitted to and approved in writing by the Local Planning Authority and the open spaces shall thereafter be maintained and managed in accordance with the approved details.

REASON

In order to ensure that the Local Planning Authority is satisfied with the details of the authorised development and to ensure the design of the new housing development enhances the quality of the area in accordance with Policy DMBH 11 of the Hillingdon Local Plan: Part 2 (2020).

44. NONSC Estate Management and Maintenance Plan - Full

Prior to the first use of the building as approved under the detailed element of the planning permission, an Estate Management and Maintenance Plan for that phase setting out maintenance and management responsibilities for all communal play spaces, public realm, communal amenity spaces and all publicly accessible open spaces to be provided within the detailed element of the permission, shall be submitted to and approved in writing by the

Local Planning Authority and the open spaces shall thereafter be maintained and managed in accordance with the approved details.

REASON

In order to ensure that the Local Planning Authority is satisfied with the details of the authorised development and to ensure the design of the new housing development enhances the quality of the area in accordance with Policy DMBH 11 of the Hillingdon Local Plan: Part 2 (2020).

45. NONSC Circular Economy Statement

Each application for reserved matters shall be accompanied by a detailed Circular Economy Statement in line with the GLA's Circular Economy Statement Guidance, which shall be submitted to and approved in writing by the Local Planning Authority. The statement shall adhere to the principles set out in the outline Circular Economy Statement. The development shall be carried out in accordance with the details so approved.

REASON

In the interests of sustainable waste management and in order to maximise the re-use of materials in accordance with Policies D3, SI 7 and SI 8 of the London Plan (2021).

46. NONSC Post Construction Report - Circular Economy

Prior to the occupation of each phase of the Outline Element, a post construction monitoring report, for the relevant phase, shall be completed in line with the GLA's Circular Economy Statement Guidance. The report should be submitted to and approved by the Local Planning Authority in writing before first occupation of the relevant phase of the development.

REASON:

In order to maximise the re-use of materials and in the interests of sustainable waste management in accordance with Policies SI 7 and SI 8 of the London Plan.

47. NONSC WLC Statement - RMA's

Prior to the occupation of each relevant development phase of the Outline Element, the post-construction tab of the GLA's whole life carbon assessment template should be completed accurately and in its entirety in line with the GLA's Whole Life Carbon Assessment Guidance for that relevant development phase of the Outline Element. The post-construction assessment should provide an update of the information submitted at the planning submission stage, including the whole life carbon emission figures for all life- cycle modules based on the actual materials, products and systems used. This should be submitted to the GLA, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation of the relevant building.

REASON

In the interests of sustainable waste management and in order to maximise the re-use of materials in accordance with Policy SI 2 of the London Plan (2021).

48. NONSC WLC Post Construction Template

Prior to the occupation of each phase of the development (as approved in outline), the post-construction tab of the GLA's Whole Life-Cycle Carbon Assessment template should be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance. Together with any supporting information, it should be submitted to, and approved by the LPA in writing.

REASON

In the interests of sustainable development and to maximise on-site carbon dioxide savings in accordance with Policy SI 2 of the London Plan (2021).

49. NONSC Energy Strategy - RMA's

Each application for Reserved Matters shall be accompanied by an updated Energy Strategy demonstrating how the relevant Reserved Matters application will conform with the approved Outline Energy and Sustainability Strategy. The updated Energy Strategy shall be prepared in accordance with the GLA's Energy Assessment Guidance (2022). It shall provide details of:

- a)The future connection to the St. Andrew's Park District Heat Network.
- b)A minimum 10% domestic Be Lean reduction in regulated CO2 emissions is achieved compared to a 2021 Building Regulations compliant development and detailed modelling outputs (DER/TER worksheets) should be submitted.
- c)A minimum 15% non-domestic Be Lean reduction in regulated CO2 emissions is achieved compared to a 2021 Building Regulations compliant development and detailed modelling outputs (DER/TER worksheets) should be submitted.
- d)Detailed roof layouts showing the roofs potential for photovoltaic (PV) installation has been maximised and identification of any constraints to the provision of further PV provision.
- e)The on-site reduction in carbon emissions, and any tonnage to be off set via financial contributions.
- f)A Dynamic Overheating Analysis to assess the overheating risk for the residential and nondomestic elements, undertaken in line with the relevant Chartered Institution of Building Engineers (CIBSE) guidance together with details of all proposed measures for minimising overheating and meeting the development's cooling needs.

The relevant Reserved Matters application/s shall be implemented in accordance with the details approved unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure a reduction in carbon dioxide emissions in accordance with Policy SI2 of the London Plan (2021).

50. NONSC St Andrews Gate

The non-designated heritage asset referred to as 'St Andrews Gate' shall be retained on the site in perpetuity and no works shall be carried out to the structure without the prior consent of the Local Planning Authority. Prior to the commencement of development under any phase of the outline permission containing St Andrews Gate, drawings and a method statement detailing enhancement and repair works to be carried out to the gate shall be submitted to the Local Planning Authority for approval in writing. The development shall be carried out in full accordance with the approved drawings and method statement.

REASON

To preserve and enhance the significance of the non-designated heritage asset in accordance with Policy DMHB1 and DMHB 3 of the Local Plan Part 2; Policy HC 1 of the London Plan (2021); and Paragraph 116 of the NPPF (2024).

51. NONSC Non-Residential Opening Hour Restrictions

Any Class E(b) Food and Drink premises hereby permitted in any relevant phase of the Outline Element shall be closed for business and not be open to customers and members of the public outside of the hours of 07:00am - 23:00pm.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

52. NONSC Foodstore Opening Hours

The Class E(a) Foodstore premise in the Outline Element shall be closed for business and not be open to customers and members of the public outside of the hours of 07:00am till 23:00pm.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

53. NONSC Cafe Opening Hour Restrictions

The Class E(b) Cafe premises in the former Cinema Building shall be closed for business and not be open to customers and members of the public outside of the hours of 06:00am till 23:00pm.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

54. NONSC Gym Opening Hour Restrictions

The Class E(d) Gym premise in the former Cinema Building shall be closed for business and not be open to customers and members of the public outside of the hours of 06:00am till 23:00pm.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

55. 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 course of the demolition, site preparation and construction phases shall comply with the emission standards set out in <https://www.london.gov.uk/programmes-and-strategies/environment-and-climate-change/pollution-and-air-quality/nrmm>

Unless it complies with the standards set out in the GLA site, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. 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 at <https://nrmm.london/>." Please note that from January 2025 the emission limits will be tightened and need to be complied with.

REASON

To ensure compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy.

56. NONSC Height Limit - Outline Phase

No permanent building or structure shall exceed 82.8 metres (AOD) in height in the Outline Element of the development.

REASON

The maximum height of 82.8 metres (AOD) has been assessed in the context of RAF Northolt's Statutory Safeguarding Zone. Whilst the height constitutes a minor infringement of the inner horizontal surface, it does not infringe any of the relevant obstacle limitation surfaces. The minor infringement has been assessed and confirmed to have no material impact on the safety and efficiency of operations, given its location, in particular its close proximity to a larger existing infringement of the inner horizontal surface which already precludes operations in the area. The building heights should be limited to the locations as shown on the approved drawings to ensure accordance with the requirements of Hillingdon Local Plan: Part 2 (2020) Policy DMAV 1.

57. NONSC Public Art

Prior to the first occupation/use of each relevant phase of the development hereby approved as part of the Outline Element details of Public Art relevant to that phase of the Outline Element shall be submitted to, and approved in writing by the Local Planning Authority. The approved Public Art shall be installed prior to the first occupation/use of the relevant phase of the development and thereafter permanently maintained and retained.

REASON

To ensure the public realm is well-designed, attractive, and related to the local and historical context in accordance with Policy D8 of The London Plan (2021).

58. NONSC Landscape Management Plan

No above ground works within the detailed phase of the development shall take place until a written 30 year Habitat Management Plan (HMP) for the site has been submitted to and approved in writing by the Local Planning Authority. The approved HMP shall be strictly adhered to and development commenced and operated in accordance with it. The HMP should, as a minimum, include;

- a) Description and evaluation of the features to be managed;
- b) Aims, objectives and targets for management
- c) Description of the management operations necessary to achieving aims and objectives;
- d) Prescriptions for management actions;
- e) Preparation of a works schedule, including annual works schedule;
- f) Details of the monitoring needed to measure the effectiveness of management;
- g) Details of the timetable for each element of the monitoring programme; and
- h) Details of the persons responsible for the implementation and monitoring;
- i) Reporting to the Council routinely as to the state of the Biodiversity Net Gain requirements of the development on years 1 (post completion), 3, 5, 10, 20 and 30, with biodiversity reconciliation calculations at each stage.

REASON

To ensure the development delivers a biodiversity net gain within the borough and secures the protection and effective management of the remaining habitat on site in accordance with Policy EM7 of the Hillingdon Local Plan: Part 1, Policies DMEI 7 and DMHB 14 of the Hillingdon Local Plan: Part Two, Policy G6 of the London Plan and Schedule 7A of the Town and Country Planning Act 1990 and the Environment Act 2021.

59. NONSC BNG Strategy

Each application for reserved matters shall be accompanied by a Biodiversity Net Gain Strategy which sets out the details of biodiversity net gain that would be delivered under the relevant phase of development and the contribution of the net gain towards meeting the statutory biodiversity net gain target of 10% to be delivered under the proposed development.

REASON

To ensure the development delivers a biodiversity net gain within the borough and secures the protection and effective management of the remaining habitat on site in accordance with Policy EM7 of the Hillingdon Local Plan: Part 1, Policies DMEI 7 and DMHB 14 of the Hillingdon Local Plan: Part Two, Policy G6 of the London Plan and Schedule 7A of the Town and Country Planning Act 1990 and the Environment Act 2021.

60. NONSC Electric Vehicle Charging - Outline

Prior to first occupation of the development under each phase of the development permitted under the outline element of the planning permission hereby approved, details of the provision of active and passive electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. The relevant phase of the development shall not be occupied until the approved electric vehicle charging points have been implemented. These shall be retained as such and in working order thereafter.

REASON

To support carbon-free travel and more sustainable modes of transport, in accordance with Policy T6 of the London Plan (2021).

61. NONSC Electric Vehicle Charging - Full

Prior to first occupation of the development approved under the detailed element of the planning permission hereby approved, details of the provision of active and passive electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. The detailed part of the development shall not be occupied until the approved electric vehicle charging points have been implemented. These shall be retained as such and in working order thereafter.

REASON

To support carbon-free travel and more sustainable modes of transport, in accordance with Policy T6 of the London Plan (2021).

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.

For the avoidance of doubt the 'full/detailed' element of the planning permission relates to the parts of the site referred to as the 'full element' on plan numbers SAG- PTE- ZZ-00-DR-A-10001 Rev C01 and 243052-PUR-00-XX-DR-A-2002.

The 'outline element' of the permission relates to development on all other parts of the site as defined on plan number SAG- PTE- ZZ-00-DR-A-10001 Rev C01 which are not otherwise labelled as falling under the full element of the application.

3. 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.

4. 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.

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

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, 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.

Thames Water have recommended that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) 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.

DMAV 1	Safe Operation of Airports
DMAV 2	Heathrow Airport
DMAV 3	RAF Northolt
DMCI 2	New Community Infrastructure
DMCI 3	Public Open Space Provision
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMCI 6	Indoor Sports and Leisure Facilities
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 2	Employment Uses Outside of Designated Sites
DME 3	Office Development
DME 5	Hotels and Visitor Accommodation
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 13	Importation of Material
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 3	Decentralised Energy
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk

DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMHB 1	Heritage Assets
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 13	Shopfronts
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMHB 2	Listed Buildings
DMHB 3	Locally Listed Buildings
DMHB 4	Conservation Areas
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMTC 1	Town Centre Development
DMTC 4	Amenity and Town Centre Uses
LPP D1	(2021) London's form, character and capacity for growth
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D2	(2021) Infrastructure requirements for sustainable densities
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 D8	(2021) Public realm
LPP D9	(2021) Tall buildings

LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP E1	(2021) Offices
LPP E10	(2021) Visitor infrastructure
LPP E11	(2021) Skills and opportunities for all
LPP E9	(2021) Retail, markets and hot food takeaways
LPP G1	(2021) Green infrastructure
LPP G4	(2021) Open space
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG4	(2021) Delivering the homes Londoners needs
LPP GG5	(2021) Growing a good economy
LPP GG6	(2021) Increasing efficiency and resilience
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H4	(2021) Delivering affordable housing
LPP H5	(2021) Threshold approach to applications
LPP H6	(2021) Affordable housing tenure
LPP HC1	(2021) Heritage conservation and growth
LPP S4	(2021) Play and informal recreation
LPP S5	(2021) Sports and recreation facilities
LPP SD6	(2021) Town centres and high streets
LPP SD7	(2021) Town centres: development principles and Development Plan Documents
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP T1	(2021) Strategic approach to transport
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
LPP T6.3	(2021) Retail parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T8	(2021) Aviation
LPP T9	(2021) Funding transport infrastructure through planning
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
NPPF7 -24	NPPF7 2024 - Ensuring the vitality of town centres
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

Appendix 2: Relevant Planning History

585/APP/2009/2752 R A F Uxbridge Hillingdon Road Uxbridge

1. Outline application (all matters reserved, except for access) including demolition of some existing buildings and:
 - a) Creation of up to 1,296 residential dwellings (Class C3) of between 2 to 6 residential storeys;
 - b) Creation of up to 77 one-bedroom assisted living retirement accommodation of between 3 to 4 storeys;
 - c) Creation of a three-form entry primary school of 2 storeys;
 - d) Creation of a hotel (Class C1) of 5 storeys of up to 90 beds;
 - e) Creation of a 1,200 seat theatre with ancillary cafe (Sui Generis); office (Class B1a) of up to 13,860sq.m; energy centre (Sui Generis) of up to 1,200sq.m; and retail (Class A1, A2, A3, A4, A5) of up to 2,850sq m; in buildings of between 4 to 6 storeys as well as a tower element associated with the theatre of up to 30m;
 - f) Creation of a local centre to provide up to 150sq.m of retail (Class A1 and A2) and 225sq.m GP surgery (Class D1); Means of access and improvements to pedestrian linkages to the Uxbridge Town centre; car parking; provision of public open space including a district park; landscaping; sustainable infrastructure and servicing.

2. In addition to the above, full planning permission for:

- a) Creation of 28 residential dwellings (Class C3) to the north of Hillingdon House of between 2 to 3 storeys as well as associated amenity space and car parking;
- b) Change of use of Lawrence House (Building No. 109) to provide 4 dwellings (Class C3), associated amenity space and car parking including a separate freestanding garage;
- c) Change of use and alterations to the Carpenters building to provide 1 residential dwelling (Class C3);
- d) Change of use and alterations to the Sick Quarters (Building No. 91) to provide 4 dwellings (Class C3) as well as associated amenity space and car parking;
- e) Change of use of Mons barrack block (Building No. 146A) to provide 7 dwellings (Class C3) as well as associated amenity space and car parking.
- f) Change of use of the Grade II listed former cinema building to provide 600sq.m Class D1/2 use (no building works proposed);
- g) Change of use and alterations to the Grade II listed Hillingdon House to provide 600sq.m for a restaurant (Class A3) on the ground floor and 1,500sq.m of office (Class B1) on the ground, first and second floors;

Decision: 18-01-2012 Approved

585/APP/2015/1297 St Andrews Park Hillingdon Road Uxbridge

Reserved Matters Application for the erection of 1 x 5 storey office building and 1 x 4 storey office building with associated plant, parking and landscaping

Decision: 21-06-2016 Approved

585/APP/2016/4504 St Andrew'S Park Hillingdon Road Uxbridge

Reserved matters (layout, scale, appearance and landscaping) for the erection of 294 dwellings and up to 469 sq.m of retail floorspace (use classes F.2, E and Public House/Takeaway (Sui Generis), formerly A1-5) development together with associated parking and landscaping within the Town Centre Extension (West) Phase of planning permission ref. 585/APP/2015/848 dated 21-12-2015.

Decision: 30-11-2021 Approved

585/APP/2017/2819 Land East Of Mons Barrack Block, St Andrew'S Park Hillingdon Road Uxbridge

Outline planning application with means of site access from the central access road (internal access, layout, scale, appearance and landscaping reserved for subsequent approval) for the erection of up to 90 dwellings (Use Class C3), sustainable urban drainage features and all other necessary ancillary and enabling works.

Decision: 01-08-2018 Approved

585/APP/2019/771 The Dice Site, St Andrews Park Hillingdon Road Uxbridge

Planning Application for 10 no. residential units within the ground floor of Blocks 3-7 of 'the Dice' development, comprising 5 no. additional residential units, and the alteration of 5 no. residential units approved under Reserved Matters permission Ref. 585/APP/2016/4442.

Decision: 19-08-2020 Approved

585/APP/2019/829 Land Off Thompson Rd & St Luke'S Rd, Former Raf Uxbridge Hillingdon Road Uxbridge

Erection of a building containing 72 assisted living apartments and communal facilities (Use Class C2) with associated parking and landscaping.

Decision: 21-08-2019 Approved

585/APP/2022/665 Land East Of Mons Barrack St Andrews Park Hillingdon Road Uxbridge

Reserved matters (internal access, layout, scale, appearance and landscaping) pursuant to Condition 2 of planning permission reference 585/APP/2017/2819 dated 14-03-19 (Outline planning application with means of site access from the central access road (internal access, layout, scale, appearance and landscaping reserved for subsequent approval) for the erection of up to 90 dwellings (Use Class C3), sustainable urban drainage features and all other necessary ancillary and enabling works).

Decision: 22-02-2023 Approved

585/APP/2024/1558 Land Off Thompson Road And St Luke'S Road St Andrew'S Road Uxbridge

Change of use of site containing 72 assisted living units (Use Class C2) with ancillary communal facilities, parking, and landscaped areas, to residential accommodation for primary occupiers aged over 55 (Use Class C3)

Decision: 09-10-2024 Approved

585/APP/2024/1799 Former Cinema Burton Road Uxbridge

Application for Listed Building Consent for internal and external alterations to former cinema building, to enable reinstatement of gym use (Use Class E(d)) and change of use to provide a cafe (Use Class E(b)).

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.E4	(2012) Uxbridge
PT1.E5	(2012) Town and Local Centres
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing
PT1.HE1	(2012) Heritage
PT1.T1	(2012) Accessible Local Destinations

Part 2 Policies:

DMAV 1	Safe Operation of Airports
DMAV 2	Heathrow Airport
DMAV 3	RAF Northolt
DMCI 2	New Community Infrastructure
DMCI 3	Public Open Space Provision
DMCI 4	Open Spaces in New Development

DMCI 5	Childrens Play Area
DMCI 6	Indoor Sports and Leisure Facilities
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 2	Employment Uses Outside of Designated Sites
DME 3	Office Development
DME 5	Hotels and Visitor Accommodation
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 13	Importation of Material
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 3	Decentralised Energy
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMHB 1	Heritage Assets
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 13	Shopfronts
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places

DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMHB 2	Listed Buildings
DMHB 3	Locally Listed Buildings
DMHB 4	Conservation Areas
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMTC 1	Town Centre Development
DMTC 4	Amenity and Town Centre Uses
LPP D1	(2021) London's form, character and capacity for growth
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D2	(2021) Infrastructure requirements for sustainable densities
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 D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP E1	(2021) Offices
LPP E10	(2021) Visitor infrastructure
LPP E11	(2021) Skills and opportunities for all
LPP E9	(2021) Retail, markets and hot food takeaways
LPP G1	(2021) Green infrastructure
LPP G4	(2021) Open space
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG4	(2021) Delivering the homes Londoners needs
LPP GG5	(2021) Growing a good economy
LPP GG6	(2021) Increasing efficiency and resilience
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H4	(2021) Delivering affordable housing
LPP H5	(2021) Threshold approach to applications
LPP H6	(2021) Affordable housing tenure
LPP HC1	(2021) Heritage conservation and growth
LPP S4	(2021) Play and informal recreation

LPP S5	(2021) Sports and recreation facilities
LPP SD6	(2021) Town centres and high streets
LPP SD7	(2021) Town centres: development principles and Development Plan Documents
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP T1	(2021) Strategic approach to transport
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
LPP T6.3	(2021) Retail parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T8	(2021) Aviation
LPP T9	(2021) Funding transport infrastructure through planning
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal

change

NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
NPPF7 -24	NPPF7 2024 - Ensuring the vitality of town centres
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport