



HILLINGDON  
LONDON



# Major Applications Planning Committee

**Date:** WEDNESDAY 29 MARCH  
2017

**Time:** 6.00 PM

**Venue:** COMMITTEE ROOM 5 -  
CIVIC CENTRE, HIGH  
STREET, UXBRIDGE  
UB8 1UW

**Meeting  
Details:** Members of the Public and  
Press are welcome to attend  
this meeting

## To Councillors on the Committee

Councillor Edward Lavery (Chairman)  
Councillor Ian Edwards (Vice-Chairman)  
Councillor Peter Curling  
Councillor Janet Duncan  
Councillor Henry Higgins  
Councillor John Morgan  
Councillor John Oswell  
Councillor Brian Stead  
Councillor David Yarrow

**Published:** Tuesday 21 March 2017

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*Putting our residents first*

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# Useful information for residents and visitors

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It is recommended to give advance notice of filming to ensure any particular requirements can be met. The Council will provide seating areas for residents/public, high speed WiFi access to all attending and an area for the media to report. The officer shown on the front of this agenda should be contacted for further information and will be available to assist.

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# A useful guide for those attending Planning Committee meetings

## Security and Safety information

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**Mobile telephones** - Please switch off any mobile telephones before the meeting.

## Petitions and Councillors

**Petitions** - Those who have organised a petition of 20 or more people who live, work or study in the borough, can speak at a Planning Committee in support of or against an application. Petitions must be submitted in writing to the Council in advance of the meeting. Where there is a petition opposing a planning application there is also the right for the applicant or their agent to address the meeting for up to 5 minutes.

**Ward Councillors** - There is a right for local councillors to speak at Planning Committees about applications in their Ward.

**Committee Members** - The planning committee is made up of the experienced Councillors who meet in public every three weeks to make decisions on applications.

## How the Committee meeting works

The Planning Committees consider the most complex and controversial proposals for development or enforcement action.

Applications for smaller developments such as householder extensions are generally dealt with by the Council's planning officers under delegated powers.

An agenda is prepared for each meeting, which comprises reports on each application

Reports with petitions will normally be taken at the beginning of the meeting.

The procedure will be as follows:-

1. The Chairman will announce the report;
2. The Planning Officer will introduce it; with a presentation of plans and photographs;
3. If there is a petition(s), the petition organiser will speak, followed by the agent/applicant followed by any Ward Councillors;

4. The Committee may ask questions of the petition organiser or of the agent/applicant;
5. The Committee debate the item and may seek clarification from officers;
6. The Committee will vote on the recommendation in the report, or on an alternative recommendation put forward by a Member of the Committee, which has been seconded.

## About the Committee's decision

The Committee must make its decisions by having regard to legislation, policies laid down by National Government, by the Greater London Authority - under 'The London Plan' and Hillingdon's own planning policies as contained in the 'Unitary Development Plan 1998' and supporting guidance. The Committee must also make its decision based on material planning considerations and case law and material presented to it at the meeting in the officer's report and any representations received.

Guidance on how Members of the Committee must conduct themselves when dealing with planning matters and when making their decisions is contained in the 'Planning Code of Conduct', which is part of the Council's Constitution.

When making their decision, the Committee cannot take into account issues which are not planning considerations such as the effect of a development upon the value of surrounding properties, nor the loss of a view (which in itself is not sufficient ground for refusal of permission), nor a subjective opinion relating to the design of the property. When making a decision to refuse an application, the Committee will be asked to provide detailed reasons for refusal based on material planning considerations.

If a decision is made to refuse an application, the applicant has the right of appeal against the decision. A Planning Inspector appointed by the Government will then consider the appeal. There is no third party right of appeal, although a third party can apply to the High Court for Judicial Review, which must be done within 3 months of the date of the decision.

# Agenda

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## CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 Matters that have been notified in advance or urgent
- 4 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

## PART I - Members, Public and Press

Items are normally marked in the order that they will be considered, though the Chairman may vary this. The name of the local ward area is also given in addition to the address of the premises or land concerned.

### Major Applications with a Petition

|   | Address   | Ward      | Description & Recommendation  | Page                    |
|---|---|-----------|---|-------------------------|
| 5 | 36-40 Rickmansworth Road -<br><br>69978/APP/2016/2564 | Northwood | Demolition of 3 detached dwellings and redevelopment to provide 24 residential flats (13 x 1 bedroom units; 8 x 2 bedroom units; and 3 x 3 bedroom units), amenity space and associated car parking (Re-consultation following receipt of revised plans including highway works)<br><br><b>Recommendation: Approval</b> | 1 - 46<br><br>198 - 217 |

## Major Applications without a Petition

|   | Address   | Ward           | Description & Recommendation   | Page                       |
|---|---|----------------|--|----------------------------|
| 6 | Silverdale Industrial Estate, Siverdale Road, Hayes -<br><br>71374/APP/2016/4027                                      | Townfield      | Demolition of existing buildings and redevelopment of the site to provide a podium at ground level and buildings ranging from four storeys to nine storeys, comprising 124 residential units (Use Class C3) and 227 sqm of flexible commercial space (Use Classes A1, A3, B1, D1 or D2), together with associated car parking, vehicular access, landscaping, infrastructure works and the extension of Shackles Dock.<br><br><b>Recommendation: Approval</b>  | 47 - 108<br><br>218 - 240  |
| 7 | Randall's, 7-9 Vine street, Uxbridge -<br><br>41309/APP/2016/3391 (Full)<br><br>41309/APP/2016/3392 (Listed Building) | Uxbridge South | Change of use of the ground and part first floor of the Randalls building from Use Class A1 to Use Class A3 (flexible use within Use Class A1/A3 for the island display cabinet), conversion of part of the first floor from Use Class A1 to Use Class C3 (residential); addition of a second storey roof top extension to provide residential apartments (Use Class C3) and external restoration works; the erection of three new residential blocks (Use Class C3) ranging from 3 to 6 storeys in height, a new ground floor retail unit (Use Class A1), conversion of the Old Fire Station Building to duplex apartments (Use Class C3); the provision of associated landscaping, car parking and associated works, to provided 58 residential units in total and 750 sqm of commercial floorspace, involving the demolition of the 1960's extension to the Randalls building, caretakers flat and warehouse buildings (full planning permission) (listed building consent).<br><br><b>Recommendation: Approval</b> | 109 - 196<br><br>241 - 267 |

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## Report of the Head of Planning, Sport and Green Spaces

- Address** 36-40 RICKMANSWORTH ROAD NORTHWOOD
- Development:** Demolition of 3 detached dwellings and redevelopment to provide 24 residential flats (13 x 1 bedroom units; 8 x 2 bedroom units; and 3 x 3 bedroom units), amenity space and associated car parking (Re-consultation following receipt of revised plans including highway works)
- LBH Ref Nos:** 69978/APP/2016/2564
- Drawing Nos:**
- 170-PL-304-03: Proposed Street Scene (1:200)
  - 170-PL-400-02: Proposed Site Section (1:200)
  - 170-PL-010-00: Site Location Plan (1:1250)
  - 170-PL-011-00: Existing Site Plan (1:200)
  - 170-PL-040-01: Existing Site Sections (1:200)
  - 170-PL-050-00: Demolition Plan (1:200)
  - 170-PL-302-03: Proposed North East Elevation (1:200)
  - 170-PL-301-03: Proposed North West Elevation (1:200)
  - 170-PL-303-03: Proposed South East Elevation (1:200)
  - 170-PL-300-03: Proposed South West Elevation (1:200)
  - 170-PL-100-02: Proposed Site Plan (1:200)
  - 170-PL-200-02: Proposed Ground Floor Plan (1:200)
  - 170-PL-201-01: Proposed First Floor Plan (1:200)
  - 170-PL-202-02: Proposed Second Floor Plan (1:200)
  - 170-PL-203-02: Proposed Third Floor Plan (1:200)
  - 170-PL-204-02: Proposed Roof Plan (1:200)
  - 160824/800/01 Rev E (Road Markings)
  - 160824/SK/04 Rev F (Vehicle Tracking)

**Date Plans Received:** 01/07/2016      **Date(s) of Amendment(s):** 01/07/2016  
**Date Application Valid:** 06/07/2016

### **DEFERRED ON 4th October 2016 FOR FURTHER INFORMATION .**

This application was considered at 14th March Major Applications Committee when members resolved to grant the scheme permission subject to the conditions and s106 heads of terms set out in the report. Following the committee meeting a petition from local residents objecting to the scheme has come to light that had got caught up in the Council's internal post. The application is therefore being brought back to committee in order for the petitioners to be given the opportunity to speak against this application.

A letter attached to the petition does not raise any additional concerns to those expressed in previous comments summarised in section 6.1 of this report.

This application had been deferred at the request of Members on the 4th October 2016 Major Applications Planning Committee to allow the applicant the opportunity to submit the following information:

- (i) A revised junction design for the entrance to the site.
- (ii) A highways safety audit of the revised scheme.

The Committee confirmed that it was uneasy with the traffic plan and would like to see a more detailed design to ensure road safety was no longer an issue. It was proposed that the application be deferred until the applicant provided a more detailed traffic plan and a road safety audit. This proposal was seconded, and upon being put to a vote, was unanimously agreed.

Subsequently, in the interests of expediency, the Council's own Highway Engineers reviewed the existing design, traffic and speed data provided by the applicant's highway consultant and produced alternative designs for the new access to the site along with pedestrian crossing facilities. A revised internal layout was produced that allowed better access and egress for refuse lorries.

A series of iterations were produced between the Highway Engineers and the applicant's consultant that resulted in a revised highway layout. The Council's Highway Engineers consider this plan to provide an improved junction layout in terms of road safety along with improved pedestrian crossing facilities compared with the scheme that formed part of the original application. Also, a Stage 1 Road Safety Audit was carried out on the revised scheme.

It should be noted that re-consultation on the revised highway layout commenced on the 21st February 2017. This consultation will end on the 7th March 2017. At the time of writing this report, 13 objections have been received. These do not raise any additional concerns to those expressed in previous comments summarised in section 6.1 of this report.

Overall, the latest proposal including extensive highway modifications is considered to resolve the concerns raised by Members at the Planning Committee on the 4th October 2017 and is therefore recommended for approval.

## 1. SUMMARY

Planning permission is sought for demolition of 3 detached dwellings and redevelopment to provide 24 apartments, amenity space and associated car parking. The development comprises 13 x 1 bedroom units; 8 x 2 bedroom units; and 3 x 3 bedroom units.

The principle of a flatted development on this site is acceptable and was determined to be appropriate by the previous Inspector for appeal (Ref: APP/R5510/A/03/1121602) where it was considered that the only reason for refusal was on highway safety grounds.

The current scheme differs from this proposal, in that it now includes number 40 Rickmansworth Road. As a consequence, it is now possible to gain enhanced visibility splays utilising the land at number 40. The proposed site access has been designed with visibility splays of 2.4m x 70m to the west and 2.4m x 90m to the east. The visibility splay to the east is unobstructed at any distance due to the alignment of Rickmansworth Road. The visibility splay to the west has been the point of contention in the past and restrained by property boundaries and the alignment of the main carriageway. The Council's Transport Engineer has been consulted and reviewed the proposal along with the Transport Statement submitted. No objection has been raised to the proposed access arrangements, subject to the provision of a right turn lane into the site, to be secured by legal agreement, along with associated S278 works in the area. The parking provision would comply with parking standards at local and regional levels.

The new building is well designed and will make a positive contribution to the location and surrounding area, particularly as the proposal includes retention of many of the mature trees within the site and it incorporates significant landscaping to the front and rear. The height and bulk of the building can be satisfactorily accommodated in this location without



appearing overbearing on the surrounding area and will not unacceptably detract from the amenities of adjoining occupiers by reason of loss of light, privacy or outlook. The Council's Conservation and Urban Design Officer has reviewed the proposal and considers that it would be acceptable in design terms, subject to a condition to secure appropriate materials.

The scheme includes a range of energy efficient measures and the proposed sustainability measures will enable a reduction in CO2 emissions together with the production of onsite renewable energy.

Overall, the development would reflect the 12 core principles of sustainable development as set out in the NPPF. The application scheme meets the strategic policy objectives of the London Plan as well as the aims and objectives of local Council policy.

It is recommended that the application be approved subject to conditions and the satisfactory completion of a S106 Legal Agreement securing Affordable Housing Contribution, Highway Works, and contributions towards Construction Training and a Project Management & Monitoring Fee.

## **2. RECOMMENDATION**

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

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

**Non-monetary contributions:**

**i) Affordable Housing: Further to the independent review of the AH FVA it was agreed with the Head of Planning and Housing Manager that there was insufficient surplus to justify the provision of any affordable housing on this scheme.**

**ii) Affordable Housing Review Mechanism: In the absence of the provision of affordable housing on the scheme, based upon the current FVA Toolkit Modelling, it has been discussed and agreed with the Council, that on this occasion a review mechanism is acceptable to capture any uplift in values and affordable housing provision / financial contribution. The s106 obligation must only be on the basis of a single review which is to be triggered by non-commencement of the approved development (e.g. 15 months post planning permission - being the same mechanism as agreed on several other Hillingdon schemes). Reviews during the construction process can't be( agreed as they have negative implications and uncertainty on construction funding which must be avoided on these type of single phase schemes.**

**iii) S278/S38 agreement to secure the proposed highway works and associated modifications to Richmansworth Road and Greenheys Close. These should reflect drawing Nos. 160824/800/01 Rev E (Road Markings) and 160824/SK/04 Rev F (Vehicle Tracking).**

**iv) No pedestrian or vehicular access is permitted from Greenheys Close. Any existing access shall be removed in agreement with part iii of this schedule.**

**Monetary contributions:**

iv) **Construction Training:** either a contribution equal to the formula (£2,500 for every £1m build cost + £9,600 coordinator costs per phase) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

v) **Project Management & Monitoring Fee:** a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

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

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

D) If the Legal Agreements have not been finalised by 14th September (or such other timeframe as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of public realm, highways, affordable housing, and construction training). The proposal therefore conflicts with 'saved' policies AM7 and R17 of the Unitary Development Plan (2012) and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (2015).'

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

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

**1 COM3 Time Limit**

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

**REASON**

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

**2 COM4 Accordance with Approved Plans**

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

170-PL-010-00: Site Location Plan (1:1250)  
170-PL-011-00: Existing Site Plan (1:200)  
170-PL-040-01: Existing Site Sections (1:200)  
170-PL-050-00: Demolition Plan (1:200)  
170-PL-100-02: Proposed Site Plan (1:200)  
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170-PL-303-03: Proposed South East Elevation (1:200)  
170-PL-304-03: Proposed Street Scene (1:200)  
170-PL-400-02: Proposed Site Section (1:200)

#### REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (2012) and the London Plan (2016).

### **3 COM5 General compliance with supporting documentation**

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

- Arboricultural & Planning Integration Report (GHA Trees)
- Tree Protection Plan (GHA Trees)
- Noise Impact Assessment (NSL)
- Transport Statement & Appendices (Dermot McCaffery)
- Supplemental Letter to Transport Statement [06.06.16] (Dermot McCaffery)
- Surface Water & SuDs Drainage Statement (EAS)
- Energy Statement (Bluesky Unlimited)
- Viability Report & Toolkit (Turner Morum LLP)

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

#### REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (2012) and the London Plan (2016).

### **4 OM19 Demolition and Construction Management Plan**

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

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking

provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).

(vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.

(vii) The storage of demolition/construction materials on site.

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

#### REASON

To safeguard the amenity of surrounding areas in accordance with policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

#### **5 COM6 Levels**

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

#### REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

#### **6 RES8 Tree Protection**

No site clearance or construction work 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 on the site including demolition, building works and tree protection measures, particularly in reference to the protected pine (T9 (T1, TPO No. 648).

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

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

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

2.a There shall be no changes in ground levels;

2.b No materials or plant shall be stored;

2.c No buildings or temporary buildings shall be erected or stationed.

2.d No materials or waste shall be burnt; and

2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

3. Details of continued on site monitoring and supervision of tree protection measures by an arboricultural consultant.

## 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 BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

### **7 RES9 Landscaping (including treatment for defensible space)**

A landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

#### 1. Details of Soft Landscaping

- 1.a All ornamental and ecological planting (at not less than a scale of 1:100),
- 1.b Replacement tree planting to compensate for the loss of existing trees,
- 1.c Written specification of planting and cultivation works to be undertaken,
- 1.d Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

#### 2. Details of Hard Landscaping

- 2.a Means of enclosure/boundary treatments, including details of the screening required for the defensive space at the front, side and rear of flats to ensure the privacy of these residents.
- 2.b Hard Surfacing Materials
- 2.c Other structures (such as gates, steps, ramps, retaining walls and chains/treatment to provide defensible space to ground floor units)

#### 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 surfacing/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

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

## REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and contributes to a number of objectives in compliance with policies BE13 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012), and policy 5.17 (refuse storage) of the London Plan (2016).

### **8 RES10 Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size

and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

#### REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

### **9 COM15 Sustainable Water Management**

Prior to commencement of development, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall follow the strategy set out in 'Surface Water Drainage Strategy', produced by EAS dated June 2016 Revision Final 2.

a) by maintaining existing ground levels through the undercroft entrance to parking, so that the overland flow route is maintained in perpetuity.

b) reduce run off from the site to the greenfield run off rates specified.

c) provide storage through a green roof and permeable paving In addition the scheme shall provide details on the following how it, Manages Water and demonstrate ways of controlling the water on site by providing information on:

i. Where a basement is proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

ii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.

iii incorporate water saving measures and equipment.

iv provide details of how rain and grey water will be recycled and reused in the development.

v Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.

vi From commencement on site how temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.

vii The Management and maintenance plan should be updated to incorporate any ground water mitigation that may need to be provided. Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

#### REASON

To ensure that surface water run off is controlled, to ensure there is no increase in the risk of flooding, and to ensure water is handled as close to its source as possible in accordance with policy EM6 Flood Risk Management of the Hillingdon Local Plan: Part 1-

Strategic Policies (2012), policies 5.12 'Flood Risk Management', 5.13 'Sustainable Drainage', and 5.15 'Water use and supplies' of the London Plan (2016) and to the National Planning Policy Framework.

**10 RES26 Contaminated Land**

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

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

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

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

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

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

**REASON**

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 Hillingdon Local Plan: Part: 2 Saved UDP Policies (November 2012); policy 7.21 of the London Plan (2016); and National Planning Policy Framework (2012).

**11 NONSC Cycle Storage**

The development shall not be occupied until 39 cycle parking spaces are provided in accordance with the approved plans for use by future occupiers. Thereafter, these cycle parking spaces shall be permanently retained, unless otherwise agreed in writing by the Local Planning Authority.

**REASON**

To ensure that the development provides a quantum of cycle parking in accordance with policy 6.9 of the London Plan (2016).

**12 RES16 Car Parking**

The development shall not be occupied until 29 car parking spaces, including 4 disabled bays, 2 motorcycle bay, 6 electric charging bays with a further 6 bays with passive

provision have been provided. Thereafter the parking bays/areas shall be permanently retained and used for no other purpose than the parking of motor vehicles associated with the consented residential units at the site.

**REASON**

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site and meet the objectives of policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and Chapter 6 of the London Plan (2016).

**13 RES18 Accessible Homes/Wheelchair Units**

10% of the units shall meet the standards for M4(3) 'wheelchair user dwellings' and the remainder shall meet the standards for M4(2) 'Accessible and adaptable dwellings' as set out in Approved Document M to the Building Regulations (2015). All such provisions shall remain in place in perpetuity.

**REASON**

To ensure an appropriate standard of housing stock is achieved and maintained which meet the needs of disabled and elderly people in accordance with policies 3.1, 3.8, and 7.2 of the London Plan (2016) and the National Planning Policy Framework (2012).

**14 NONSC Outdoor Amenity Areas**

Prior to occupation of the development, the outdoor amenity areas as hereby approved shall be provided for future use by residents. Thereafter, the amenity areas shall be retained in perpetuity for their use.

**REASON**

To ensure the continued availability of external amenity space for residents of the development, in the interests of their amenity and the character of the area in accordance with policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.1 of the London Plan (2016).

**15 NONSC Details of Finish**

Prior to commencement of the development, details shall be submitted to and approved in writing by the Local Planning Authority for the following:

- 1) Samples and where appropriate, manufacturer's details, of all external materials, including roofing and tinted glazing.
- 2) Detailed drawings at an appropriate scale of the elevational treatment of the building to illustrate the finish of porches, doorways, openings, coping/parapets, brickwork and cladding detailing
- 3) Details of the materials, construction, colour and design of all new external windows and doors.
- 4) Details of the design of the balconies, balustrades and handrails
- 5) The location, type, size and finish of plant, vents, flues, grills and downpipes/hoppers
- 6) Details of the external appearance and colour of the lift overrun and housing

The approved details shall be implemented and maintained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

**REASON**

To safeguard the visual amenity of the area in accordance with policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012), policy BE1 of the Local Plan: Part 1 Strategic Policies (2012), and policies 7.4 and 7.6 of the London Plan (2016).



**16 NONSC Noise mitigation for future occupiers**

Prior to commencement of development, a scheme for protecting the proposed development from road and air traffic noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet acceptable noise design criteria both indoors and outdoors. The scheme shall include such combination of sound insulation, ventilation and other measures to the satisfaction of the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

**REASON**

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road and air traffic noise in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012), and policy 7.15 of the London Plan (2016)

**17 RES22 Parking Allocation**

No unit hereby approved shall be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

**REASON**

To ensure that an appropriate level of car parking provision is provided on site in accordance with policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

**18 COM31 Secured by Design**

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

**REASON**

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in 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, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2016) Policies 7.1 and 7.3.

**19 NONSC Details of the PV**

Prior to damp proof course (DPC) level of the development being reached, details of the PV panels shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented and maintained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

**REASON**

To secure carbon reduction and to safeguard the visual amenity of the area in accordance with policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (2012), policy BE1 of the Local Plan: Part 1 Strategic Policies (2012), and policies 5.2, 7.4, and 7.6 of the London Plan (2016).

**INFORMATIVES**

**1 I52 Compulsory Informative (1)**

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

**2 I53 Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2016) and national guidance.

|      |  |
|------|--|
| OE7  | Development in areas likely to flooding - requirement for flood protection measures  |
| OE8  | Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures  |
| OE9  | Limitation of development in areas with a potential for sewerage flooding  |
| R1   | Development proposals in or near areas deficient in recreational open space  |
| AM2  | Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity  |
| AM7  | Consideration of traffic generated by proposed developments.   |
| AM8  | Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes   |
| AM9  | Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities  |
| AM13 | AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -<br>(i) Dial-a-ride and mobility bus services<br>(ii) Shopmobility schemes<br>(iii) Convenient parking spaces<br>(iv) Design of road, footway, parking and pedestrian and street furniture schemes |
| AM14 | New development and car parking standards.   |
| AM15 | Provision of reserved parking spaces for disabled persons  |
| BE5  | New development within areas of special local character  |
| BE10 | Proposals detrimental to the setting of a listed building  |
| BE13 | New development must harmonise with the existing street scene.   |
| BE14 | Development of sites in isolation  |
| BE16 | New development on the northern frontage of the A4 (Bath Road)   |
| BE17 | Design and layout of new development at Heathrow Airport   |
| BE18 | Design considerations - pedestrian security and safety   |
| BE19 | New development must improve or complement the character of the area.  |
| BE20 | Daylight and sunlight considerations.  |
| BE21 | Siting, bulk and proximity of new buildings/extensions.  |

|          |   |
|----------|---|
| BE22     | Residential extensions/buildings of two or more storeys.  |
| BE23     | Requires the provision of adequate amenity space.   |
| BE24     | Requires new development to ensure adequate levels of privacy to neighbours.  |
| BE38     | Retention of topographical and landscape features and provision of new planting and landscaping in development proposals. |
| BE39     | Protection of trees and woodland - tree preservation orders   |
| EC2      | Nature conservation considerations and ecological assessments   |
| EC3      | Potential effects of development on sites of nature conservation importance   |
| EC4      | Monitoring of existing sites of nature conservation importance and identification of new sites                            |
| EC5      | Retention of ecological features and creation of new habitats   |
| EC6      | Retention of wildlife habitats on derelict or vacant land   |
| EM6      | (2012) Flood Risk Management  |
| H11      | Provision of affordable housing   |
| H3       | Loss and replacement of residential accommodation   |
| H4       | Mix of housing units  |
| H5       | Dwellings suitable for large families   |
| H6       | Considerations influencing appropriate density in residential development.  |
| H8       | Change of use from non-residential to residential   |
| H9       | Provision for people with disabilities in new residential developments  |
| HDAS-LAY | Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006             |
| LDF-AH   | Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010                |
| LPP 2.5  | (2015) London's Sub-Regions   |
| LPP 2.6  | (2015) Outer London: vision and strategy  |
| LPP 2.7  | (2015) Outer London: economy  |
| LPP 2.8  | (2015) Outer London: Transport  |
| LPP 3.1  | (2015) Ensuring equal life chances for all  |
| LPP 3.10 | (2015) Definition of affordable housing   |
| LPP 3.11 | (2015) Affordable housing targets   |
| LPP 3.12 | (2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes                        |
| LPP 3.13 | (2015) Affordable housing thresholds  |
| LPP 3.14 | (2015) Existing Housing - Efficient use of stock  |
| LPP 3.15 | (2015) Co-Ordination of Housing Development and Investment  |
| LPP 3.3  | (2015) Increasing housing supply  |
| LPP 3.4  | (2015) Optimising housing potential   |
| LPP 3.5  | (2015) Quality and design of housing developments   |
| LPP 3.6  | (2015) Children and young people's play and informal recreation (strategies) facilities                                   |
| LPP 3.7  | (2015) Large residential developments   |
| LPP 3.8  | (2015) Housing Choice   |
| LPP 3.9  | (2015) Mixed and Balanced Communities   |
| LPP 5.1  | (2015) Climate Change Mitigation  |
| LPP 5.2  | (2015) Minimising Carbon Dioxide Emissions  |
| LPP 5.7  | (2015) Renewable energy   |

|          |   |
|----------|---|
| LPP 5.8  | (2015) Innovative energy technologies   |
| LPP 5.9  | (2015) Overheating and cooling  |
| LPP 5.10 | (2015) Urban Greening   |
| LPP 5.11 | (2015) Green roofs and development site environs  |
| LPP 5.12 | (2015) Flood risk management  |
| LPP 5.13 | (2015) Sustainable drainage   |
| LPP 5.15 | (2015) Water use and supplies   |
| LPP 5.17 | (2015) Waste capacity   |
| LPP 5.18 | (2015) Construction, excavation and demolition waste  |
| LPP 5.21 | (2015) Contaminated land  |
| LPP 5.3  | (2015) Sustainable design and construction  |
| LPP 6.1  | (2015) Strategic Approach   |
| LPP 6.11 | (2015) Smoothing Traffic Flow and Tackling Congestion and reducing traffic  |
| LPP 6.12 | (2015) Road Network Capacity  |
| LPP 6.13 | (2015) Parking  |
| LPP 6.3  | (2015) Assessing effects of development on transport capacity   |
| LPP 6.9  | (2015) Cycling  |
| LPP 7.1  | (2015) Lifetime Neighbourhoods  |
| LPP 7.13 | (2015) Safety, security and resilience to emergency   |
| LPP 7.14 | (2015) Improving air quality  |
| LPP 7.15 | (2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes. |
| LPP 7.19 | (2015) Biodiversity and access to nature  |
| LPP 7.2  | (2015) An inclusive environment   |
| LPP 7.21 | (2015) Trees and woodland   |
| LPP 7.3  | (2015) Designing out crime  |
| LPP 7.4  | (2015) Local character  |
| LPP 7.6  | (2015) Architecture   |
| LPP 7.8  | (2015) Heritage assets and archaeology  |
| LPP 7.9  | (2015) Heritage-led regeneration  |
| LPP 8.1  | (2015) Implementation   |
| LPP 8.2  | (2015) Planning obligations   |
| LPP 8.3  | (2015) Community infrastructure levy  |
| LPP 8.4  | (2015) Monitoring and review for London   |
| NPPF     | National Planning Policy Framework  |
| NPPF1    | NPPF - Delivering sustainable development   |
| NPPF10   | NPPF - Meeting challenge of climate change flooding coastal   |
| NPPF12   | NPPF - Conserving & enhancing the historic environment  |
| NPPF4    | NPPF - Promoting sustainable transport  |
| NPPF6    | NPPF - Delivering a wide choice of high quality homes   |
| NPPF7    | NPPF - Requiring good design  |
| OE1      | Protection of the character and amenities of surrounding properties and the local area  |
| OE4      | New or improved roads or railways - mitigation measures   |
| OE5      | Siting of noise-sensitive developments  |
| OE6      | Proposals likely to result in pollution   |
| SPD-NO   | Noise Supplementary Planning Document, adopted April 2006   |
| SPD-PO   | Planning Obligations Supplementary Planning Document, adopted   |

**3 159 Councils Local Plan : Part 1 - Strategic Policies**

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

**4 11 Building to Approved Drawing**

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

**5 115 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](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

**6 12 Encroachment**

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

**7 121 Street Naming and Numbering**

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering

Officer, Planning & Community Services, 3 North Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250557).

**8            I3                    Building Regulations - Demolition and Building Works**

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

**9            I45                    Discharge of Conditions**

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

**10          I48                    Refuse/Storage Areas**

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

**11**

The Council's Waste Service should be consulted about refuse storage and collection arrangements. For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

**12**

The applicant is advised that the detailed design of the underground car park must be undertaken with the input of fully qualified Structural and Highways Engineers.

**13**

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

**14**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE. Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895

250804).

**15**

The Council's Environmental Protection Unit (EPU) must be consulted for their advice when importing soil to the site. (Condition No. 10)

**16**

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out in the conditions, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

**17            I62                    Potential Bird Hazards from Buildings**

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

The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The contact would be Gary Hudson, The Development Assurance Deliverer for Heathrow Airport on 020 8745 6459.

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

**18            IT05                    Wildlife and Countryside Act 1981**

Wildlife and Countryside Act 1981: Note that it is an offence under this act to disturb roosting bats, nesting birds or any other protected species. Therefore, it is advisable to consult your tree surgeon / consultant to agree an acceptable time for carrying out the approved works.

**3.            CONSIDERATIONS**

**3.1        Site and Locality**

The site is located on land comprising three detached, two-storey dwellings Nos. 36, 38 and 40 Rickmansworth Road and has a total area of 3,466sqm.

The site has a southern boundary of approximately 66m to Rickmansworth Road and a frontage of approximately 64m to Greenheys Close to the north. It has a depth of 38m and 75m along the eastern and western boundaries respectively.

The site generally falls from north to south and west to east, with a fall of approximately 5.5m from the north-west corner to the south-east corner of the site. Vehicular access to Nos.36, 38 and 40 is from a single crossover off Rickmansworth Road. No.38 has a secondary access off Greenheys Close to the northern end of the site.

There are a number of trees on the site, with substantial planting along the Rickmansworth Road frontage. The trees include a Pine (T1) in the garden of No. 36, and a Beech (T3) in the garden of No. 38, both of which are protected by Tree Preservation Order No.648. The site is also situated within an Area of Special Local Character.

The setting of the site comprises a mixture of flats, maisonettes and detached houses. Immediately to the west (neighbouring land) is a 5 storey block of flats located on the north side of Rickmansworth Road off Murray Road. Detached dwellings adjoin the site to the east at No. 34 Rickmansworth Road. To the north of the site is a cul-de-sac known as Greenheys Close, which serves two storey detached and semi-detached dwellings. Flatted blocks stand west of the site on the corner of Murray Road and Rickmansworth Road, known as Southill.

Further east of the site, at No. 32 Rickmansworth Road there is a block of 7 flats known as Queens Silver Court. On the southern side of Rickmansworth Road, opposite the site, there are a group of four, terraced dwellings known as Ivy Walk, a block of 3 flats known as Sandpit Hill and otherwise largely detached dwellings.

Rickmansworth Road (A404) is classified and is shown as a London Distributor Road in the Hillingdon Local Plan (2012). It is one of the main routes through the northern part of the Borough and is used by buses and heavy goods vehicles. In the vicinity of the site it is largely fronted by residential properties and is subject to a 30 mph speed limit. There are bends in the road in the vicinity of the site which restrict visibility.

The site has a PTAL score of 1 and is situated within a developed area as identified in the policies of the Hillingdon Local Plan (November 2012).

### **3.2 Proposed Scheme**

The proposal consists of demolition of 3 detached dwellings and redevelopment to provide 24 apartments, amenity space and associated car parking. The development comprises 13 x 1 bedroom units; 8 x 2 bedroom units; and 3 x 3 bedroom units.

The design envisages utilising the existing slope on the site to create underground parking to the rear that would be at the same height as ground level to the front of the building. This would create a building that is three storey in appearance to the front and two storey to the rear. The roof of the car park to the rear of the building will be used to create a podium level garden. A single access point is proposed with 29 parking spaces serving the 24 units.

Bin and cycle storage is proposed within the ground floor of the building. Pedestrian access is shown via the front and rear of the building with two internal stairwells and lift provision.

### **3.3 Relevant Planning History**

56595/APP/2007/3796 Land At 36-38 Rickmansworth Road Northwood

ERECTION OF 2 THREE STOREY BUILDINGS (INCLUDING ROOFSPACE ACCOMMODATION) LINKED BY GLAZED DOORS/PANELS COMPRISING 6 TWO-BEDROOM FLATS WITH



PARKING AND AMENITY SPACE (INVOLVING DEMOLITION OF 2 EXISTING PROPERTIES)  
(OUTLINE APPLICATION).

**Decision:** 27-02-2008 Refused **Appeal:** 28-10-2008 Dismissed

69978/APP/2016/1280 36-40 Rickmansworth Road Northwood

Erection of 3 storey detached building with accommodation at roof level to provide 29 residential flats (14 x 1 bed & 15 x 2 bed units) with associated amenity space, landscaping, and car parking, following demolition of 3 detached dwellings.

**Decision:** 02-06-2016 Withdrawn

69978/PRC/2014/20 36-40 Rickmansworth Road Northwood

Erection of 31 apartments

**Decision:** 02-04-2015 NO

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

The planning history of the site in relation to the construction of flats is limited to Nos. 36 and 38 Rickmansworth Road, with the current planning application being the first to include No.40 in a wider scheme.

In 2002, planning permission for schemes comprising 14 two-bedroom flats were refused by the Council (refs. 56595/APP/2002/732 and 56595/APP/2002/1363), and subsequent appeals dismissed by the Planning Inspectorate. The Inspector concluded that the proposed buildings would appear over-dominant, incongruous and visually intrusive when viewed from Greenheys Close and that the traffic generated by each development would result in an unacceptable loss of amenity to the occupiers of properties in Greenheys Close.

Another planning application was submitted in 2003 (ref. 56595/APP/2002/2863) for the erection of 5 x five-bedroom two storey dwellings with access to 4 of the dwellings off Greenheys Close (involving demolition of existing houses). This outline application was also refused.

Subsequently a revised planning application was lodged in 2003 (ref. 56595/APP/2003/2820) in an attempt to address the concerns previously raised by the inspector. It sought planning permission for 11 units, with access to the property from Greenheys Close. The Council held the view that whilst the applicant had made some amendments to the design and reduced the number of units by 3, the changes were not considered to have satisfactorily addressed the previous reasons for refusal. The application was refused by the Council as it was considered that the proposed use of Greenheys Close for vehicular access would result in unreasonable noise and disturbance to the occupiers of residential properties. It was also determined that the siting, scale and bulk of the proposed building, would be overly dominant, intrusive and failed to harmonise with the character of the existing street scene.

This application was appealed (Appeal Ref: APP/R5510/A/03/1121602) and the Inspector

noted that the density, siting, height, bulk, scale and appearance of the proposal were acceptable. Additionally, the Inspector concluded that the impact of the scheme on the character and appearance of the locality and street scene would not be harmful. However, the Inspector concluded that there would be harm caused to the living conditions of residents of Greenheys Close as a result of traffic arriving and leaving the site via Greenheys Close.

In 2007, a planning application (ref. 56595/APP/2007/2236) on the site of Nos. 36 and 38 Rickmansworth Road was received. The applicant appealed against non-determination, but later withdrew their appeal and the application.

Later in 2007, a planning application (ref. 56595/APP/2007/3796) for a scheme on the site of Nos. 36 and 38 Rickmansworth Road was received that sought the erection of two, three storey buildings to create 6 two bedroom flats with parking and amenity, including demolition of existing buildings. This application was refused by the Council on highway safety grounds and failure to submit a S106 agreement to provide various mitigation measures required to make the development acceptable in planning terms. The applicant appealed against this decision and although the appeal was dismissed, the Inspector determined that the only reason for refusal was on highway safety grounds. The reason for refusal stated the following:

'The proposed development would intensify traffic movements on a section of Rickmansworth Road with inadequate visibility for vehicles entering and exiting the application site. The development would, therefore, be prejudicial to the conditions of general highway safety contrary to the aims of policies Pt1.39, AM1, AM2, and AM7 of the adopted Hillingdon Unitary Development Plan Saved Policies September 2007.'

The current application relates to a larger site as it also incorporates No. 40 Rickmansworth Road. The proposal seeks to address this previous reason for refusal through changes to the access which has been discussed in further detail below within the main body of the report.

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

Please see relevant planning policies below.

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

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM11 (2012) Sustainable Waste Management
- 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

Part 2 Policies:

- OE7 Development in areas likely to flooding - requirement for flood protection measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- OE9 Limitation of development in areas with a potential for sewerage flooding
- R1 Development proposals in or near areas deficient in recreational open space
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
  - (i) Dial-a-ride and mobility bus services
  - (ii) Shopmobility schemes
  - (iii) Convenient parking spaces
  - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- BE5 New development within areas of special local character
- BE10 Proposals detrimental to the setting of a listed building
- BE13 New development must harmonise with the existing street scene.
- BE14 Development of sites in isolation
- BE16 New development on the northern frontage of the A4 (Bath Road)
- BE17 Design and layout of new development at Heathrow Airport
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.
- BE23 Requires the provision of adequate amenity space.

|          |   |
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| BE24     | Requires new development to ensure adequate levels of privacy to neighbours.  |
| BE38     | Retention of topographical and landscape features and provision of new planting and landscaping in development proposals. |
| BE39     | Protection of trees and woodland - tree preservation orders   |
| EC2      | Nature conservation considerations and ecological assessments   |
| EC3      | Potential effects of development on sites of nature conservation importance   |
| EC4      | Monitoring of existing sites of nature conservation importance and identification of new sites                            |
| EC5      | Retention of ecological features and creation of new habitats   |
| EC6      | Retention of wildlife habitats on derelict or vacant land   |
| EM6      | (2012) Flood Risk Management  |
| H11      | Provision of affordable housing   |
| H3       | Loss and replacement of residential accommodation   |
| H4       | Mix of housing units  |
| H5       | Dwellings suitable for large families   |
| H6       | Considerations influencing appropriate density in residential development.  |
| H8       | Change of use from non-residential to residential   |
| H9       | Provision for people with disabilities in new residential developments  |
| HDAS-LAY | Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006             |
| LDF-AH   | Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010                |
| LPP 2.5  | (2015) London's Sub-Regions   |
| LPP 2.6  | (2015) Outer London: vision and strategy  |
| LPP 2.7  | (2015) Outer London: economy  |
| LPP 2.8  | (2015) Outer London: Transport  |
| LPP 3.1  | (2015) Ensuring equal life chances for all  |
| LPP 3.10 | (2015) Definition of affordable housing   |
| LPP 3.11 | (2015) Affordable housing targets   |
| LPP 3.12 | (2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes                        |
| LPP 3.13 | (2015) Affordable housing thresholds  |
| LPP 3.14 | (2015) Existing Housing - Efficient use of stock  |
| LPP 3.15 | (2015) Co-Ordination of Housing Development and Investment  |
| LPP 3.3  | (2015) Increasing housing supply  |
| LPP 3.4  | (2015) Optimising housing potential   |
| LPP 3.5  | (2015) Quality and design of housing developments   |
| LPP 3.6  | (2015) Children and young people's play and informal recreation (strategies) facilities                                   |
| LPP 3.7  | (2015) Large residential developments   |

- LPP 3.8 (2015) Housing Choice
- LPP 3.9 (2015) Mixed and Balanced Communities
- LPP 5.1 (2015) Climate Change Mitigation
- LPP 5.2 (2015) Minimising Carbon Dioxide Emissions
- LPP 5.7 (2015) Renewable energy
- LPP 5.8 (2015) Innovative energy technologies
- LPP 5.9 (2015) Overheating and cooling
- LPP 5.10 (2015) Urban Greening
- LPP 5.11 (2015) Green roofs and development site environs
- LPP 5.12 (2015) Flood risk management
- LPP 5.13 (2015) Sustainable drainage
- LPP 5.15 (2015) Water use and supplies
- LPP 5.17 (2015) Waste capacity
- LPP 5.18 (2015) Construction, excavation and demolition waste
- LPP 5.21 (2015) Contaminated land
- LPP 5.3 (2015) Sustainable design and construction
- LPP 6.1 (2015) Strategic Approach
- LPP 6.11 (2015) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
- LPP 6.12 (2015) Road Network Capacity
- LPP 6.13 (2015) Parking
- LPP 6.3 (2015) Assessing effects of development on transport capacity
- LPP 6.9 (2015) Cycling
- LPP 7.1 (2015) Lifetime Neighbourhoods
- LPP 7.13 (2015) Safety, security and resilience to emergency
- LPP 7.14 (2015) Improving air quality
- LPP 7.15 (2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 7.19 (2015) Biodiversity and access to nature
- LPP 7.2 (2015) An inclusive environment
- LPP 7.21 (2015) Trees and woodland
- LPP 7.3 (2015) Designing out crime
- LPP 7.4 (2015) Local character
- LPP 7.6 (2015) Architecture
- LPP 7.8 (2015) Heritage assets and archaeology
- LPP 7.9 (2015) Heritage-led regeneration
- LPP 8.1 (2015) Implementation
- LPP 8.2 (2015) Planning obligations
- LPP 8.3 (2015) Community infrastructure levy
- LPP 8.4 (2015) Monitoring and review for London

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| NPPF   | National Planning Policy Framework   |
| NPPF1  | NPPF - Delivering sustainable development  |
| NPPF10 | NPPF - Meeting challenge of climate change flooding coastal                            |
| NPPF12 | NPPF - Conserving & enhancing the historic environment                                 |
| NPPF4  | NPPF - Promoting sustainable transport   |
| NPPF6  | NPPF - Delivering a wide choice of high quality homes                                  |
| NPPF7  | NPPF - Requiring good design   |
| OE1    | Protection of the character and amenities of surrounding properties and the local area |
| OE4    | New or improved roads or railways - mitigation measures                                |
| OE5    | Siting of noise-sensitive developments   |
| OE6    | Proposals likely to result in pollution  |
| SPD-NO | Noise Supplementary Planning Document, adopted April 2006                              |
| SPD-PO | Planning Obligations Supplementary Planning Document, adopted July 2008                |
| SPG-AQ | Air Quality Supplementary Planning Guidance, adopted May 2002                          |

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

**5.1** Advertisement Expiry Date:- **5th August 2016**

**5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

43 neighbour consultee letters were sent 13th July 2016, site notices erected 15th July 2016, and an advert published 27th July 2016. The neighbour consultation period expired 17th August 2016. Thus far, 2 petitions (with 28 signatures and 39 signatures) and 24 individual responses have been received which raised the following summarised concerns:

- Overdevelopment and the density of units is too high
- Out of scale and proportion with the context of the street
- Excessive in height and overdominant
- Detrimental to the character and appearance of the area
- Overdominant, incongruous and visually intrusive in the Greenheys Close streetscene
- Material finish out of keeping with the character of the area
- Overlooking of properties on Greenheys Close
- Noise and disturbance from use of car parking area on Greenheys Close
- Light pollution to local residents
- Loss of light to neighbouring properties
- No access (temporary or otherwise) should be gained from Greenheys Close
- Dust and impact on air quality of the area
- Loss of green amenity
- Lack of outdoor amenity space
- Limited neighbour consultation
- Highway safety concerns with regards to the access to the site and proliferation of traffic issues as a result.
- Warning sign for concealed entrance should be provided
- Insufficient car parking will lead to parking stress

- Speed reduction measures and parking restrictions should be introduced on surrounding roads
- Sewer and wider infrastructure cannot accommodate the additional demands

Officer's response: Please see the main body of the report below for consideration of the concerns raised.

#### NORTHWOOD RESIDENTS ASSOCIATION

Comments: The volume of vehicular ingress and egress to and from the development would cause dangerous movement into fast-flowing traffic on Rickmansworth Road. The lack of affordable housing on the development does not conform to local requirements.

#### DESIGNING OUT CRIME OFFICER

Comments: No objection, subject to condition to require the development to achieve Secured by Design.

Officer's response: Approved Document Q 'security, dwellings' of the Building Regulations 2015 applies to all new dwellings, including those resulting from a change in use of an existing building, such as commercial premises, warehouse and barns undergoing conversions into dwellings. It also applies within Conservation Areas. It requires that reasonable provision be made to resist unauthorised access to any dwelling; and any part of a building from which access can be gained to a flat within the building. This is a mandatory requirement for new residential development and compliance with it would achieve a Silver Award or higher in terms of Secured By Design. Therefore, it is unnecessary to further condition the development given there is existing separate legislation that would achieve the same objective.

#### GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE

No comment

#### NATIONAL AIR TRAFFIC SERVICES

No comment

#### TRANSPORT FOR LONDON

Comments: The car parking quantum is higher than we would have hoped for, but is nevertheless acceptable. TfL would request that a condition be secured which states that only the 3-bed units will have access to 2 or more car parking spaces; and the 1-bed and 2-bed units shall not have access to more than 2 car parking spaces.

TfL also request that a car park management plan be secured by condition.

#### THAMES WATER

Comments: No comment

#### **Internal Consultees**

#### ACCESS OFFICER

Comments (summary): No objection, subject to condition to secure 10% M4(3) and all remaining units M4(2), as set out in Approved Document M to the Building Regulations 2015.

## CONSERVATION AND URBAN DESIGN OFFICER

Comments: The site is a well screened from the road and the three houses were set so well back that they made little impact on the street scene. This proposal would involve their replacement with three blocks, designed as houses with separate entrances, each linked to the next with a glazed section.

Previous suggestions for an Arts and Crafts type design have been heeded. It is recommended that the roof tiles are red/brown to accord with local building materials, the Georgian porches are simplified so that they harmonise better with the vernacular style of the elevations and the glazed sections are tinted to reduce their impact, protect the site from overspill light and protect privacy.

## ENVIRONMENTAL PROTECTION UNIT

### - Contamination

Comments (summary): In the past, part of the site has been used as a plant nursery. Although this is a low risk, there can be some residual soil contamination from these activities from on site materials including fertilisers and old heating pipes (sometimes asbestos). The other former use around the area that is not marked on this land is for mineral (gravel) extraction. There are old filled pits around Highfield Crescent and Highfield Road next to and 55 metres from the development. This assumption is based on the historic maps available. No issues have been found with these pits and we did look at the site under our contaminated land strategy in 2006. Although, this is a low risk I would advise that a contaminated land investigation is necessary to confirm the quality of the ground. I would advise that the standard condition be imposed which also covers imports, which may not be necessary if the site soil is clean and uncontaminated.

### - NOISE

Comments (summary): No objection, subject to condition to obtain a noise protection scheme for protecting the proposed development from road/air traffic. Please also attach informative 20 in relation to control of environmental nuisance from construction work.

## HIGHWAYS

Comments: The application is for the redevelopment of 3 existing dwellings on Rickmansworth Road Northwood, a classified road (A404) on the Council's road network to provide a block of 25 flats. The site is located on a gradual bend and a previous residential development was refused by an Inspector at appeal on the basis of the poor access sight lines. Pre-app guidance was provided to the applicant for a development of 31 flats regarding future speed surveys to support a 70m sight distance, a right turn lane into the site along with parking ratios and servicing requirements as part of the advice.

The site is currently three detached dwellings with an access point on Rickmansworth Road and a PTAL value of 2 (poor) so it is likely that the site will have a strong reliance on private cars for trips.

There are no parking restrictions on this part of Rickmansworth Road at this time but with the current arrangements the existing detached dwellings have adequate off-street parking and there is no evidence of overspill parking.

The current proposal is for 24 (13 x 1 bed, 8 x 2 bed, & 3 x 3 bed) flats provided on the site. 29 car parking spaces, 39 cycle parking spaces, and 2 motorcycle bays will also form part of the proposal.

The application included a Transport Statement from Dermott McCaffery (DM) dated February 2016



and a later letter from him discussing the guidance given in pre-app advice. In the Transport Statement the issue of vehicular access, on-sight parking and refuse access was discussed.

In the case of the vehicular access, much discussion was provided over the 85 percentile travel speed as this dictates the sight distances that are used in the new access design. In the pre-app submission it was agreed that a 70m sight distance would be acceptable if the travel speeds were corroborated and in the supporting letter it was demonstrated that the average journey speeds were taken over a 7 day survey period.

The previous 85th percentile speeds were in the 54 to 59kph range and from the supporting letter the figure was 63kph and as a result the 70m sight distance was still applicable.

The issue of providing a right turn lane into the site is questioned in the Transport Statement, but traffic speed surveys demonstrated that traffic speeds were quite high for a busy road so the Council wishes for a right turn lane to be provided and this will be part of a S106 agreement covering S278 works in the area associated with the development.

In the case of car parking the 24 flat development should provide at least 26.5 car spaces so 29 is sufficient to allow 2 spaces for visitor parking. 39 cycle parking spaces within the development is supported along with 2 motorcycle spaces. There is no comment about electric vehicle charging points but this provision can be conditioned at 20% active and 20% passive.

It was indicated that refuse collection would be carried out by collections from within the development so that a 10.5m refuse vehicle would drive in and out of the site in a forward direction. The Transport Statement suggests that this is the case and Autotracks have subsequently been provided.

The net additional traffic generated by the development was estimated as 20 trips per day and that figure was provided by DM in the supplementary material. The existing vehicle crossover will have to be closed and a new crossover constructed and this work will be part of the S106 agreement covering S278 works.

On the basis of the above comments, I have no significant concerns over this application.

## HOUSING SERVICES

Comments: As this development is over the threshold for affordable housing I would expect to see it delivering a policy compliant 35% affordable housing.

On this development of 25 units or 64 habitable rooms that would equate to 22 habitable rooms as affordable housing.

The tenure of the affordable housing should be a mix of rented and shared ownership accommodation split 70:30 in favour of rented units.

Affordable Rent levels should be at a maximum 80% of market rents or capped at Local Housing Allowance rates.

The design is predominantly smaller 1 and 2 bed flats but to meet the proven local demand for family homes evidenced in the SHMA the affordable housing should include at least one of the 3 bed flats.

## TREE AND LANDSCAPING OFFICER

Comments: The main landscape issue relates to the safeguarding of trees on the site which

contribute to the arboreal character and visual amenity of the site and surrounding area.

A tree survey has been prepared by GHA Trees which shows 18No. individual trees or groups have been assessed, of which eight are 'B' grade -which should normally be retained: G1, G2, T4, T5, G8, T9, T15, and G17. T9, a Corsican pine, is protected by TPO 648, T1 on the schedule and a beech (within G1 on the survey) includes a protected beech tree T2 on the TPO schedule.

The tree survey acknowledges that one 'B' grade sycamore, T15, and three 'C'grade trees (T14, G16 and some of G18) will be removed to facilitate the development.

In the assessment of retained trees / root protection areas, the survey has noted the need to protect the pine, T9 (T1, TPO No. 648) due to a major incursion by the proposed driveway into the root protection area of the tree. Protective measures are outlined in section 8 of the report.

On balance, the proposal is to retain many of the existing trees and the layout plan, by Wilcox and Meilwes, indicates that there will be amenity space and opportunity to provide an attractive landscape layout which includes additional tree planting.

If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

No objection, subject to the above observations and conditions RES6 (levels), RES7 (materials), RES8 (tree protection)(this condition should be amended to include continued on site monitoring and supervision of tree protection measures by an arboricultural consultant), RES9 (landscaping scheme) (parts 1,2,3,4,5, and 6) and RES10 (replacement trees).

#### WASTE MANAGEMENT OFFICER

No comment

#### FLOOD AND WATER MANAGEMENT OFFICER

No comment

Officer's response: The site is not located within a flood zone and is less than 1 hectare in size. However, the management of surface water is a material planning consideration for all major development.

The proposal includes a basement which can have an impact on ground water. A Surface Water/SUDS Statement has been submitted with the application. At the time of writing this report, the Council's Flood and Water Management Officer had not commented. An update on these matters will be provided within the committee addendum sheet when these comments have been received.

## **7. MAIN PLANNING ISSUES**

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

HDAS Residential Layouts SPD states that redevelopment of more than 10% of properties on a residential street is unlikely to be acceptable, including the number of houses which have been redeveloped for new blocks of flats.

HDAS 'Residential Layouts' and Policy DMH 4 'Residential Conversions and Redevelopment' of the emerging Development Management Plan states that residential

conversions and the redevelopment of dwellings into new blocks of flats will only be permitted where:

- i) it is on a residential street where the proposal will not result in more than 10% of properties have been being redeveloped into flats.
- ii) On residential streets longer than 1km the proposed redevelopment site should be taken as the midpoint of a 1km length of road to be assessed for assessment purposes;
- iii) the internal floor area of the original building to be converted is at least 120 sqm; and
- iv) units are limited to one unit per floor for residential conversions.

Policy H3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the loss of residential accommodation (which could be occupied with or without adaption) will only be permitted if it is replaced within the boundary of the site. An increase in the accommodation will be sought, subject to other policies in the plan.

Policy H7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the Local Planning Authority will regard the conversion of residential properties into more units as acceptable in principle provided this can be achieved without causing demonstrable harm to the residential amenities or character of the area or the amenity of adjoining occupiers and the following criteria are met:-

- (i) It can be demonstrated that adequate sound insulation is provided;
- (ii) Car parking to the standards adopted by the Local Planning Authority can be provided within the curtilage of the site and can be accommodated without significant detriment to the streetscene;
- (iii) All units are self contained with exclusive use of sanitary and kitchen facilities and with individual entrances, and internal staircases are provided to serve units above ground floor level; And
- (iv) Adequate amenity space is provided for the benefit of residents of the proposed development.

The NPPF and Policy 3.3 'Increasing Housing Supply' of the London Plan (2016) recognises the need for more homes in London in order to promote opportunity and provide real choice for all Londoners in ways that meet their needs at a price they can afford.

Paragraph 17 of the National Planning Policy Framework states that one of the core principles of the document is the "effective use of land by reusing land that has been previously developed."

The development proposes the demolition of three existing large family dwellings and the erection of a two/three storey building with accommodation in the roof space for 24 flats.

HDAS Residential Layouts Supplementary Planning Document limits the conversion/redevelopment of properties within a street to a maximum of 10%. However, the existing purpose built blocks of flats in the locality have been present for approximately 40 years and are considered to be a contributing factor to the character of the area. Therefore, the proposed scheme is not considered to result in a material change to the established character of the road. In addition, the principle of a flatted development on this site was considered acceptable by the Inspector for the previous appeal for planning application (ref. 56595/APP/2007/3796) where it was determined that the only reason for refusal was on highway safety grounds.

The NPPF and London Plan support making better use of existing residential land to provide additional housing stock and there is no policy objection to the loss of the existing

dwellings. The proposal would potentially make better use of this previously developed site, by increasing the number of residential units. Therefore, the principle of development would be acceptable, in accordance with policies H3 and H7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012); policy DMH 4 of the emerging Development Management Plan; policy 3.3 of the London Plan (2016); and the NPPF.

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

### DENSITY

Policy 3.4 of the London Plan (2016) seeks for new developments to achieve the maximum possible density which is compatible with the local context. Table 3.2 establishes a density matrix to establish a strategic framework for appropriate densities at different locations.

Site densities are of only limited value when considering the suitability of housing schemes of this scale. The London Plan (2016) advises that an appropriate residential density for the site would range from 150-250 habitable rooms per hectare (hr/ha) and 50-95 units per hectare (u/ha) for units with a typical size of 2.7 - 3.0 habitable rooms per unit (hr/u). The development would have a density of 69 units per hectare and 177 habitable rooms per hectare which would be within the range of acceptability for a site at this location. Therefore, in terms of density, the proposal would be considered acceptable and would secure the optimum potential of the site, in accordance with policy 3.4 of the London Plan (2016).

### MIX OF UNITS

Policy 3.8 'Housing Choice' of the London Plan (2016) encourages a full range of housing choice and policies H4 and H5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) seek to ensure a practicable mix of housing units are provided within residential schemes. These policies are supported by the London Plan Housing SPG, which seeks to secure family accommodation within residential schemes, particularly within the social rented sector, and sets strategic guidance for Councils in assessing their local needs. Policy 3.11 of the London Plan states that within affordable housing provision, priority should be accorded to family housing.

The development would provide 24 units with a housing mix of 13 x 1 bedroom units; 8 x 2 bedroom units; and 3 x 3 bedroom units. The housing mix proposed at this location is considered acceptable and meets a local housing need for the delivery of one, two, and family sized (3 bedroom plus) homes.

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

The site is not located within an area of archaeology interest, a conservation area, or an area of special character. Nor are the subject buildings or neighbouring properties listed. Therefore, these matters are not relevant to the determination of this application.

## **7.04 Airport safeguarding**

There are no airport safeguarding considerations relevant to this application.

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

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

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

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the Local Planning Authority will seek to ensure that new development within residential areas complements or improves the amenity and character of the area.

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

Policies 7.4 and 7.6 of the London Plan (2016) and chapter 7 of the National Planning Policy Framework (2012) stipulate that development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future. In addition, Architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context.

The proposal is larger than the previously refused planning permission in 2007. However, this application only related to a site comprising Nos. 36 & 38. Therefore, it is not particularly useful for comparison. Nonetheless, no concerns regarding the design, scale and mass of this previous proposal were raised at planning or appeal stages.

The proposal is substantially smaller than earlier pre-application schemes that have been submitted. A comparison between the current proposal and earlier applications are shown within the submitted Design and Access Statement.

The current design envisages utilising the existing slope on the site to create underground parking to the rear that would be at ground level to the front of the building. This would create a building that is three storey in appearance to the front and two storey to the rear with accommodation within the roof. This approach would maintain substantial landscaping within the site, enabling the retention of the mature trees and open character towards the front of the site. Therefore, it is considered to contribute to a positive relationship between it and the natural underlying landform and topography of the site.

The roof of the car park to the rear of the building would be used to create a podium level garden and the new position of the building is more sympathetic in terms of its relationship with the properties backing onto the site in that it would be set further away from the boundary than the existing buildings at Nos. 36 & 38 and there is more opportunity for landscaping.

It is clear that there has been an attempt to make the building appear like 3 large dwelling houses by breaking it into 3 separate blocks, linked by glazed sections that would be set back significantly from the main front elevation and roof ridge. Careful detailing such as the provision of entrance doors at ground level have also been provided to reinforce this appearance, which is considered to be appropriate to the setting and character of the area.

The two/three storey height of the building with accommodation within the roof is appropriate in scale and fitting to the surrounding context of the site. Overall, the replacement building is considered to have regard to the pattern and grain of existing spaces and streets in orientation, scale, proportion and mass. The proposed scheme is clearly informed by the surrounding historic environment and would be considered to sit comfortably within the site and streetscene.

The Council's Conservation and Urban Design Officer has raised no objection to the

proposed design, bulk, mass, or proportions of the building stating that 'previous suggestions for an "Arts and Crafts" type design have been heeded'. The revised design is now considered to be in keeping with the character and appearance of Northwood. However, the Council's Conservation and Urban Design Officer has recommended conditions to secure appropriate materials, require tinting of the glazed intersections, and to obtain more simple porch detailing to harmonise with the vernacular style of the elevations.

Subject to those conditions, no objection has been raised by the Council's Conservation and Urban Design Officer as the appearance of the proposed building would be considered to be in keeping with the character and appearance of the street and would not adversely impact the visual amenity of the wider area, in accordance with policy BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012); policy BE1 of the Local Plan: Part 1 Strategic Policies (2012); policies 7.4 and 7.6 of the London Plan (2016); and chapter 7 of the National Planning Policy Framework (2012).

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

Policies BE20, BE 21, and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) seek to safeguard the amenities of neighbouring residents in a number of ways. The effect of the siting, bulk and proximity of a new building on the outlook and its impact on daylight/sunlight, privacy, and residential amenity of adjoining occupiers.

Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that permission will not normally be granted for uses and associated structures which are, or are likely to become, detrimental to the character or amenities of surrounding properties or the area generally.

The nearest residential properties to the development are located on Greenheys Close to the North and at No. 34 Rickmansworth Road to the east. There are also the residential flats of Southill to the West. Regarding the impact on neighbours, it is worth pointing out that no concerns were raised regarding the amenity of neighbouring properties on the previous planning refusal (ref. 56595/APP/2007/3796) or appeal whereby the inspector determined that the the only reason for refusal was on highway safety grounds.

Nevertheless, the proposed building is situated further away from the neighbouring properties on Greenheys Close than the existing buildings on site. Therefore, the impact on the amenity of these neighbours should be less. It is recognised that the building would be higher, but it would not breach the 25 degree line from ground floor windows taken from any of the neighbouring properties on Greenheys Close. By virtue of the increased set back, the proposal is not considered to adversely impact the residential amenity of neighbours to the north.

No. 34 to the east, has habitable room windows to the front and rear. The development would be situated forward of this neighbour so it would not impact its rear windows. The replacement building has been positioned further away from No. 34 than the existing property No. 36 Rickmansworth Road, which again should reduce the impact on any front elevation windows to this neighbour. In addition, there is significant screening along the boundary provided by a row of evergreen trees which already enclose the closest ground floor level front window to this neighbour. The nearest part of the development to this neighbour is set down from the main building height at two storeys (with no accommodation within the roof following revisions to the height) It is also set back from the boundary by 4.6m and approximately 10m from No. 34, which would further assist in ensuring that there was less than significant impact to the front windows of this neighbour.

Given these combination of factors, the development is not considered to harm the residential amenity of this neighbour in terms of loss of light, outlook, or a detrimental sense of enclosure. There are a number of openings proposed on the eastern flank wall which overlook the front garden of No. 34, however, they would not overlook habitable room windows on the main house and the front garden is already significantly overlooked from the public highway and adjoining properties as is often the case for such spaces. Therefore, the proposal would not result in significant loss of privacy to this neighbour.

The proposed building would also be farther away from the neighbouring properties to the west with a gap of approximately 20m between them. Similarly, existing vegetation along the boundary already encloses these neighbours and would significantly screen the development from the perspective of the residents. On this basis, the proposal is not considered likely to negatively impact the residential amenity of occupiers to the west, in terms of loss of light, outlook, privacy, or a detrimental sense of enclosure.

To conclude, the proposal would not harm the residential amenity of neighbouring properties, in accordance with policies BE20, BE21, BE24, and OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

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

### **INTERNAL LIVING SPACE**

The Government's national space standards contained in the Technical Housing Standards and policy 3.5 of the London Plan (2016) set out the minimum floor areas required for proposed residential units in order to ensure that they provide an adequate standard of living for future occupants.

Generous and spacious residential floor space provision would be provided which exceed the minimum standards of policy 3.5 of the London Plan (2016) and Technical Housing Standards. Many of the units would be dual aspect and all would be considered to benefit from adequate outlook and natural daylight.

It appears from the plans that the entrances to the building would have level access to/from external areas. The core is appropriately positioned and the communal corridors would be acceptable in terms of accessibility. Please see 'Accessibility' below for further consideration of these matters.

### **EXTERNAL AMENITY SPACE**

Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that new residential buildings should provide or maintain external amenity space which is sufficient to protect the amenity of existing and future occupants which is useable in terms of its shape and siting. Developments should incorporate usable, attractively laid out and conveniently located garden space in relation to the flats they serve. It should be of an appropriate size, having regard to the size of the flats and character of the area.

The policy requirement for this development is 570sqm of usable and conveniently located communal garden space. The site plan indicates that there would be a greater level of external green space than the policy standard. The external garden area to the rear of the building measures in excess of 900sqm. It is recognised that some of this external area is likely to be lost to provide appropriate defensible space to ground level windows, however, the proposal would still provide well in excess of the policy requirement.

It is clear from the plans that defensible space has been incorporated into the design of the development. Nevertheless, it is considered reasonable to obtain further details of defensible space / boundary treatment by condition to ensure that there would be no privacy or security concerns to ground floor level flats.

Therefore, subject to condition, future occupiers would not suffer from lack of privacy or security from communal areas and the level and quality of external amenity space would be acceptable, in accordance with policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

#### CHILDREN'S PLAY SPACE

Policy 3.6 'Children and young people's play and informal recreation facilities' of the London Plan (2016) recommends that development that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs.

The Mayor's Supplementary Planning Guidance Providing for Children and Young People's Play and Informal Recreation sets out guidance to assist in this process.

It is anticipated that there would be less than five children within the development (based on the housing mix). The London Plan and the SPG do not require children's play space for a child population of less than ten. Therefore, provision of children's play space would not be necessary on this site.

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

##### TRAFFIC IMPACT/HIGHWAY & PEDESTRIAN SAFETY

Policy AM2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that all proposals for development will be assessed against: (i) their contribution to traffic generation and their impact on congestion, particularly on the principal road network as defined in paragraph 14.14 of the plan, and (ii) the present and potential availability of public transport, and its capacity to meet increased demand.

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the local planning authority will consider whether the traffic generated by proposed developments is acceptable in terms of the capacity and functions of existing and committed principal roads only, and will wholly discount any potential which local distributor and access roads may have for carrying through traffic. The local planning authority will not grant permission for developments whose traffic generation is likely to: (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network; or (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety; (iii) diminish materially the environmental benefits brought about by new or improved roads; or (iv) infiltrate streets classed as local roads in the borough road hierarchy unless satisfactory traffic calming measures can be installed. Traffic calming schemes should, where appropriate, include environmental improvements such as hard and soft landscaping, and should be completed before the development is first used or occupied.

Policy 6.3 'Assessing effects of development on transport capacity' of the London Plan (2016) states that development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.



Rickmansworth Road (A404) is classified and is shown as a London Distributor Road in the Hillingdon Local Plan (November 2012). It is one of the main routes through the northern part of the Borough and is used by buses and heavy goods vehicles. In the vicinity of the site it is largely fronted by residential properties and is subject to a 30 mph speed limit. There is a bend in the road which restricts visibility.

A previous planning application (ref. 56595/APP/2007/3796) was refused on part of this site and dismissed at appeal. The Council and Inspector determined that the only reason for refusal was on highway safety grounds by virtue of the restricted visibility.

The current scheme differs from this proposal, in that it now includes number 40 Rickmansworth Road. As a consequence, it is now possible to gain enhanced visibility splays utilising the land at number 40.

The proposed development would be served by a single access bellmouth located at the eastern end of the site frontage. The design of the bellmouth has been led by the need for the development to accommodate refuse collection vehicles within the layout. The width of the access road beyond the bellmouth will be 4.1m with a 1.2m wide footway along the western edge.

As part of pre-application discussions, it was made clear that a visibility splay of 2.4m x 70m to the west would be required, in compliance with the advice set out within Manual for Streets 2 in respect of the recorded vehicle speeds. In order to assess the level of visibility that is required at the site access a vehicle speed survey was commissioned from a data collection specialist. This was carried out in accordance with TA 22/81 "Vehicle Speed Measurement on All Purpose Roads" and a representative sample of vehicle speeds was collected on 2 separate days. A copy of the survey report is included within the Appendix of the Transport Statement.

The proposed site access has been designed with visibility splays of 2.4m x 70m to the west and 2.4m x 90m to the east. The visibility splay to the east is unobstructed at any distance due to the alignment of Rickmansworth Road. The visibility splay to the west has been the point of contention in the past and restrained by property boundaries and the alignment of the main carriageway.

The Council's Transport Engineer has been consulted and reviewed the proposal along with the Transport Statement submitted. No objection has been raised to the proposed access arrangements subject to the provision of a right turn lane into the site. The Highway Engineer has suggested that this could be secured by legal agreement, along with associated S278 works in the area.

The new access would enable refuse vehicles to enter the site, manoeuvre and leave in forward gear. This is a safer arrangement than existing which relies on all servicing to take place from the Rickmansworth Road carriageway.

The development would increase the number of likely users/trips to the site, however, this level of intensification is not considered likely to cause significant traffic implications given the capacity of surrounding roads.

The proposal is considered to be acceptable in terms of access, traffic impact, and highway/pedestrian safety, in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 6.3 of the London Plan (2016).

## CAR/CYCLE PARKING

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that new development will only be permitted where it is in accordance with the council's adopted car parking standards.

Policy AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that all car parks provided for new development shall contain conveniently located reserved spaces for disabled persons in accordance with the council's adopted car parking standards.

Policy 6.9 'Cycling' of the London Plan (2016) states that development should provide a secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 and the guidance set out in the London Cycle Design Standards (or subsequent revisions).

Policy 6.13 'Parking' of the London Plan (2016) sets maximum standards laid out in Table 6.2 in the parking addendum. In addition, developments must:

- ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles
- provide parking for disabled people
- meet the minimum cycle parking standards set out in Table 6.3
- provide for the needs of businesses for delivery and servicing.

The development provides parking at basement level which would not require a ramp by virtue of the topography of the site. The proposal would provide 29 car parking spaces and two motorcycle parking spaces. Four disabled parking spaces would be provided which for ease of use are either situated near to the main core at basement level or at external ground level near to the main entrance.

Given the site has a PTAL of 2, this level of provision would be considered acceptable. The level of disabled car parking is also satisfactory. Should the application be approved, a condition should be imposed to secure a satisfactory level of electrical charging points.

The proposal includes provision for 39 cycle parking spaces which would be located at basement level. They would be secure, sheltered, and reasonably accessible.

Overall, the level of parking would be considered policy compliant and acceptable, in accordance with policies AM14 and AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policies 6.9 and 6.13 of the London Plan (2016).

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

#### SECURITY

Policy 7.3 'Designing Out Crime' of the London Plan (2016) states development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. In addition, Building Regulations: Approved Document Q deals with security and requires that a reasonable provision must be made to resist unauthorised access to any dwelling: and any part of a building from which access can be gained to a flat within the building.

The scheme has been reviewed by the Metropolitan Police's Designing Out Crime Officer (DOC), who raises no objection, subject to condition to achieve Secured by Design.

Approved Document Q 'security, dwellings' of the Building Regulations 2015 applies to all new dwellings, including those resulting from a change in use of an existing building, such as commercial premises, warehouse and barns undergoing conversions into dwellings. It also applies within Conservation Areas. It requires that reasonable provision be made to resist unauthorised access to any dwelling; and any part of a building from which access can be gained to a flat within the building. This is a mandatory requirement for new residential development and compliance with it would achieve a Silver Award or higher in terms of Secured By Design. Therefore, it is unnecessary to further condition the development given there is existing separate legislation that would achieve the same objective.

For details of urban design please see section 7.07, and for details of access please see sections 7.8, 7.10, and 7.12, of this report.

#### **7.12 Disabled access**

In assessing this application, reference has been made to policy 3.8 'Housing Choice' of the London Plan (2016); Approved Document M to the Building Regulations (2015); and Accessible Hillingdon SPD adopted 2013.

The property is accessed off Richmansworth Road. The scheme incorporates a clear network of routes that are easily understandable, inclusive, safe and secure that connect to the main entrance to the building. The plans indicate that the development would provide step free access to and from the proposed building and that all of the units would comply with the Technical Housing Standards for internal floor space and category M4(2) 'Accessible and adaptable dwellings' of Approved Document M to the Building Regulations (2015). The proposal should also provide 10% category M4(3) 'wheelchair user dwellings' as outlined in Approved Document M to the Building Regulations (2015). Compliance with these standards will be secured by condition should the application be approved.

The development would also provide four disabled car parking spaces which is more than the 10% required by policy.

Overall, the layout of the development is inclusive and will function well, creating a safe and accessible environment. It would ensure the delivery of a range of house types that meet the diverse needs of Londoners and an ageing population, in accordance with regional and local planning requirements.

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

With regards to special needs housing please see above.

#### **AFFORDABLE HOUSING**

Policy 3.3 of the London Plan (2016) states that subject to viability, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable housing, with the tenure split (70% Social/Affordable Rent and 30% Intermediate) as set out in Policy H2: Affordable Housing of the Local Plan: Part 1 - Strategic Policies.

The National Planning Policy Framework makes clear that viability can be important where planning obligations or other costs are being introduced. In these cases, decisions must be underpinned by an understanding of viability, ensuring realistic decisions are made to support development and promote economic growth. Where the viability of a development is in question, local planning authorities should look to be flexible in applying policy requirements wherever possible.

The Council has requested a third party independent review of the Financial Viability Assessment. Further to this independent review, it was agreed with the Head of Planning and Housing Manager that there was insufficient surplus to justify the provision of any affordable housing on this scheme.

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

##### TREE AND LANDSCAPING

Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate. Planning applicants for planning consent will be required to provide an accurate tree survey showing the location, height, spread and species of all trees where their proposals would affect any existing trees.

Policy BE39 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the Local Planning Authority recognises the importance of Tree Preservation Orders in protecting trees and woodlands in the landscape and will make orders where the possible loss of trees or woodlands would have a significant impact on their surroundings.

Policy OL26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) recommends that the Local Planning Authority will protect trees and woodlands and encourage the preservation, proper management and in appropriate locations the extension of woodlands. Proposals for development in the more rural areas of the borough should be accompanied by proposals for landscaping and tree planting wherever practicable, and the retention of existing landscaping features where appropriate.

Policy 7.21 'Tree and Woodlands' of the London Plan (2016) stipulates that existing trees of value should be retained and any loss as the result of development should be replaced.

Chapter 11 of the National Planning Policy Framework (2012) states that 'the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes'.

The main landscape issue to consider in this application relates to the safeguarding of trees on the site which contribute to the arboreal character and visual amenity of the site and surrounding area.

A tree survey has been prepared by GHA Trees that shows 18No. individual trees or groups have been assessed, of which eight are 'B'grade. The tree survey acknowledges that one 'B' grade sycamore, T15, and three 'C' grade trees (T14, G16 and some of G18) will be removed to facilitate the development.

In terms of retained trees / root protection areas, the survey has noted the need to protect the pine, T9 (T1, TPO No. 648) due to a major incursion by the proposed driveway into the root protection area of the tree. Protective measures are outlined in section 8 of the report.

On balance, the proposal is to retain many of the existing trees and the layout plan (by Wilcox and Meilwes) indicates that there will be amenity space and opportunity to provide an attractive landscape layout which includes additional tree planting.

The Council's Tree and Landscaping Officer has been consulted and not raised any objection to the proposal subject to conditions relating to tree protection/replacement, and

the provision of a comprehensive landscaping scheme. Subject to these conditions as requested by the Council's Tree and Landscaping Officer, the proposal would be considered acceptable in terms of tree protection and landscaping, in accordance with local, regional and national planning policy.

## ECOLOGY

The site is considered to be of low ecological value, with minimal potential to support protected, priority or rare species, or with significant abundance of common or widespread species, and with no UK priority habitats present. In addition, existing trees that have potential to support various species are to be retained. Therefore, the development is considered acceptable in terms of ecology, in accordance with policies EC2, EC3, EC4, EC5, and EC6 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.19 of the London Plan (2016).

### **7.15 Sustainable waste management**

Integral waste storage would be provided at basement level but accessed externally at ground level due to the topography of the site. The plans indicate that sufficient space would be provided to accommodate adequate capacity for waste and recycling. It would also be conveniently located for future occupants and for collection. Details have also been provided to demonstrate that refuse vehicles can safely enter and exit the site. Therefore, the refuse and recycling storage proposed would be acceptable, in compliance with policy 5.17 of the London Plan (2016).

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

Policy 5.2 'Minimising Carbon Dioxide Emissions' of the London Plan (2016) states that development proposals should make the fullest contribution to minimising carbon dioxide emissions.

The Energy Statement submitted shows that the development would comply with the London Plan by reducing emissions by at least 35% from a building regulations 2013 baseline. Subject to conditions to ensure compliance with the Energy Statement; to require the submission of further details regarding the proposed PV panels to the roof; and a statement to manage maintenance and report on the energy and CO2 output of the development on an annual basis; the development would be compliant with regards to minimising carbon dioxide emissions, in accordance with policy 5.2 of the London Plan (2016).

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

The site is not located within a flood zone and is less than 1 hectare in extent. However, the management of surface water is a material planning consideration for all major development.

The proposal includes a basement which can have an impact on ground water. A Surface Water/SUDS Statement has been submitted with the application. The Council's Flood and Water Management Officer has considered the proposal and raises no objection, subject to a condition to safeguard from flooding. On this basis, the proposal is considered acceptable in terms of flooding, in accordance with policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), policy 5.12 Flood Risk Management of the London Plan (2016), and National Planning Policy Framework (March 2012).

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

NOISE

Policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that proposals for the siting of noise sensitive development such as family housing, schools or certain forms of commercial activity where the occupiers may suffer from noise or vibration will not be permitted in areas which are, or are expected to become, subject to unacceptable levels of noise or vibration. Where development is acceptable in principle, it will still be necessary to establish that the proposed building or use can be sited, designed, insulated or otherwise protected from external noise or vibration sources to appropriate national and local standards.

Policy 7.15 'Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes' of the London Plan (2016) recommends that development proposals should seek to manage noise by (a) avoiding significant adverse noise impacts on health and quality of life as a result of new development; (b) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing businesses; (c) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity); (d) separating new noise sensitive development from major noise sources (such as road, rail, air transport and some types of industrial development) through the use of distance, screening or internal layout - in preference to sole reliance on sound insulation; (e) where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles; (f) having particular regard to the impact of aviation noise on noise sensitive development; and (g) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

The proposed use would not be more noise sensitive than the existing use. Besides road traffic noise, the site is not located near to any existing or potential excessive or major noise sources. In addition, the development would need to achieve compliance with Part E (Approved Document E) of schedule 1 of the Building Regulations which covers the requirement with respect to resistance to sound. Nevertheless, the Council's Environmental Health Officer has raised concern regarding potential noise from road traffic. A condition has been recommended to safeguard the amenity of future occupiers with regards to noise.

With regards to the impact on neighbouring properties, the proposal is not considered likely to cause significant noise or disturbance given its scale and residential nature.

Overall, the development would be considered to comply with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.15 of the London Plan (2016).

#### AIR QUALITY

Policy 7.14 'Improving air quality' of the London Plan (2016) states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) and where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport

modes through travel plans. It also recommends that development proposals should promote sustainable design and construction to reduce emissions from the demolition and construction of buildings.

The site is an existing residential location that does not appear to suffer from poor air quality. Therefore, the proposal is not considered to raise any concern with regards to air quality, in compliance with policy 7.14 of the London Plan (2016).

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

Please see the beginning of the 'External Consultees' section of this report for details regarding public consultation.

#### **7.20 Planning obligations**

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

- 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

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

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) is concerned with securing planning obligations to supplement the provision of recreational open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals.

At a regional level, policy 8.2 'Planning Obligations' of the London Plan (2016) stipulates that when considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. It also states that development proposals should address strategic as well as local priorities in planning obligations.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impact of the development.

Non-monetary contributions:

- Affordable Housing: Further to the independent review of the AH FVA it was agreed with the Head of Planning and Housing Manager that there was insufficient surplus to justify the provision of any affordable housing on this scheme.

- Affordable Housing Review Mechanism: In the absence of the provision of affordable housing on the scheme, based upon the current FVA Toolkit Modelling, it has been discussed and agreed with the Council, that on this occasion a review mechanism is acceptable to capture any uplift in values and affordable housing provision / financial contribution. The s106 obligation must only be on the basis of a single review which is to be triggered by non-commencement of the approved development (e.g. 15 months post planning permission - being the same mechanism as agreed on several other Hillingdon

schemes). Reviews during the construction process can't be agreed as they have negative implications and uncertainty on construction funding which must be avoided on these type of single phase schemes.

- S278/S38 highway works to secure the proposed highway works.

Monetary contributions:

- Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

- Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides 24 new residential units. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

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

There are no enforcement issues related to this site.

#### **7.22 Other Issues**

##### **CONTAMINATION**

In the past, part of the site has been used as a plant nursery. Although this is a low risk there can be some residual soil contamination from these activities from on site materials including fertilisers and old heating pipes (sometimes asbestos). The other former use around the area that is not marked on this land is for mineral (gravel) extraction. There are old filled pits around Highfield Crescent and Highfield Road next to and 55 metres from the development. The Council's Environmental Health Officer has been consulted and considers the proposal to be low risk. However, it has been recommended that a condition be imposed to cover imports to ensure that it is clean and uncontaminated. Subject to condition, the proposal is considered acceptable with regards to contaminated land, in accordance with policy 5.21 of the London Plan (2016).

#### **8. Observations of the Borough Solicitor**

##### **General**

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

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

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



### Planning Conditions

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

### Planning Obligations

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

### Equalities and Human Rights

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

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

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

## **9. Observations of the Director of Finance**

Not applicable.

## **10. CONCLUSION**

The principle of a flattened development on this site is acceptable and was determined to be appropriate by the previous Inspector for appeal (Ref: APP/R5510/A/03/1121602) where it was considered that the only reason for refusal was on highway safety grounds.

The current scheme differs from this proposal, in that it now includes number 40 Rickmansworth Road. As a consequence, it is now possible to gain enhanced visibility splays utilising the land at number 40. The proposed site access has been designed with visibility splays of 2.4m x 70m to the west and 2.4m x 90m to the east. The visibility splay to the east is unobstructed at any distance due to the alignment of Rickmansworth Road. The

visibility splay to the west has been the point of contention in the past and restrained by property boundaries and the alignment of the main carriageway. The Council's Transport Engineer has been consulted and reviewed the proposal along with the Transport Statement submitted. No objection has been raised to the proposed access arrangements, subject to the provision of a right turn lane into the site, to be secured by legal agreement, along with associated S278 works in the area. The parking provision would comply with parking standards at local and regional levels.

The new building is well designed and will make a positive contribution to the location and surrounding area, particularly as the proposal includes retention of many of the mature trees within the site and it incorporates significant landscaping to the front and rear. The height and bulk of the building can be satisfactorily accommodated in this location without appearing overbearing on the surrounding area and will not unacceptably detract from the amenities of adjoining occupiers by reason of loss of light, privacy or outlook. The Council's Conservation and Urban Design Officer has reviewed the proposal and considers that it would be acceptable in design terms, subject to a condition to secure appropriate materials.

The scheme includes a range of energy efficient measures and the proposed sustainability measures will enable a reduction in CO2 emissions together with the production of onsite renewable energy.

Overall, the development would reflect the 12 core principles of sustainable development as set out in the NPPF. The application scheme meets the strategic policy objectives of the London Plan as well as the aims and objectives of local Council policy.

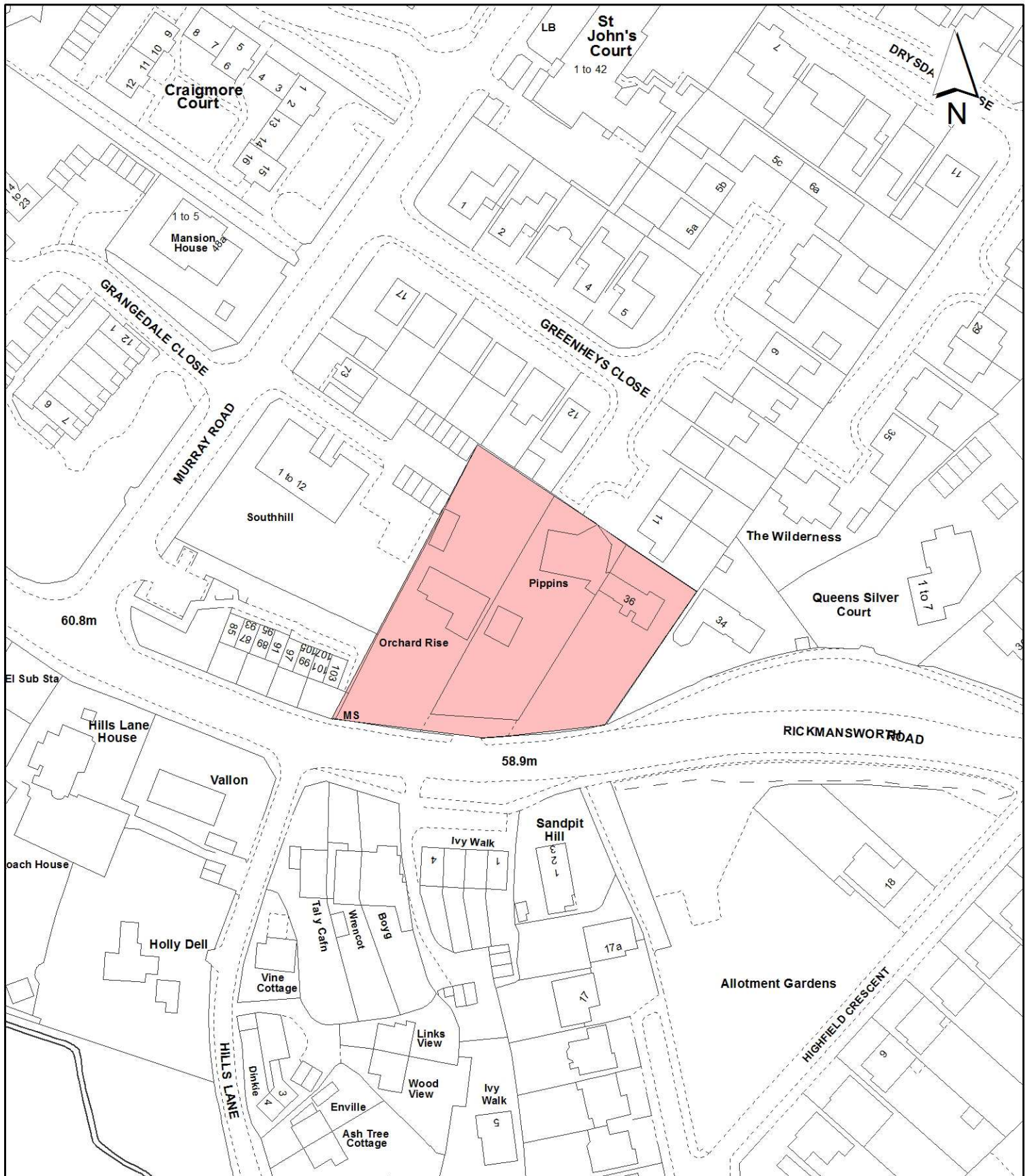
It is therefore recommended that planning permission be granted subject to conditions and the completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 to secure the items referred to in section 7.20 of this report.

## **11. Reference Documents**

The Hillingdon Local Plan: Part 1 - Strategic Policies (8th November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (2016)  
National Planning Policy Framework (2012)  
Technical Housing Standards - Nationally described space standards (2015)  
Council's Supplementary Planning Guidance - Air Quality  
Council's Supplementary Planning Guidance - Community Safety  
Council's Supplementary Planning Guidance - Land Contamination  
Council's Supplementary Planning Document - Accessible Hillingdon  
Council's Supplementary Planning Document - Affordable Housing  
Council's Supplementary Planning Document - Noise  
Council's Supplementary Planning Document - Planning Obligations  
The Mayor's Housing Supplementary Planning Guidance

**Contact Officer:** Matt Kolaszewski

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
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Site Address:

**36-40 Rickmansworth Road  
 Northwood**

**LONDON BOROUGH  
 OF HILLINGDON**  
 Residents Services  
 Planning Section  
 Civic Centre, Uxbridge, Middx. UB8 1UW  
 Telephone No.: Uxbridge 250111

Planning Application Ref:

**69978/APP/2016/2564**

Scale:

**1:1,250**

Planning Committee:

**Major Page 45**

Date:

**March 2017**



**HILLINGDON**  
 LONDON

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# Agenda Item 6

## Report of the Head of Planning, Sport and Green Spaces

|                     |   |
|---------------------|---|
| <b>Address</b>      | SILVERDALE INDUSTRIAL ESTATE SILVERDALE ROAD HAYES  |
| <b>Development:</b> | Demolition of existing buildings and redevelopment of the site to provide a podium at ground level and buildings ranging from four storeys to nine storeys, comprising 124 residential units (Use Class C3) and 227 sqm of flexible commercial space (Use Classes A1, A3, B1, D1 or D2), together with associated car parking, vehicular access, landscaping, infrastructure works and the extension of Shackles Dock.  |
| <b>LBH Ref Nos:</b> | 71374/APP/2016/4027   |
| <b>Drawing Nos:</b> | Design and Access Statement by Rolfe Judd dated 31/10/16<br>Design and Access Statement Addendum by Rolfe Judd dated 22/2/17<br>Archaeological Desk Based Assessment by CGMS (ref CC/21861) dated 25/10/16<br>Landscape Strategy by Outerspace UK dated 31/10/16<br>Framework Travelplan by RPS dated 31/10/16<br>Transport Statement by RPS (ref JE/NC/AN/adf/JNY8812-01E) dated 31/10/16<br>Flood Risk Assessment and Surface Water Drainage by Mayer Brown dated 31/10/16<br>Contamination assessment by Merebrook dated 31/10/16<br>Heritage, Townscape and Visual Assessment by CGMS (ref JCG20963) dated 31/10/16<br>Air Quality Assessment by Mayer Brown dated 31/10/16<br>T(20)D01 Rev P1 (Blocks A and B Detail Bay Studio 01)<br>T(20)D02 Rev P1 (Blocks A and B Detail Bay Studio 02)<br>T(20)D03 Rev P1 (Blocks C and D Detail Bay Studio 01)<br>T(20)E01 Rev P1 (Proposed Site Elevations 1-1 & 2-2)<br>T(20)E02 Rev P1 (Proposed Site Elevations 3-3 & 4-4)<br>T(20)E03 Rev P1 (Proposed Site Elevations 5-5 & 6-6)<br>T(20)E04 Rev P1 (Proposed Site Elevations 7-7 & 8-8)<br>T(20)E05 Rev P1 (Proposed Site Elevations 9-9 & 10-10)<br>T(20)P00 Rev P1 (Proposed Ground Floor Layout)<br>T(20)P01 Rev P1 (Proposed First Floor Layout)<br>Sustainability and BREEAM Pre-Assessment by Chapman BDSP dated 31/10/16<br>Energy Statement by Chapman BDSP dated 31/10/16<br>Ecological Assessment by JTaylor Ecology consultancy dated 31/10/16<br>Building Services Plan by Chapman BDSP dated 31/10/16<br>Fire Strategy by Chapman BDSP dated 31/10/16<br>Daylight and Sunlight Assessment by EB7 dated 31/10/16<br>Planning Statement by savills dated 31/10/16<br>Statement of Community Involvement by Thorncliffe dated 31/10/16<br>Waste Management Strategy by RPS dated 31/10/16<br>Technica Note; Response to Highway comments by RPS (ref JNY8812-02D) dated 22/2/17<br>T(20)P02 Rev P1 (Proposed Second Floor Layout)<br>T(20)P03 Rev P1 (Proposed Third Floor Layout)<br>T(20)P04 Rev P1 (Proposed Fourth Floor Layout) |

T(20)P05 Rev P1 (Proposed Fifth Floor Layout)  
T(20)P06 Rev P1 (Proposed Sixth Floor Layout)  
T(20)P07 Rev P1 (Proposed Seventh Floor Layout)  
T(20)P08 Rev P1 (Proposed Eighth Floor Layout)  
T(20)P09 Rev P1 (Proposed Roof Plan)  
T(20)S01 Rev P1 (Proposed Site Sections A.A & B.B)  
T(20)S02 Rev P1 (Proposed Site Sections C.C & D.D)  
Blue Roof Storage and Outflow Estimate by abgltd dated 15/2/17  
T(90) P00 P2 (Site Location Plan)

|                                |            |                                 |            |
|--------------------------------|------------|---------------------------------|------------|
| <b>Date Plans Received:</b>    | 01/11/2016 | <b>Date(s) of Amendment(s):</b> | 25/10/2016 |
| <b>Date Application Valid:</b> | 07/11/2016 |                                 | 31/10/2016 |
|                                |            |                                 | 22/02/2017 |
|                                |            |                                 | 15/02/2017 |

## 1. SUMMARY

Planning permission is sought for demolition of existing buildings and the construction of four blocks, ranging from four to nine storeys providing 128 new residential dwellings and 227sqm of flexible commercial floor-space. In addition, the proposal will refurbish and extend Shackles Dock in the eastern part of the site and deliver significant improvements to the canal side, as well as new publically accessible open spaces and extensive landscaping. 76 residential parking spaces (including 13 disabled spaces) are proposed in a semi-basement level, together with 6 visitor spaces at street level.

In terms of principle of development, there is both Local Plan and London Plan support for the release of surplus industrial land to provide more housing where appropriate. Evidence demonstrates that Hillingdon Borough has a surplus of employment land at present. The proposal includes 122 residential units, which will contribute towards the Council's housing supply as prescribed in the London Plan and emerging local policy.

The proposed scheme would be within the London Plan density guidelines, providing good internal and external living space. The proposed layout would not have an adverse impact on the living conditions of surrounding occupiers in terms of over dominance, loss of privacy and loss of daylight/sunlight. It is considered that the scale and layout of the proposed development would be compatible with sustainable residential quality, having regard to the specific heritage constraints of this site.

There are no adverse impacts upon ecology or archaeology, contamination, air quality and noise impacts are considered to be acceptable. Highway, flood and drainage issues can be addressed by suitable conditions. A viable level of affordable housing provision has been agreed. The application is therefore recommended for approval, subject to conditions and a S106/278 Agreement.

## 2. RECOMMENDATION

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

**A) Entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980**

(as amended) and/or other appropriate legislation to secure:

**Non-monetary contributions:**

**i) Affordable Housing: 7 x 1 bed, 7 x 2 bed and 6 intermediate units.**

**ii) Affordable Housing Review Mechanism: The legal agreement shall provide for the Council to review the finances of the scheme at a set time in order to ensure that the maximum amount of affordable housing is being sought.**

**iii) S278/S38 agreement to secure access and pavement modifications.**

**iv) Travel Plan with £20,000 bond (to include a CERS and PERS Audits to be commissioned by the applicant. The applicant should fund the improvement measures identified by the audits).**

**v) Provision for storage space, changing facilities and a club room for use by the Sharks Canoe Club.**

**Monetary contributions:**

**vi) Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost + £9,600 coordinator costs per phase) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.**

**vii) Carbon Fund Contribution: Financial contribution of £162,000 towards provision of off site carbon reduction measures shall be secured.**

**vii) Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.**

**viii) £80, 532 for mitigation of air quality impacts.**

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

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

**D) If the Legal Agreements have not been finalised by 26th May 2017 (or such other time-frame as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:**

**'The applicant has failed to provide measures to mitigate the impacts of the**

development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of public realm, highways, affordable housing, and construction training). The proposal therefore conflicts with policies AM7 and R17 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (2016).'

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

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

**1 COM3 Time Limit**

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

REASON

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

**2 COM4 Accordance with Approved Plans**

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

- T(20)D01 Rev P1 (Blocks A and B Detail Bay Studio 01)
- T(20)D02 Rev P1 (Blocks A and B Detail Bay Studio 02)
- T(20)D03 Rev P1 (Blocks C and D Detail Bay Studio 01)
- T(20)E01 Rev P1 (Proposed Site Elevations 1-1 & 2-2)
- T(20)E02 Rev P1 (Proposed Site Elevations 3-3 & 4-4)
- T(20)E03 Rev P1 (Proposed Site Elevations 5-5 & 6-6)
- T(20)E04 Rev P1 (Proposed Site Elevations 7-7 & 8-8)
- T(20)E05 Rev P1 (Proposed Site Elevations 9-9 & 10-10)
- T(20)P00 Rev P1 (Proposed Ground Floor Layout)
- T(20)P01 Rev P1 (Proposed First Floor Layout)
- T(20)P02 Rev P1 (Proposed Second Floor Layout)
- T(20)P03 Rev P1 (Proposed Third Floor Layout)
- T(20)P04 Rev P1 (Proposed Fourth Floor Layout)
- T(20)P05 Rev P1 (Proposed Fifth Floor Layout)
- T(20)P06 Rev P1 (Proposed Sixth Floor Layout)
- T(20)P07 Rev P1 (Proposed Seventh Floor Layout)
- T(20)P08 Rev P1 (Proposed Eighth Floor Layout)
- T(20)P09 Rev P1 (Proposed Roof Plan)
- T(20)S01 Rev P1 (Proposed Site Sections A.A & B.B)
- T(20)S02 Rev P1 (Proposed Site Sections C.C & D.D)
- T(90) P00 P2 (Site Location Plan)

REASON



To ensure the development complies with the provisions of the Hillingdon Local Plan (2012) and the London Plan (2016).

### **3 COM5 General compliance with supporting documentation**

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

Design and Access Statement by Rolfe Judd dated 31/10/16  
Design and Access Statement Addendum by Rolfe Judd dated 22/2/17  
Archaeological Desk Based Assessment by CGMS (ref CC/21861) dated 25/10/16  
Landscape Strategy by Outerspace UK dated 31/10/16  
Framework Travelplan by RPS dated 31/10/16  
Transport Statement by RPS (ref JE/NC/AN/adf/JNY8812-01E) dated 31/10/16  
Flood Risk Assessment and Surface Water Drainage by Mayer Brown dated 31/10/16  
Contamination assessment by Merebrook dated 31/10/16  
Heritage, Townscape and Visual Assessment by CGMS (ref JCG20963) dated 31/10/16  
Air Quality Assessment by Mayer Brown dated 31/10/16  
Sustainability and BREEAM Pre-Assessment by Chapman BDSP dated 31/10/16  
Energy Statement by Chapman BDSP dated 31/10/16  
Ecological Assessment by J Taylor Ecology consultancy dated 31/10/16  
Building Services Plan by Chapman BDSP dated 31/10/16  
Fire Strategy by Chapman BDSP dated 31/10/16  
Daylight and Sunlight Assessment by EB7 dated 31/10/16  
Planning Statement by Savills dated 31/10/16  
Statement of Community Involvement by Thorncliffe dated 31/10/16  
Waste Management Strategy by RPS dated 31/10/16  
Technical Note; Response to Highway comments by RPS (ref JNY8812-02D) dated 22/2/17

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

#### **REASON**

To ensure the development complies with the provisions of the Hillingdon Local Plan (2012) and the London Plan (2016).

### **4 OM19 Demolition and Construction Management Plan**

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

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

(vii) The storage of demolition/construction materials on site.

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

**REASON**

To safeguard the amenity of surrounding areas in accordance with policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

**5 COM6 Levels**

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

**REASON**

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

**6 RES9 Landscaping (including treatment for defensible space)**

A landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

- 1.a All ornamental and ecological planting (at not less than a scale of 1:100),
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.e Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

- 2.a Means of enclosure/boundary treatments, including details of the screening required for the defensive space at the front, side and rear of flats to ensure the privacy of these residents.
- 2.b Hard Surfacing Materials
- 2.c Other structures (such as gates, steps, ramps, retaining walls and chains/treatment to provide defensible space to ground floor units)
- 2.d Children's play space.
- 2.e Details of external lighting.

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 surfing/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

Thereafter the approved details shall be implemented prior to first occupation of the flats in

full accordance with the approved details and shall be retained thereafter.

**REASON**

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and contributes to a number of objectives in compliance with policies BE13 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012), and policy 5.17 (refuse storage) of the London Plan (2016).

**7 NONSC Non Standard Condition**

Prior to the commencement of development a scheme for the creation of biodiversity features and enhancement of wildlife shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include plans showing the incorporation of (but not limited to) the recommendations in the Ecology Assessment (31/10/2016). The plans shall also show the use of living walls/screens and living roofs, and an area of planting within the landscaping with the primary purpose of attracting and supporting wildlife. The development must proceed in accordance with the approved plans.

**Reason**

To ensure the development makes a positive contribution to the protection and enhancement of flora and fauna in an urban setting in accordance with Policy BE1 of the Local Plan.

**8 NONSC Non Standard Condition**

Prior to the occupation of the development, the developer shall submit in writing for approval a maintenance and servicing agreement for the proposed car stackers. Unless agree otherwise in writing by the Local Planning Authority the Car Stacker Type 4100-230 shall be used for the basement car parking.

**REASON**

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site and meet the objectives of policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and Chapter 6 of the London Plan (2016).

**9 RES12 No additional windows or doors**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of Block D as identified on the approved plans.

**REASON**

To prevent overlooking to adjoining properties in accordance with policy BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**10 COM15 Sustainable Water Management**

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall follow the strategy set out in 'Flood Risk Assessment', produced by Meyer Brown dated 31/10/16 and Rebuttal Statement and supporting documents submitted Feb 2017.

The scheme shall clearly demonstrate how it, Manages Water and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

- i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,
- iii. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, ( safe access and egress must be demonstrated).

b) Capacity of Receptors

- i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.

c) Minimise water use.

- i. incorporate water saving measures and equipment.
- ii. provide details of how rain and grey water will be recycled and reused in the development.

d) Long Term Management and Maintenance of the drainage system.

- i. Provide a management and maintenance plan
- ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
- iii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
- iv. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

f) From commencement on site

- i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.

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

REASON

To ensure that surface water run off is controlled, to ensure there is no increase in the risk of flooding, and to ensure water is handled as close to its source as possible in accordance with policy EM6 Flood Risk Management of the Hillingdon Local Plan: Part 1- Strategic Policies (2012), policies 5.12 'Flood Risk Management', 5.13 'Sustainable Drainage', and 5.15 'Water use and supplies' of the London Plan (2016) and to the National Planning Policy Framework.

## **11 NONSC Risk Assessment and Method Statement**

Prior to the commencement of the development hereby approved a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the canal must be submitted and approved in writing by the Local Planning Authority.

REASON

To ensure the proposed construction works do not have any adverse impact on the safety of waterway users and the integrity of the canal, in accordance with policies 7.24, 7.25,

7.26, 7.27, and 7.28 of the London Plan (2016).

**12 NONSC Surface Water**

No development shall take place until details of surface water drainage into the Grand Union Canal are submitted and agreed in writing by the Local Planning Authority, and thereafter implemented in accordance with the agreed details unless otherwise agreed in writing.

**REASON**

To protect the waterway from contamination during construction and operational phases of the proposed development, in accordance with policies 7.21, 7.24, 7.25, 7.26, 7.27, and 7.28 of the London Plan (2016).

**13 RES26 Contaminated Land**

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

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

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

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

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

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

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

**REASON**

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable

risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.21 of the London Plan (2016).

#### **14 NONSC Flood Mitigation**

Prior to occupation, details of the condition survey and the proposed remediation and works to capping and walls to ensure an appropriate flood defence shall be submitted to and agreed in writing with the Local Planning Authority. Thereafter, the proposed works shall be implemented and carried out in accordance with the approved details.

#### **REASON**

To safeguard future residents of the development from the risk of flooding, in accordance with policy EM6 Flood Risk Management of the Hillingdon Local Plan: Part 1- Strategic Policies (2012), policy 5.12 'Flood Risk Management' of the London Plan (2016) and to the National Planning Policy Framework.

#### **15 NONSC Cycle Storage**

The development shall not be occupied until the 192 cycle parking spaces are provided in accordance with the approved plans for use by future occupiers of the residential units. In addition details of a minimum 4 visitor spaces for the residential accommodation and a minimum 9 cycle spaces for the commercial use shall be submitted in writing and approved by the Local Planning Authority. Thereafter, these cycle parking spaces shall be permanently retained, unless otherwise agreed in writing by the Local Planning Authority.

#### **REASON**

To ensure that the development provides a quantum of cycle parking in accordance with policy 6.9 of the London Plan (2016).

#### **16 RES16 Car Parking**

The development shall not be occupied until 69 car parking spaces, including 7 disabled bays, 6 bays for the use of the commercial unit, 14 electric charging bays with a further 14 bays with passive provision have been provided, and 5 motorcycle bays. Thereafter the parking bays/areas shall be permanently retained and used for no other purpose than the parking of motor vehicles associated with the consented residential units at the site.

#### **REASON**

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site and meet the objectives of policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and Chapter 6 of the London Plan (2016).

#### **17 RES22 Parking Allocation**

No unit hereby approved shall be occupied until a car park management and allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. The 63 parking spaces identified for residential use should be assigned to specific flats (giving precedence to the larger units), form an integral part of the lease title and cannot be sold separately. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

#### **REASON**

To ensure that an appropriate level of car parking provision is provided on site in accordance with policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

**18 RES18 Accessible Homes/Wheelchair Units**

10% of the units shall meet the standards for M4(3) 'wheelchair user dwellings' and the remainder shall meet the standards for M4(2) 'Accessible and adaptable dwellings' as set out in Approved Document M to the Building Regulations (2015). All such provisions shall remain in place in perpetuity.

**REASON**

To ensure an appropriate standard of housing stock is achieved and maintained which meet the needs of disabled and elderly people in accordance with policies 3.1, 3.8, and 7.2 of the London Plan (2016) and the National Planning Policy Framework (2012).

**19 NONSC Outdoor Amenity Areas**

Prior to occupation of the development, the outdoor amenity areas as hereby approved shall be provided for future use by residents. Thereafter, the amenity areas shall be retained in perpetuity for their use.

**REASON**

To ensure the continued availability of external amenity space for residents of the development, in the interests of their amenity and the character of the area in accordance with policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.1 of the London Plan (2016).

**20 NONSC Details of Finish**

Prior to commencement of the development, details shall be submitted to and approved in writing by the Local Planning Authority for the following:

- 1) Samples and where appropriate, manufacturer's details, of all external materials, including roofing.
- 2) Detailed drawings at an appropriate scale of the elevational treatment of the building to illustrate the finish of porches, doorways, openings, coping/parapets, brickwork and cladding detailing
- 3) Details of the materials, construction, colour and design of all new external windows and doors.
- 4) Details of the design of the balconies, balustrades and handrails
- 5) The location, type, size and finish of plant, vents, flues, grills and downpipes/hoppers
- 6) Details of the external appearance and colour of the lift overrun and housing

The approved details shall be implemented and maintained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

**REASON**

To safeguard the visual amenity of the area in accordance with policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012), policy BE1 of the Local Plan: Part 1 Strategic Policies (2012), and policies 7.4 and 7.6 of the London Plan (2016).

**21 COM31 Secured by Design**

The building(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association

of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

**REASON**

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in 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, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2016) Policies 7.1 and 7.3.

**22 NONSC Non Standard Condition**

Prior to the commencement of development, the following information shall be submitted in writing for approval:

- a comprehensive traffic study in order to assess the impacts of the proposals on the surrounding highway network. The exact scope of such study should be agreed with the Council. The developers should fund any measures identified by the study necessary to mitigate the impacts of the proposed development;

These details shall be submitted to and agreed in writing with the Local Planning Authority. Thereafter, the proposed works shall be implemented and carried out in accordance with the approved details.

**REASON**

To ensure that appropriate mitigation is provided to the surrounding highway network as a result of the proposed development in accordance with policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

**23 NONSC Non Standard Condition**

Prior to the commencement of development, a Delivery and Servicing Plan shall be submitted and approved in writing by the Council.

Thereafter, the proposed works shall be implemented and carried out in accordance with the approved details.

**REASON**

To ensure that appropriate mitigation is provided to the surrounding highway network as a result of the proposed development in accordance with policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

**24 OM6 Refuse Collection Area (Residential)**

Prior to the commencement of development a Waste Management Plan for the development shall be submitted and approved in writing by the Council.

Thereafter, the proposed works shall be implemented and carried out in accordance with the approved details.

**REASON**

To comply with the Hillingdon Design & Accessibility Statement (HDAS) Supplementary Planning Document: "Residential Layouts" (May 2006) and for the convenience of



residents in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

## **25 NONSC Energy Centre Details**

Prior to the commencement of construction works, the Energy Centre design plans and emission mitigation strategy with associated action plan for both NOx and PM10/2.5 emissions shall be submitted to and approved in writing by the Local Planning Authority. The design of the facility and emission levels achieved post mitigation shall be evidenced by an air quality assessment with the methodology consulted with and agreed by the EHO of the Planning Authority.

A clear and measurable strategy for maintenance and emission control of the plant through its full life cycle must be included. The action plan will aim to implement the strategy and will indicate how and when the measures will be implemented and how their effectiveness is quantified.

REASON To ensure the development reduces and manages its air quality impacts to the possible maximum extent in an area that currently exceeds minimum EU limit values for health and in line with Policy EM8 of the Local Plan and 7.14 of the London Plan.

## **26 B21 Noise Insulation of Residential Development**

All noise mitigation works as recommended in the noise report by Mayer Brown dated October 2016 shall be implemented before occupation of the development and thereafter retained.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by traffic noise.

## **27 NONSC Non Standard Condition**

Further details of the restoration of the brick arch at the entrance to Shackles Dock and the dredging and extension of the Dock shall be submitted in writing and approved by the Local Planning Authority Prior to the commencement of work on site.

REASON

To safeguard the visual amenity of the area and ensure the development makes a positive contribution to the protection and enhancement of the environment in accordance with policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012), policy BE1 of the Local Plan: Part 1 Strategic Policies (2012), and policies 7.4 and 7.6 of the London Plan (2016).

## **INFORMATIVES**

### **1 I52 Compulsory Informative (1)**

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

### **2 I53 Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies

and proposals in the Hillingdon Unitary Development Plan Saved Policies (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2016) and national guidance.

|      |   |
|------|---|
| EC2  | Nature conservation considerations and ecological assessments   |
| EC3  | Potential effects of development on sites of nature conservation importance   |
| EC4  | Monitoring of existing sites of nature conservation importance and identification of new sites                                      |
| EC5  | Retention of ecological features and creation of new habitats   |
| EC6  | Retention of wildlife habitats on derelict or vacant land   |
| BE8  | Planning applications for alteration or extension of listed buildings   |
| BE13 | New development must harmonise with the existing street scene.  |
| BE14 | Development of sites in isolation   |
| BE18 | Design considerations - pedestrian security and safety  |
| BE19 | New development must improve or complement the character of the area.   |
| BE20 | Daylight and sunlight considerations.   |
| BE21 | Siting, bulk and proximity of new buildings/extensions.   |
| BE22 | Residential extensions/buildings of two or more storeys.  |
| BE23 | Requires the provision of adequate amenity space.   |
| BE24 | Requires new development to ensure adequate levels of privacy to neighbours.  |
| BE28 | Shop fronts - design and materials  |
| BE29 | Advertisement displays on business premises   |
| BE31 | Facilities for the recreational use of the canal  |
| BE32 | Development proposals adjacent to or affecting the Grand Union Canal  |
| BE35 | Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London              |
| BE36 | Proposals for high buildings/structures in identified sensitive areas   |
| BE38 | Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.           |
| OE1  | Protection of the character and amenities of surrounding properties and the local area  |
| OE5  | Siting of noise-sensitive developments  |
| OE7  | Development in areas likely to flooding - requirement for flood protection measures   |
| OE8  | Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures |
| OE9  | Limitation of development in areas with a potential for sewerage flooding   |
| OE10 | Phasing of development in areas of potential flooding or inadequate sewerage capacity   |
| H4   | Mix of housing units  |
| H5   | Dwellings suitable for large families   |
| H8   | Change of use from non-residential to residential   |
| R1   | Development proposals in or near areas deficient in recreational open space   |
| R7   | Provision of facilities which support arts, cultural and entertainment activities   |

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| R17      | Use of planning obligations to supplement the provision of recreation leisure and community facilities   |
| LE2      | Development in designated Industrial and Business Areas  |
| AM1      | Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations   |
| AM2      | Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity  |
| AM6      | Measures to discourage the use of Local Distributor and Access Roads by through traffic  |
| AM7      | Consideration of traffic generated by proposed developments.   |
| AM8      | Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes   |
| AM9      | Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities  |
| AM10     | Incorporation in new developments of additions to the proposed cycle network   |
| AM12     | Promotion of traffic management measures which give priority to buses  |
| AM13     | AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -<br>(i) Dial-a-ride and mobility bus services<br>(ii) Shopmobility schemes<br>(iii) Convenient parking spaces<br>(iv) Design of road, footway, parking and pedestrian and street furniture schemes |
| AM14     | New development and car parking standards.   |
| AM15     | Provision of reserved parking spaces for disabled persons  |
| AM16     | Availability for public use of parking spaces in commercial developments in town centres and other areas   |
| AM17     | Provision of short stay off-street parking space for town centres  |
| AM18     | Developments adjoining the Grand Union Canal - securing facilities for canal borne freight   |
| LPP 1.1  | (2016) Delivering the strategic vision and objectives for London   |
| LPP 2.1  | (2016) London in its global, European and United Kingdom context   |
| LPP 2.2  | (2016) London and the wider metropolitan region  |
| LPP 2.3  | (2016) Growth Areas and Co-ordination Corridors  |
| LPP 2.5  | (2016) London's Sub-Regions  |
| LPP 2.6  | (2016) Outer London: vision and strategy   |
| LPP 2.7  | (2016) Outer London: Economy   |
| LPP 2.8  | (2016) Outer London: Transport   |
| LPP 2.13 | (2016) Opportunity Areas and Intensification Areas   |
| LPP 2.14 | (2016) Areas for regeneration  |
| LPP 2.15 | (2016) Town Centres  |
| LPP 2.17 | (2016) Strategic Industrial Locations  |
| LPP 2.18 | (2016) Green Infrastructure: the multi functional network of open and green spaces   |
| LPP 3.1  | (2016) Ensuring equal life chances for all   |

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| LPP 3.2  | (2016) Improving health and addressing health inequalities                                    |
| LPP 3.3  | (2016) Increasing housing supply  |
| LPP 3.4  | (2015) Optimising housing potential   |
| LPP 3.5  | (2016) Quality and design of housing developments   |
| LPP 3.6  | (2016) Children and young people's play and informal recreation facilities                    |
| LPP 3.7  | (2016) Large residential developments   |
| LPP 3.8  | (2016) Housing Choice   |
| LPP 3.9  | (2016) Mixed and Balanced Communities   |
| LPP 3.10 | (2016) Definition of affordable housing   |
| LPP 3.11 | (2016) Affordable housing targets   |
| LPP 3.12 | (2016) Negotiating affordable housing on individual private residential and mixed-use schemes |
| LPP 3.13 | (2016) Affordable housing thresholds  |
| LPP 3.15 | (2016) Co-Ordination of Housing Development and Investment                                    |
| LPP 3.16 | (2016) Protection and enhancement of social infrastructure                                    |
| LPP 4.2  | (2016) Offices  |
| LPP 4.3  | (2016) Mixed use development and offices  |
| LPP 4.4  | (2016) Managing Industrial Land and Premises  |
| LPP 4.6  | (2016) Support for and enhancement of arts, culture, sport and entertainment provision        |
| LPP 4.7  | (2016) Retail and town centre development   |
| LPP 4.8  | (2016) Supporting a Successful and Diverse Retail Sector and related facilities and services  |
| LPP 4.9  | (2016) Small Shops  |
| LPP 4.12 | (2016) Improving opportunities for all  |
| LPP 5.1  | (2016) Climate Change Mitigation  |
| LPP 5.2  | (2016) Minimising Carbon Dioxide Emissions  |
| LPP 5.3  | (2016) Sustainable design and construction  |
| LPP 5.4A | (2016) Electricity and Gas Supply   |
| LPP 5.5  | (2016) Decentralised energy networks  |
| LPP 5.6  | (2016) Decentralised Energy in Development Proposals  |
| LPP 5.7  | (2016) Renewable energy   |
| LPP 5.8  | (2016) Innovative energy technologies   |
| LPP 5.9  | (2016) Overheating and cooling  |
| LPP 5.10 | (2016) Urban Greening   |
| LPP 5.11 | (2016) Green roofs and development site environs  |
| LPP 5.12 | (2016) Flood risk management  |
| LPP 5.13 | (2016) Sustainable drainage   |
| LPP 5.14 | (2016) Water quality and wastewater infrastructure  |
| LPP 5.15 | (2016) Water use and supplies   |
| LPP 5.16 | (2016) Waste net self-sufficiency   |
| LPP 5.17 | (2016) Waste capacity   |
| LPP 5.18 | (2016) Construction, excavation and demolition waste  |
| LPP 5.21 | (2016) Contaminated land  |
| LPP 6.1  | (2016) Strategic Approach   |
| LPP 6.3  | (2016) Assessing effects of development on transport capacity                                 |
| LPP 6.5  | (2016) Funding Crossrail and other strategically important transport infrastructure           |
| LPP 6.7  | (2016) Better Streets and Surface Transport   |

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| LPP 6.9  | (2016) Cycling  |
| LPP 6.10 | (2016) Walking  |
| LPP 6.11 | (2016) Smoothing Traffic Flow and Tackling Congestion   |
| LPP 6.12 | (2016) Road Network Capacity  |
| LPP 6.13 | (2016) Parking  |
| LPP 7.1  | (2016) Lifetime Neighbourhoods  |
| LPP 7.2  | (2016) An inclusive environment   |
| LPP 7.3  | (2016) Designing out crime  |
| LPP 7.4  | (2016) Local character  |
| LPP 7.5  | (2016) Public realm   |
| LPP 7.6  | (2016) Architecture   |
| LPP 7.7  | (2016) Location and design of tall and large buildings  |
| LPP 7.8  | (2016) Heritage assets and archaeology  |
| LPP 7.9  | (2016) Heritage-led regeneration  |
| LPP 7.13 | (2016) Safety, security and resilience to emergency   |
| LPP 7.14 | (2016) Improving air quality  |
| LPP 7.15 | (2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes. |
| LPP 7.18 | (2016) Protecting open space and addressing deficiency  |
| LPP 7.19 | (2016) Biodiversity and access to nature  |
| LPP 7.21 | (2016) Trees and woodlands  |
| LPP 7.24 | (2016) Blue Ribbon Network  |
| LPP 7.25 | (2016) Increasing the use of the Blue Ribbon Network for passengers and tourism   |
| LPP 7.26 | (2016) Increasing the use of the Blue Ribbon Network for freight transport  |
| LPP 7.27 | (2016) Blue Ribbon Network: supporting infrastructure and recreational use  |
| LPP 7.28 | (2016) Restoration of the Blue Ribbon Network   |
| LPP 7.30 | (2016) London's canals and other rivers and waterspaces   |
| LPP 8.1  | (2016) Implementation   |
| LPP 8.2  | (2016) Planning obligations   |
| LPP 8.3  | (2016) Community infrastructure levy  |
| LPP 8.4  | (2016) Monitoring and review  |
| NPPF     | National Planning Policy Framework  |
| NPPF1    | NPPF - Delivering sustainable development   |
| NPPF2    | NPPF - Ensuring the vitality of town centres  |
| NPPF4    | NPPF - Promoting sustainable transport  |
| NPPF6    | NPPF - Delivering a wide choice of high quality homes   |
| NPPF7    | NPPF - Requiring good design  |
| NPPF10   | NPPF - Meeting challenge of climate change flooding coastal   |
| NPPF11   | NPPF - Conserving & enhancing the natural environment   |
| NPPF12   | NPPF - Conserving & enhancing the historic environment  |

### **3 159 Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies, then London Plan Policies. On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in

September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

**4            I1                    Building to Approved Drawing**

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

**5            I15                    Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

**6            I2                    Encroachment**

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

**7            I21                    Street Naming and Numbering**

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

**8            I45                    Discharge of Conditions**

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

UB8 1UW (Tel: 01895 250230).

**9**            148            **Refuse/Storage Areas**

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

**10**            13            **Building Regulations - Demolition and Building Works**

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

**11**

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

**12**

The Council's Waste Service should be consulted about refuse storage and collection arrangements. For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

**13**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE. Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804).

**14**

The Council's Environmental Protection Unit (EPU) must be consulted for their advice when importing soil to the site.

**15**

The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained and should take appropriate steps to ensure that their works do not adversely affect the canal infrastructure or towpath at this location. Please visit <http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-onour-property>

The applicant is advised that surface water discharge to the waterway will require prior consent from the Canal & River Trust. Please contact Nick Pogson from the Canal & River Trust Utilities team ([nick.pogson@canalrivertrust.org.uk](mailto:nick.pogson@canalrivertrust.org.uk)).

The applicant/developer is advised that any oversail, encroachment or access to the waterway requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust regarding the required access agreement. For the Trust to effectively monitor our role as a statutory consultee, please send me a copy of the decision notice and the requirements of any planning obligation.

## **16**

You are advised that the Environment Agency recommends that developers should:

1. Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
2. Refer to the Environment Agency Guiding principles for land contamination for the type of information that is required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
3. Refer to the contaminated land pages on GOV.UK for more information.

## **17**      I62      **Potential Bird Hazards from Buildings**

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

The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The contact would be Gary Hudson, The Development Assurance Deliverer for Heathrow Airport on 020 8745 6459.

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

## **18**      I60      **Cranes**

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



### **3. CONSIDERATIONS**

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

The site has an area of approximately 0.68 ha and is L shaped. It is located off Silverdale Road and is very close to Hayes Town Centre. The site forms part of the Craufurd and Silverdale Industrial Estate. It is occupied by a series of industrial and office buildings ranging from approximately 2 to 3 storeys in height. The site also includes the disused Shackles Dock which occupies the eastern part of the site.

To the south of the site is the Grand Union Canal. A new residential development known as Highpoint Village, completed in 2011, which extends to nine storeys in height is located adjacent to the proposal site on the opposite side of the canal.

To the north of the site are 2 storey houses located on Little Road and Chalfont Road. To the west of the site on the other side of Silverdale Road is the Council's Austin Road Housing Estate which includes the 15-storey Skeffington Court and lower rise housing. To the east of the site are two storey buildings that form part of the wider Industrial estate.

The site is not located in a Conservation Area and does not comprise any statutorily listed buildings. However Benlow Works, a four storey Grade II listed Victorian industrial building, is located to the north east of the site. A locally listed warehouse, formerly a chair factory built in 1907 is located along the application sites western boundary. Shackles Dock is considered to be a non-designated heritage asset.

The site is located 120m east of Station Road and the local amenities available within the town centre and 300m from Hayes and Harlington Railway Station which will have improved services delivered by Crossrail, due in 2019. The Grand Union Canal Quietway between West Drayton and Paddington is due runs past the site and is due to open by March 2018. This is a joint scheme to upgrade the towpath by Transport for London and the Canal's to make it more attractive and accessible for pedestrians and cyclists and more useful as a route for commuters. It includes better quality surfaces, wider paths, improved access points and new signage.

The site is 750m west of Minet Country Park and the Parkway, which links up to the A40, M4, and wider national road network.

The site is currently occupied by warehouse units, an office building, and a central area used as a coach depot and vehicle servicing/MOT centre.

The site is located within an existing Industrial and Business Area (IBA) and is situated within the Hayes / West Drayton Corridor. It forms part of a larger site allocation in the Council's emerging Local Plan Site Allocations and Designations document. The draft allocation is for residential led mixed use development.

In terms of other constraints, the site has a PTAL rating of 5 (Very Good), is located within an Air Quality Management Area (AQMA), and suffers from surface water flooding.

The site is located within the Hayes Town Centre Housing Zone and the Heathrow Opportunity Area.

#### **3.2 Proposed Scheme**

This application seeks full planning permission for a contemporary high quality residential led mixed use development. The proposals comprise the demolition of the existing buildings and the construction of new buildings, ranging from four to nine storeys, comprising 122 residential units (Use Class C3) and 227sqm of flexible commercial space (Use Class A1, A3, B1, D1 or D2). The proposals include also associated landscaping, parking and infrastructure works and the refurbishment and extension of Shackles Dock.

The new development comprises four blocks, (A, B, C, and D). Blocks C (7 storeys) and D (4-5 storeys) are focused around Shackles Dock, whilst Blocks A and B (both 9 storeys) are situated along the Grand Union Canal.

The 122 residential units are comprised of 21 x 3-bed units, 49 x 2-bed units, 46 x 1-bed units & 6 studios.

A total of 69 car parking spaces are proposed, 63 in the basement beneath blocks A & B and 6 surface spaces for the use of visitors and the commercial unit. 5 motorcycle spaces and 205 cycle parking spaces are also proposed.

### **3.3 Relevant Planning History**

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

No relevant history to the determination of this application.

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

Please see list of relevant planning policies below.

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

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

Part 1 Policies:

|          |  |
|----------|--|
| PT1.BE1  | (2012) Built Environment                                   |
| PT1.CI1  | (2012) Community Infrastructure Provision                  |
| PT1.CI2  | (2012) Leisure and Recreation                              |
| PT1.E1   | (2012) Managing the Supply of Employment Land              |
| PT1.E5   | (2012) Town and Local Centres                              |
| PT1.EM1  | (2012) Climate Change Adaptation and Mitigation            |
| PT1.EM11 | (2012) Sustainable Waste Management                        |
| PT1.EM2  | (2012) Green Belt, Metropolitan Open Land and Green Chains |
| PT1.EM3  | (2012) Blue Ribbon Network                                 |
| 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

Part 2 Policies:

- EC2 Nature conservation considerations and ecological assessments
- EC3 Potential effects of development on sites of nature conservation importance
- EC4 Monitoring of existing sites of nature conservation importance and identification of new sites
- EC5 Retention of ecological features and creation of new habitats
- EC6 Retention of wildlife habitats on derelict or vacant land
- BE8 Planning applications for alteration or extension of listed buildings
- BE13 New development must harmonise with the existing street scene.
- BE14 Development of sites in isolation
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.
  
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE28 Shop fronts - design and materials
- BE29 Advertisement displays on business premises
- BE31 Facilities for the recreational use of the canal
- BE32 Development proposals adjacent to or affecting the Grand Union Canal
- BE35 Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
- BE36 Proposals for high buildings/structures in identified sensitive areas
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE5 Siting of noise-sensitive developments
- OE7 Development in areas likely to flooding - requirement for flood protection measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures

|         |  |
|---------|--|
| OE9     | Limitation of development in areas with a potential for sewerage flooding  |
| OE10    | Phasing of development in areas of potential flooding or inadequate sewerage capacity  |
| H4      | Mix of housing units   |
| H5      | Dwellings suitable for large families  |
| H8      | Change of use from non-residential to residential  |
| R1      | Development proposals in or near areas deficient in recreational open space  |
| R7      | Provision of facilities which support arts, cultural and entertainment activities  |
| R17     | Use of planning obligations to supplement the provision of recreation, leisure and community facilities  |
| LE2     | Development in designated Industrial and Business Areas  |
| AM1     | Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations   |
| AM2     | Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity  |
| AM6     | Measures to discourage the use of Local Distributor and Access Roads by through traffic  |
| AM7     | Consideration of traffic generated by proposed developments.   |
| AM8     | Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes   |
| AM9     | Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities  |
| AM10    | Incorporation in new developments of additions to the proposed cycle network   |
| AM12    | Promotion of traffic management measures which give priority to buses  |
| AM13    | AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -<br>(i) Dial-a-ride and mobility bus services<br>(ii) Shopmobility schemes<br>(iii) Convenient parking spaces<br>(iv) Design of road, footway, parking and pedestrian and street furniture schemes |
| AM14    | New development and car parking standards.   |
| AM15    | Provision of reserved parking spaces for disabled persons  |
| AM16    | Availability for public use of parking spaces in commercial developments in town centres and other areas   |
| AM17    | Provision of short stay off-street parking space for town centres  |
| AM18    | Developments adjoining the Grand Union Canal - securing facilities for canal borne freight   |
| LPP 1.1 | (2016) Delivering the strategic vision and objectives for London   |
| LPP 2.1 | (2016) London in its global, European and United Kingdom context   |
| LPP 2.2 | (2016) London and the wider metropolitan region  |
| LPP 2.3 | (2016) Growth Areas and Co-ordination Corridors  |
| LPP 2.5 | (2016) London's Sub-Regions  |

- LPP 2.6 (2016) Outer London: vision and strategy
- LPP 2.7 (2016) Outer London: Economy
- LPP 2.8 (2016) Outer London: Transport
- LPP 2.13 (2016) Opportunity Areas and Intensification Areas
- LPP 2.14 (2016) Areas for regeneration
- LPP 2.15 (2016) Town Centres
- LPP 2.17 (2016) Strategic Industrial Locations
- LPP 2.18 (2016) Green Infrastructure: the multi functional network of open and green spaces
- LPP 3.1 (2016) Ensuring equal life chances for all
- LPP 3.2 (2016) Improving health and addressing health inequalities
- LPP 3.3 (2016) Increasing housing supply
- LPP 3.4 (2015) Optimising housing potential
- LPP 3.5 (2016) Quality and design of housing developments
- LPP 3.6 (2016) Children and young people's play and informal recreation facilities
- LPP 3.7 (2016) Large residential developments
- LPP 3.8 (2016) Housing Choice
- LPP 3.9 (2016) Mixed and Balanced Communities
- LPP 3.10 (2016) Definition of affordable housing
- LPP 3.11 (2016) Affordable housing targets
- LPP 3.12 (2016) Negotiating affordable housing on individual private residential and mixed-use schemes
- LPP 3.13 (2016) Affordable housing thresholds
- LPP 3.15 (2016) Co-Ordination of Housing Development and Investment
- LPP 3.16 (2016) Protection and enhancement of social infrastructure
- LPP 4.2 (2016) Offices
- LPP 4.3 (2016) Mixed use development and offices
- LPP 4.4 (2016) Managing Industrial Land and Premises
- LPP 4.6 (2016) Support for and enhancement of arts, culture, sport and entertainment provision
- LPP 4.7 (2016) Retail and town centre development
- LPP 4.8 (2016) Supporting a Successful and Diverse Retail Sector and related facilities and services
- LPP 4.9 (2016) Small Shops
- LPP 4.12 (2016) Improving opportunities for all
- LPP 5.1 (2016) Climate Change Mitigation
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2016) Sustainable design and construction
- LPP 5.4A (2016) Electricity and Gas Supply
- LPP 5.5 (2016) Decentralised energy networks

- LPP 5.6 (2016) Decentralised Energy in Development Proposals
- LPP 5.7 (2016) Renewable energy
- LPP 5.8 (2016) Innovative energy technologies
- LPP 5.9 (2016) Overheating and cooling
- LPP 5.10 (2016) Urban Greening
- LPP 5.11 (2016) Green roofs and development site environs
- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.14 (2016) Water quality and wastewater infrastructure
- LPP 5.15 (2016) Water use and supplies
- LPP 5.16 (2016) Waste net self-sufficiency
- LPP 5.17 (2016) Waste capacity
- LPP 5.18 (2016) Construction, excavation and demolition waste
- LPP 5.21 (2016) Contaminated land
- LPP 6.1 (2016) Strategic Approach
- LPP 6.3 (2016) Assessing effects of development on transport capacity
- LPP 6.5 (2016) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.7 (2016) Better Streets and Surface Transport
- LPP 6.9 (2016) Cycling
- LPP 6.10 (2016) Walking
- LPP 6.11 (2016) Smoothing Traffic Flow and Tackling Congestion
- LPP 6.12 (2016) Road Network Capacity
- LPP 6.13 (2016) Parking
- LPP 7.1 (2016) Lifetime Neighbourhoods
- LPP 7.2 (2016) An inclusive environment
- LPP 7.3 (2016) Designing out crime
- LPP 7.4 (2016) Local character
- LPP 7.5 (2016) Public realm
- LPP 7.6 (2016) Architecture
- LPP 7.7 (2016) Location and design of tall and large buildings
- LPP 7.8 (2016) Heritage assets and archaeology
- LPP 7.9 (2016) Heritage-led regeneration
- LPP 7.13 (2016) Safety, security and resilience to emergency
- LPP 7.14 (2016) Improving air quality
- LPP 7.15 (2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 7.18 (2016) Protecting open space and addressing deficiency
- LPP 7.19 (2016) Biodiversity and access to nature
- LPP 7.21 (2016) Trees and woodlands

|          |   |
|----------|---|
| LPP 7.24 | (2016) Blue Ribbon Network  |
| LPP 7.25 | (2016) Increasing the use of the Blue Ribbon Network for passengers and tourism |
| LPP 7.26 | (2016) Increasing the use of the Blue Ribbon Network for freight transport      |
| LPP 7.27 | (2016) Blue Ribbon Network: supporting infrastructure and recreational use      |
| LPP 7.28 | (2016) Restoration of the Blue Ribbon Network                                   |
| LPP 7.30 | (2016) London's canals and other rivers and waterspaces                         |
| LPP 8.1  | (2016) Implementation   |
| LPP 8.2  | (2016) Planning obligations   |
| LPP 8.3  | (2016) Community infrastructure levy  |
| LPP 8.4  | (2016) Monitoring and review  |
| NPPF     | National Planning Policy Framework  |
| NPPF1    | NPPF - Delivering sustainable development                                       |
| NPPF2    | NPPF - Ensuring the vitality of town centres                                    |
| NPPF4    | NPPF - Promoting sustainable transport  |
| NPPF6    | NPPF - Delivering a wide choice of high quality homes                           |
| NPPF7    | NPPF - Requiring good design  |
| NPPF10   | NPPF - Meeting challenge of climate change flooding coastal                     |
| NPPF11   | NPPF - Conserving & enhancing the natural environment                           |
| NPPF12   | NPPF - Conserving & enhancing the historic environment                          |

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

**5.1** Advertisement Expiry Date:- **6th December 2016**

**5.2** Site Notice Expiry Date:- **15th December 2016**

## **6. Consultations**

### **External Consultees**

196 neighbouring properties were consulted on the 11th November 2016, site notices were erected (including on notice boards within High Point Village) on the 15th November 2016, and an advert was published the 23rd November 2016. The statutory consultation period expired on the 14th December 2016. Only 2 objections has been received relating to the adjoining commercial property to the north has objected. The concerns raised are summarised as follows:

- A piecemeal and disproportionate approach for Site Allocation 23 which will prejudice the proper planning and delivery of the allocation as a whole
- The number of units sought represents 88% of the allocated amount set out the Site Allocation. However, the objector's site comprises 60% of the area of Site B. Therefore, the density is excessive.
- The proposal would prejudice any future scheme for the remainder of Site B as well as create specific permeability and access problems
- The proposed east-west building orientation is not an appropriate arrangement for buildings located along the canal frontage, which effectively isolates much of the northern section of Site B, limiting the potential for visual and functional connectivity of this land to the canal frontage in any future scheme for our clients' site. A north-south alignment would be preferable
- The scheme fails to delivery the pedestrian linkage as the vehicular access would prevent

satisfactory east-west pedestrian linkage between Site A and Site B, undermining the policy expectation of providing good linkage with Hayes Town Centre

- The site comprises two 'limbs' which are separated by Shackles Dock which is a heritage asset. To create the linkage between each part, the dock would require partial infilling. Also, there are ownership concerns as our client has loading rights to and from the west side of the dock
- Removal of the existing pedestrian access ramp from Silverdale Road up to the canal side would result in a contorted route through the centre of the proposed development
- The linkage between between the two parts of the application site would be constrained and contrived, and the proposal would restrict rather enable improved north-south and east-west access to and along the canal
- Include a pre- commencement planning condition is made requiring the applicants to have the legal rights in place to implement all the access along with an undertaking it will be provided prior to the development taking place. (With regard to this objection, it was received prior to completion of the committee report and further information is required in order to understand if a condition is required in respect of this objection, further information will be provided to Committee via the Addendum report and by Officers at the committee meeting).

#### BIODIVERSITY GROUP (GREATER LONDON AUTHORITY)

No comment

#### CANALS AND RIVERS TRUST

Comments (summary): No objection, subject to conditions to address the details below.

- Character and Appearance of the Waterway Corridor

The Trust considers that the overall form, the broken down roofscape and the detailing of the brickwork and cladding of the proposed development seem very well considered and have the potential to make a positive contribution to the waterfront. We consider that the buildings do allude to historic warehouses and we have no objection to the proposed scale and massing.

We welcome the proposals to bring the existing dock back into use and consider that the proposals for the boardwalk and the inclusion of a commercial unit in this location will make a positive contribution to the area and give the regenerated dock the best opportunity to thrive as piece of public realm. The principle of expanding the dock and encouraging active use of it is also supported. We also welcome the inclusion of some active uses fronting the canal, such as the workshop, and we would encourage the applicant to maximise the benefit of these in terms of the improved natural surveillance they will offer. We are pleased to see the thought that has been given to creating links between the development and the canal.

We suggest that further details of the proposed landscaping should be required, and compliance secured, through a suitably worded planning condition. This should consider the interface between the surfaces used on the towpath, the bridge and the other paths within the site. We welcome the reduction in height of planting alongside the towpath (compared to the existing), which would improve its natural surveillance. It would also increase visibility for and of cyclists, where this is a fairly blind approach to the bridge over the entrance to Shackles Dock at the moment. However, we would suggest that instead of featuring primarily ornamental herbaceous species, a greater proportion of the proposed planting should be of a less ornamental native species. We consider that this would help the development to integrate into the wider canal corridor and have a greater beneficial impact on biodiversity. Any trees/shrubs that are proposed to be planted near the canal wall should not negatively impact on the structural integrity of the canal wall or the towpath. We suggest that a planting list should be required prior to planting taking place. The quality of the buff concrete 'slabs and setts' for the hard landscaping, particularly around Shackles Dock, will be



especially important and we would suggest that the Council requests samples for approval or details of a specific product / supplier. Public art or information boards to explain the history of the site, the dock and the relationship with the canal and wayfinding signage could be considered as part of this condition.

It appears as if the parking area will be hidden from views from the canal frontage, which we welcome. Should it be necessary to provide any grilles/pipes or any other such proposed form of ventilation along the canal frontage for the car parking, we would wish to see the details of this for consideration and comment as part of the suggested landscaping condition.

In order to ensure that it continues to make a positive contribution to the character of the canal corridor, we would suggest that maintenance arrangements for the public realm within the site boundary should be agreed through a suitably worded planning condition.

In summary, subject to conditions set out above, we consider that the development will have a positive impact on the character and appearance of the waterway corridor in this location. We consider that it accords with policies BE1 and HE1 of the Hillingdon Local Plan: Part 1.

#### - Re-use and expansion of Shackles Dock

As stated above, the Trust supports the principle of regenerating, expanding and re-using Shackles Dock. We consider that securing active uses of the waterspace in this location will be an important factor in how the development integrates with the dock and secures a successful public realm. We note that the Design & Access Statement currently envisages the use of the dock for watersports, which accords with policy EM3 of the Hillingdon Local Plan: Part 1 and policy 7.27 of the London Plan. Should this not come to fruition, we would suggest that alternative uses of the dock should be positively considered by the developer. Whilst further discussion would be needed with the Trust, this could include provision for boats to moor within the dock and infrastructure to support this. There are a range of mooring types that could be considered, including commercial, community, residential or visitor uses, all of which would add vibrancy to the waterspace.

Depending on the type of use of the dock that is eventually proposed, a Network Access Agreement with the Trust may be required. If it is proposed that the extended dock is to be filled with water from the Grand Union Canal then this is also likely to require the agreement of the Trust. The applicant is advised to contact the Trust to discuss this and should also follow the Trust's Code of Practice for Works Affecting the Canal & River Trust.

The Trust suggests that a suitably worded planning condition should require a risk assessment and method statement to be prepared, and followed, by the applicant/developer in undertaking any works to regenerate the existing Shackles Dock and to extend it. From the Trust's perspective, this request is primarily to ensure that this work does not affect water quality of the Grand Union Canal or structural integrity of the Trust's bridge over the entrance to the dock.

#### - Works to the Canal Towpath and Canal-side Land

We welcome the inclusion of the canal towpath and the existing "mid-level" path from Western View within the site boundary. We consider that this provides the best opportunity to integrate these with the proposed built development. As the Council will be aware, there are plans/aspirations for both of these paths to be improved in the near future. The towpath is scheduled to be improved by the Trust as part of the delivery of one of TfL's Quietways between August 2017 and March 2018.

The Trust would be happy for the applicant to carry out improvements to the towpath within the site boundary as part of the development. We would request that it should be finished to 2m width (or min 1.8m if required to maintain verges), buff tar-spray and chip finish to maintain consistency with

the rest of the route.

It will be important for the Trust to understand the timing for undertaking the proposed development and how this fits with the timetable for delivery of the Quietway. Any works on the Trust's land will require an agreement with us, as will proposals to provide access points to the Trust's property from the development. We have engaged with the applicant over this but the formal agreement is still to be made.

#### - Biodiversity

In the interests of the biodiversity of the canal corridor and to ensure that the development accords with policy EM3 and EM7 of the Hillingdon Local Plan: Part 1, we would suggest that lighting should be installed near the canal, and any lighting near the canal should be bat friendly, avoiding spillage onto the canal waterway. It is recommended that bat friendly lighting is used throughout the development to encourage local bat populations. We would suggest that the Council requires further details on the external lighting to be used throughout the site and secures compliance with these plans through a suitably worded planning condition.

#### - Drainage and Water Quality

The FRA states that it is considered that the site currently discharges all surface water to the existing Thames Water Surface Water Sewer located in Silverdale Road. However, a topographic survey completed in July 2016 states that the routes of the existing drains were not recorded and the basis for the assumption that surface water drains to this sewer was that there was no watercourse in the vicinity for the site to otherwise drain to. This is clearly incorrect as the site could be discharging its surface water into the canal (possibly via Shackles Dock).

As the developer seeks to retain the existing surface water discharge system, whatever this might be, we request that the existing arrangements are surveyed and confirmed. We suggest that this should be secured through a suitably worded planning condition.

If the existing discharge is directly to the canal, then the Trust may need to specify certain pollution control measures during the construction and operational phases of development as part of a drainage agreement, which would need to be in place before any discharge takes place. We would also be keen to comment on any proposal to discharge surface water into Shackles Dock, as any contamination of this could result in contamination of the canal.

Pollution control measures may include the use of an interceptor, especially if commercial vehicles are to operate on parts of the site that would drain to the canal. We note that the parking area will discharge to the foul sewer.

The initial land assessment undertaken, recommends that a Phase II Intrusive Investigation be undertaken which should include chemical analysis of soil and groundwater, in conjunction with a programme of hazardous gas monitoring. We suggest that a suitably worded planning condition should require that this further work is undertaken, given the sites immediate proximity to the canal.

Depending on the results of this investigation, suitable protective measures should be required during the demolition, construction and operational phases of development.

#### - Potential to Use Canal Water for Heating and Cooling

We note that the applicant's Energy Statement does not consider the potential to use the thermal energy contained in canal water for heating and cooling of the development. Should the applicant wish to consider this then they should contact the Trust.

## DESIGNING OUT CRIME OFFICER

No objection, subject to condition to require compliance with Secured By Design.

## ENVIRONMENT AGENCY

No objection, subject to informative.

## GREATER LONDON ARCHAEOLOGICAL ADVISORY PANEL (GLAAS)

No objection

## HAYES TOWN PARTNERSHIP

I am writing on behalf of the Hayes Town Partnership to express support for the application to redevelop land at the Silverdale Industrial Estate for the erection of 124 residential units, provision of commercial space and the restoration of Shackles Dock.

The Hayes Town Partnership is a multi-agency partnership set up by the Council to help regenerate the area. Besides the Council our members include Hillingdon Police, Hayes Town Business Forum, Hillingdon Chamber of Commerce, Uxbridge College (Hayes Campus) and Brunel University plus major employers and developers. This response is from the Partnership as a whole and does not purport to represent the corporate view of the Council.

### - Overall impact of the development

The Silverdale Industrial Estate is located at the edge of the Town Centre adjoining the Grand Union Canal and the area is relatively remote, under-used and uncared for. The site includes the long derelict Shackles Dock but makes no use of this or the adjoining canal frontage as a positive amenity. The end result is to produce a rather alien environment that deters people from using the canal towpath and encourages use by drug-dealers and others engaged in anti-social behaviour. It is considered that the redevelopment of the site along the lines proposed has the potential to transform this part of the Town Centre and make it into a vibrant and well-used space with a range of activities which will encourage people to feel much safer than at present.

### - Character and appearance of the development

The Partnership is keen to see the development of the canal frontage as part of the regeneration of the Town Centre but is anxious to avoid continuous high rise buildings on both sides of the canal producing the 'canyon effect' that can be seen in some other town centres which have canals. It is considered that the proposed gaps between blocks and the broken roofscape will avoid that problem occurring. The allusion to warehousing in the design also shows a sympathetic approach to the use of a canal-side location.

### - Restoration of Shackles Dock

There is little remaining evidence on the ground of the development of Hayes in the nineteenth century as an important centre for brick-making and the impact of the building of the Grand Union Canal in the substantial extension of that activity. Of the six docks that were constructed for the loading of bricks onto boats it is only Shackles Dock that remains and it is somewhat surprising that it has never received the benefit of being listed. Its present derelict and partially filled-in state do not reflect well on its historic importance. The proposal to restore the Dock and re-excavate the filled-in section as part of this development is therefore strongly supported.

The restoration of the brick arch at the entrance to the Dock will need careful attention as will the dredging of the Dock after many years of silting and ingress of oil and diesel from the adjoining coach park. These requirements can no doubt be achieved by the imposition of conditions to the granting of any planning consent.

- Canoe Club base

During the early consultation by the applicants on the proposed development the Hillingdon Canals Partnership took the opportunity to put forward a suggestion that the restoration of Shackles Dock should include space for a canoe base. The provision of kayaks by the Sharks Canoe Club for free use by children and young people has been an important element of the increasingly successful Hayes Canal Festivals that have been held over the last three years. This has demonstrated a local demand for kayaking.

The Grand Union Canal is lock-free between Cowley Lock and Hanwell and the stretch of water through Hayes Town is well-suited for kayaking. Not only would this provide a good recreation activity for young people but it would also bring life to the canal and contribute to the improvements in community safety that the development could bring.

Currently the Sharks do not have a permanent local base and it is understood that the Club has submitted a specification of its needs to the developer. As a minimum there is a requirement for storage space, changing facilities and a club room and cafe . It is suggested that the Council should seek to ensure the provision of a canoe centre by means of a Section 106 agreement.

- Canal frontage

The inclusion of the canal towpath and the Western View path within the site boundary has much merit so that it can be designed as a whole and open up the area for natural surveillance. Details of the proposed landscaping and planting will benefit from the experience and advice of the Canal and River Trust and this can no doubt be achieved by suitable planning conditions. One point we would like to make very firmly is the need for proper maintenance arrangements. The canal embankment below Western View demonstrates how the lack of ongoing maintenance responsibility has allowed the area to become overgrown and subject to frequent accumulation of litter. It is only through the efforts of environmental charity Thames 21 and its volunteers that the area has been kept in a half decent state in recent years. A clear system for ensuring ongoing maintenance is an important requirement.

- Effect on Silverdale Road

The existing configuration of Silverdale Road means that the road stops abruptly when it reaches the canal. This produces an unattractive and little-used area which results in the anti-social behaviour problems at this location that have already been mentioned. A locally- listed building is also found at this location and while it may end up being overshadowed by the bulk of the proposed residential blocks it is considered that this risk is outweighed by the overall benefit of the development which should enhance the appearance and safety of the immediate area.

- Car parking

It will be for the Council to decide on the adequacy of the proposed parking provision in the light of its policies. One issue of concern to the Partnership is the existing problems for residents of Austin Road and Silverdale Road in the absence of regulated parking. A petition was submitted to the Council by the residents and it was heard on 9 December 2015, exactly a year ago today. Approval was given by the Cabinet member to the drawing up of a parking management scheme but because of staff shortages this has not been done to date. While the scheme is not directly part of the

planning application it is possible that street parking by people living in the proposed blocks or by their visitors could make the situation worse and it is considered that in the interests of existing residents the Council should put parking controls in place in advance of the completion of any development.

- Impact on local infrastructure

The main concern of the Partnership about granting approval to another housing development in Hayes is the added pressure that this will put on local infrastructure, particularly in relation to health services and school places. In the absence of an overall plan for Hayes Town Centre it is important that the contribution from the developers by means of the Community Infrastructure Levy will be used to meet the specific needs generated by this development in the event that it receives approval

HEATHROW AIRPORT LIMITED

No objection, subject to condition to ascertain a Bird Hazard Management Plan and an informative regarding the use of cranes.

INLAND WATERWAYS ASSOCIATION

No comment

LONDON FIRE BRIGADE

No comment

LONDON WILDLIFE TRUST

No comment

NATIONAL AIR TRAFFIC SERVICES (NATS)

No objection

THAMES WATER

No objection, subject to standard Thames Water informatives.

THE SHARKS CANOE CLUB

The Sharks Canoe Club support the application to build on the areas around Shackles Dock, along with the provision of facilities for the The Sharks to provide a canoeing (and other activities) base for the people of Hayes and beyond. We have been consulted over the required facilities and would like to be involved to ensure that our requirements are met and that they are funded from a section 106 agreement. The Club requires; storage facilities, fully functioning changing rooms (toilets, showers etc), Club rooms including space of gym exercises (which we would happily make available to the local community. we would also like caf facilities, which again would be open to the public (we see this as a way of providing facilities on colder days, looking after parents when children are paddling, enabling us to run events at the site and to help fund the canoeing and keeping cost down for participants.) We would also want to manage the dock area, to ensure it is safe and suitable for our activities. Teaching people and coaching more advanced paddlers. We have an excellent track record in this area. We are one of the fastest growing participation clubs in the Country at one end and have international paddlers at the other, with everything in between. Working with the Hayes Canal Partnership and the Canals and Rivers Trust we have proved there is huge demand for this

kind of facility in Hayes. We have run a number of come and try it sessions at eh annual Hayes Canal festival and attract over 100 people on each occasion. With the building of this facility, we will work closely with Hillingdon Council, Sport England and British Canoeing to ensure we establish a first class facility. With section 106 funding and the facilities we will be able to secure external finding from Sport England to provide equipment required. The Club's experience is second to none, we already employ coaches with international experience, the chance to establish our permanent home in the Borough will be of benefit to all, we already operate at locations in the Borough and manage the London Youth Games Kayak team for the Council and in 2016, we had a winner, the first time ever for Hillingdon and the first person from outside the old established Clubs won a gold medal. We have proved we can deliver. We just need the facilities which this opportunity could provide. We therefore support the application with the proviso that we get the facilities we require with the section 106 funding and request we are involved in the detailed planning of the facilities.

## TRANSPORT FOR LONDON (TFL)

Having reviewed the details of the case, TfL has the following comments:

- It is noted that the applicant is going to provide 62 car parking spaces for this 124 -unit development. This represents a ratio of 0.5 spaces per unit, which is acceptable for TfL.
- TfL request that the applicant ensures that the car stackers are maintained appropriately according to the manufacturer's guidance, in order to avoid situations where the stackers do not work and vehicles cannot be accessed. This should be secured by condition.
- The applicant shall also ensure a provision of 20% active Electric Vehicle Charging Points (EVCPs) and 20% passive EVCPs. This is in line with London Plan standards and should be conditioned.
- TfL welcomes the proposed quantum of cycle parking spaces. This meets London Plan standards which is acceptable for TfL. However, it is noted that double-decker cycle storage racks will be used to provide the cycle parking. Where these are provided, it is recommended that they should have a mechanically or pneumatically assisted system for accessing the upper level, as people can find using these spaces difficult. Minimum aisle widths, as set out in the London Cycle Design Standards (LCDS) must be met in order for these stands to be usable.
- Please note that the London Plan refers to the need to cater "for cyclists who use adapted cycles". This is an accessibility requirement. The LCDS state that 5% of stands ought to be able to accommodate larger cycles. The easiest way to meet accessibility requirements on types of cycle parking, as well as serve different user needs generally is to provide a mix of types of cycle stands.
- TfL welcome the information provided within the Design & Access Statement regarding deliveries and servicing, this should be consolidated and added to via the submission of Delivery & Servicing Plan (DSP). This should also include information regarding where delivery and servicing vehicles and safely and legally stop and unload.
- A Construction Management Plan (CMP) and Construction Logistics Plan (CLP) should also be secured by condition.
- TfL welcome the Framework Travel Plan submitted, the finalised version should include information on how it will be funded and secured. This should be secured by s106 agreement.

Subject to the above, TfL has no objection to this proposal.

### **Internal Consultees**

#### ACCESS OFFICER

No objection, subject to condition to require that 10% of the residential units are constructed to meet the standards for Category 3 M4(3), with all remaining units designed to the standards for Category 2 M4(2) dwelling, of Approved Document M to the Building Regulations (2010) 2015.

#### CONSERVATION AND URBAN DESIGN

- Background:

The pre-application process and subsequent planning application has undertaken a number of revisions to positively address the Council's concerns. This has been a complex and well thought out process to bring forward a site that is effectively one half of 'Site B' Silverdale Rd/ Western View (LBH Site Allocations 'Part II' DPD). The applicants master planning process demonstrates a comprehensive approach to development for all of 'Site B'. It outlines an option that shows an appropriate quantum of development, land use and access can be achieved across all land ownership boundaries. Therefore, the scheme in its current form will not prejudice the development of neighbouring sites coming forward.

- Comments:

The height and massing is regarded as the upper limit for an appropriately scaled development for this location, so is acceptable considering the sites close proximity to the town centre and new Crossrail station.

The overall building heights in principle step down to the north in response to the lower suburban context immediately adjacent to the site at Silverdale Rd, Chalfont Rd and Little Rd. Though the condition of the surrounding existing urban fabric requires urban renewal, the scheme is a positive step towards setting a precedent for future development that is appropriated scaled for the locality.

The lower scaled development also defines the character and quality of the proposed public space at the centre of the scheme. The continuity of enclosure of the surrounding buildings is proportionate to the new public space and will allow for passive surveillance of this space throughout the daytime and evening.

The approach of utilising existing assets will unlock the previously inaccessible 'Shackles Dock', enabling it to become a destination place that will contribute to the quality and character of the wider public realm, and will be a key feature of the Blue Ribbon Network in the Hayes area.

The proposed 'new dock' is a welcome addition to the existing 'Shackles Dock' (non designated heritage asset) that will allow for new community and leisure uses for public benefit, in addition to canal users and potential moorings for the historic dock. The ground floor non residential uses and provision for a new link between Silverdale Rd to the north and the canalside to the south, addresses the aspiration of integrating the proposed development with the wider Blue Ribbon Network.

The proposed public link to the Blue Ribbon Network has been enhanced with the increase footway width adjacent to the 'new dock, the double height opening from Silverdale Rd with improved materials and signage, and the reconfiguration of the space + increased setback at ground level against 'Shackles Dock'. These elements combined create a seamless and legible link that opens up the heart of the development with a series of activities and features that will animate this space.

The reconfiguration of the southern end of development facing Silverdale Rd and the canalside is also a positive contribution to addressing the relationship between the development, the Blue Ribbon Network, and the locally listed building 'dutch gable warehouse'. The upgrades to the existing structures, setbacks of the proposed buildings, and improved access will add character and legibility to the place that is a welcomed addition to the area.

The southern aspect of the scheme proposes the tallest scale of development within the site. The height of two blocks have been balanced with an adequate setback from the canal to ensure that the new build does not overbear the Blue Ribbon Network in this location. The development at this location has been separated into two elements with a clear break between the blocks that allows direct access to the development and will be a 'right of way' for the potential future redevelopment of the neighbouring site to the north. This approach also reduces the impact of the new build to ensure that there is a variation of form facing the canalside is welcomed.

The overall concept of 'Brickfields' is supported. It is clear that a great deal of refinement has seen the detailing and motifs of the fenestration and form of the building is expressed throughout the entire scheme. This design approach has mitigated most of the concerns of development intensity for the site regarding the massing and form of the buildings. It is therefore important that the planning architects are retained to ensure the integrity of the scheme is carried from conception to completion. And is not lost through the working drawings and value engineering at the construction stage.

Officer Comment: Whereas we cannot condition to prevent value engineering appropriate conditions are nonetheless proposed to ensure details of all materials (not just bricks and tiles) are agreed.

## ENVIRONMENTAL PROTECTION UNIT

### - Air Quality

In the instance the planning application is granted, we will require:

1. a condition to secure that the energy centre uses the best available technology (i.e. ultra Low NOx boilers and or efficient Selective Catalytic Reduction systems); and
2. S106 contribution to mitigate impacts on local air quality through traffic related initiatives and green infrastructure.

A financial contribution of £80, 532 is sought towards the costs of appropriate mitigation measures including (but not limited to):

- a. highway works that alleviate congestion;
- b. improvement of traffic management systems to optimise traffic flow;
- c. implementation of regimes that encourage modal shift to less polluting modes of transport;
- d. specific measures which will reduce pollution emissions, for instance encouragement of use of Low Emission Vehicles; and
- e. specific measures to be incorporated to protect existing receptors, for example but not restricted to, the use of green infrastructure at relevant locations.

Please note that the figure above is calculated using current government damage cost estimates and accounts for the scheme estimated traffic contributions for one year only (£55, 532) + building emissions which were not calculated by the applicant and therefore represented by a flat fee of £25,000).

### - Contamination

No objection, subject to a standard contaminated land condition.

### - Noise

No objection, subject to all noise mitigation works being undertaken as recommended in the noise report by Mayer Brown dated October 2016 and conditions relating to sound insulation and performance; an air extraction system for noise and odour; and a construction environmental management plan. Also, an informative for the control of environmental nuisance from construction work should be added.

## HIGHWAYS

### Accident Analysis

An accident plot has now been provided. Accident clusters are observed along Pump Lane and



Station Road. No road accidents have been recorded along Silverdale Road. At the Pump Lane / Little Road junction only one accident involving a HGV, resulting in a slight personal injury, has been observed. No accidents have been observed at the Pump Lane / Silverdale Road junction. Based on the location and type of accidents, it is concluded that the proposed development is unlikely to result in any increased road safety hazards.

#### Visibility splays

The requested visibility splays have been provided at the access points. These appear to be in line with current highway design standards.

#### Swept Paths

The supplied swept paths have been examined, but it does not appear that the requested 300mm error margins have been added to the analysis. It is considered, however, that refuse collection vehicles currently use the existing road network surrounding the site; with this in mind, it is concluded that, while not ideal, the existing alignment is sufficient for the movement of refuse collection vehicles.

#### Access Arrangements

Give-way markings have been added to the design of the main access. This measure, together with the proposed external shape of the building and resulting sight lines, should provide sufficient visibility for drivers to manage conflicting movements.

#### Ramp Gradient

The response is noted. Future drawings should be checked to ensure that the ramp gradient does not exceed the 1:10 limit.

#### Number of Parking spaces

The Transport consultants have confirmed that a total of 69 car parking spaces will be provided, along with 5 motorcycle spaces.

#### Car Parking Provisions

The Transport Consultants do not clarify the impact of the proposed commercial floor space: the intended use appears to be that of a boat club; however it is not clear if this would be open to residents only or to the general public; also, planning permission for a specific land use allows all the range of activities within that specific category. Since the impact, in transport terms, of the non residential floor space has not been clarified, this poses greater uncertainties as to the full impact of the development. For these reasons, it is recommended that the 6 parking spaces created along the southeast elevation of Building D be assigned to the commercial unit.

Consequently, the parking spaces available for residential use would be 63, which would bring the residential parking ratio to 0.51. This ratio does not comply with current Council's standards and raises concerns regarding the potential for parking demand generated by the proposed development to overspill onto the adjacent road network.

However it is concluded that, in this particular occasion, a refusal on the grounds of insufficient parking could not be sustained. The proposed parking spaces therefore represent the best possible solution given the site constraints.

A condition should be imposed to the planning consent for the developer to produce a car park management and allocation plan. The condition should clearly state that the 63 parking spaces should be assigned to specific flats (giving precedence to the larger units), form an integral part of the lease title and cannot be sold separately.

Compliance with the provisions for EV charging (20% active and 20% passive) should be ensured

either through a condition to the planning consent.

The number of proposed parking spaces designed for Blue Badge holders appears to be adequate and in line with current standards.

#### Car Stackers

The applicant has submitted details of different car stacker models. After reviewing the range of proposals, it is recommended that Car Stacker Type 4100-230 should be used.

The applicant shall enter into a servicing and maintenance agreement for the stackers for the duration of the development. This should be imposed through a condition to the planning application

#### Provision for Cyclists

The proposals include cycle stores in line with current Council standards. Other measures for cyclists include the provision of a lift in the western corner of the site to replace the existing ramp.

However, what measures are considered to encourage the use of bicycles is not specified, nor a clear overall strategy for cyclists emerges from the proposals. There is no clear connectivity between the existing cycle route and the proposed storage, while measures to encourage the use of the proposed lift are still unspecified.

As a result, it is recommended that the proposals are subject to a CERS audit and the developers commit to undertake improvement works identified by the audit.

#### Provisions for Pedestrians

A clear strategy for the safe and comfortable movement of pedestrians does not emerge from the proposals. It is therefore recommended that a PERS audit be carried out and the developer undertakes to construct any improvement measures thus identified.

#### Traffic Impact

The applicants have not submitted a satisfactory assessment of the impact of the proposals on the surrounding highway network.

It is therefore considered that a condition should be imposed on the planning application to ensure that a comprehensive traffic study be developed by the applicant prior to construction. The scope of the study should be agreed with the Council and the applicant should fund any measures identified by the study as necessary to mitigate the impacts of the proposed development.

#### Waste Collection

The overall waste collection strategy is still unclear and raises some concerns regarding compliance with current guidance and standards. The available standards are:

- Building regulations 2010, Part H, Section H6, Paragraph 1.8;
- Manual for Streets, Paragraphs 6.8.9 to 6.8.11;
- BS 5906:2005, Section 11.

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In light of this, it is proposed that a condition be imposed on the planning consent for the developers to produce a comprehensive Waste Management plan to be submitted to and approved in writing by the Council.

#### Travel Plan

In light of the relatively low number of proposed parking spaces, it is essential for the developer to

promote actively the use of public transport and other sustainable modes of transport among the future occupants of the proposed development.

It is therefore recommended that the developer produce and maintain a Travel Plan. The nature and scope of the document should be agreed with the Council's Travel Plan Officer.

#### Construction Logistics Plan

The impact of the construction and delivery vehicles during the construction phase has not been assessed. This raises concerns, especially in consideration of the constrained nature of the highway networks surrounding the site.

In light of this, it is proposed that a condition be imposed on the planning consent for the developers to produce a comprehensive Construction Logistics Plan to be submitted to and approved in writing by the Council.

#### LIST OF PROPOSED CONDITIONS AND OBLIGATIONS (HIGHWAYS)

- CERS and PERS Audits to be commissioned by the applicant. The applicant should fund the improvement measures identified by the audits;
- A car park management and allocation plan should be produced. The 63 parking spaces identified for residential use should be assigned to specific flats (giving precedence to the larger units), form an integral part of the lease title and cannot be sold separately;
- The developer should enter into a maintenance and servicing agreement for the proposed car stackers. The agreement should be submitted to and approved in writing by the council before construction can commence;
- The developer should undertake a comprehensive traffic study in order to assess the impacts of the proposals on the surrounding highway network. The exact scope of such study should be agreed with the Council. The developers should fund any measures identified by the study necessary to mitigate the impacts of the proposed development;
- A Construction Logistics Plan, identifying the impact of construction and delivery vehicles during construction stage, should be submitted to and approved in writing by the council before construction can commence;
- The developer should produce and maintain a Travel Plan in order to promote sustainable modes of transport for future occupiers of the development. The scope and nature of the plan should be agreed with the Council's Travel Plan Officer;
- A Waste Management plan should be produced by the developer. The study should review the location of the proposed refuse collection points and overall strategy in light of existing standards and guidance. The plan should be submitted to and approved in writing by the council before construction can commence.

#### HOUSING MANAGER

The application for 124 units falls short of our Policy requirement of 35% affordable housing, but offers 26 units as affordable housings. This equals 21% affordable housing calculated by unit or 23% affordable housing calculated by habitable room. If this is highest level of affordable housing supported by a Financial Viability Assessment, I support this development as it provides a good range and mix of unit sizes and includes 7 x 3 bedroom flats to meet the local demand for larger

family homes. In addition, 20 units are offered as social rented housing in Block A which fronts the canal side.

The rented to intermediate ratio exceeds the 70:30 ratio in favour of rented units and offers a ratio of 77:23 calculated by unit or 79:21 calculated by habitable rooms. All the units meet Lifetime Home standards and the Mayor's Housing SPG.

## FLOOD AND WATER MANAGEMENT

### Sustainable Drainage

The site is not located within a Flood Risk Zone.

Nevertheless, the management of Surface water is a material planning consideration for all major development. Therefore, a sustainable drainage assessment is required with all Major applications.

#### a) Suds features:

i. details of sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided.

Amended drawing A/HSGSILVERDALE.10/10 C shows for both separate catchment proposals an attenuation tank below ground level which requires a pumped discharge from the site. This is not an appropriate sustainable method. No information has been submitted to show that other solutions have been considered. Further justification of SuDs options has to be provided and then clarified again at detailed design stage once further information on the current arrangement of discharge is provided.

The opportunity to store water at podium level and integrate within landscape design and discharge to ground by gravity has been explored and a potential solution within the Towpath to control Surface water has been explored subject to CRT approval. Further clarification of these options must be provided at detailed design stage.

ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,

An assumption has been made about how the site discharges currently and divides the site into two catchments. While this may be appropriate no evidence is provided to show that this is the case. Further confirmation about the appropriate arrangement and plan for the control of SW that will need to be provided at detailed design stage.

The proposals state the limits of 2.5l/s, iii. overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, ( safe access and egress must be demonstrated).

A plan has been provided to demonstrate this.

#### b) Receptors

i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.

The priority would be to discharge to the nearest watercourse or canal. Consideration has now been given to discharge to the Canal subject to CRT approval.

iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

The particular area and surface water sewers drains to the Yeading brook which is of poor quality.

c) Minimise water use. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

- i. incorporate water saving measures and equipment.
- ii. provide details of water collection facilities to capture excess rainwater;
- iii. provide details of how rain and grey water will be recycled and reused in the development.

Rebuttal for this has been provided. However all opportunities should be considered at detailed design stage.

d) Long Term Management and Maintenance of the drainage system.

- i. Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.
- ii. Clear plans showing the responsibility of different parties should be provided, such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services. Where it is a PMC the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

This will be conditioned but must be undertaken.

e) During Construction

- i. How temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

This is critical to ensure during demolition that the storage of materials and during the excavations that flood risk is not increased. The following Conditions are therefore recommended:

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority

The scheme shall follow the strategy set out in 'Flood Risk Assessment' and 'Surface Water Drainage Strategy', produced by XXXdated XXXRef or Revision XXX.

The scheme shall clearly demonstrate how it, Manages Water and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

- i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1in 30, 1 in 100, and 1 in 100 plus Climate change,
- iii. where identified in an area at risk of surface water flooding, include additional provision within calculations for surface water from off site
- iv. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, ( safe access and egress must be demonstrated).

b) Capacity of Receptors

i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.

c) Minimise water use.

i. incorporate water saving measures and equipment.

ii. provide details of how rain and grey water will be recycled and reused in the development.

d) Long Term Management and Maintenance of the drainage system.

i. Provide a management and maintenance plan.

ii. Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).

iii. Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.

iv. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

f) From commencement on site

i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.

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

REASON To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to:

- Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012),
- Policy 5.12 Flood Risk Management of the London Plan (March 2016) and
- To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and
- Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016).
- National Planning Policy Framework (March 2012), and the
- Planning Practice Guidance (March 2014).

## SUSTAINABILITY

### - Energy

No objection, subject to a condition to require details of the proposed CHP and a legal agreement to acquire a financial contribution of £162,000 towards the Council's Carbon Fund for the provision of off site carbon reduction measures.

### - Ecology

No objection, subject to a condition to secure a biodiversity and wildlife enhancement scheme.

## TREE & LANDSCAPING

There are no trees of any merit on the site, with only incidental self-set scrub within what is essentially a hard and functional landscape setting. The main landscape asset on site is the water body of Shackles Dock and the attractive bridge over the dock entrance. During the pre-application stage, there was consensus that the dock provides a unique sense of place and historic reference

point. This feature should be retained and sensitively developed as an activity hub and visual focal point within the public realm. Since the application was submitted in November 2016, post-application discussion has resulted in the submission of amended drawings which mainly affect the building details. These comments are based on the original Landscape Strategy, dated 31/10/2016 which have not been revised. The D&AS explains the design rationale and process. The landscape approach and objectives seek to provide a landscape of quality through the 'creation of successful, usable streets and spaces within this urban environment. The main landscape characters are identified as the 'creative, animated' dockside, the raised residential podium with its communal open space and the enhancement of the somewhat neglected (off-site) canal-side promenade. Landscape objectives are set out and illustrated for the three distinct typologies. The landscape materials are also considered and illustrated, providing a sample palette of trees, hedges, shrubs and herbaceous plants, which will provide landscape 'structure', seasonal colour / interest and biodiversity enhancement. A range of robust hard landscape materials is also provided to illustrate surfacing materials, boundary treatments, play and other landscape structures. If the application is recommended for approval, landscape conditions will be required to ensure that the public and private / communal spaces are robust, functional and attractive - and supported by ongoing aftercare requirements. Particular care will be required to address the various level changes across and through the site.

No objection subject to conditions relating to levels, landscaping, and playspace. Further to these conditions a legal agreement will be required to ensure that the developer maintains any off-site /public realm landscape enhancements to an agreed standard which should be submitted for approval as part of the package of landscape enhancements.

## WASTE MANAGEMENT

No objection, subject to condition to secure appropriate refuse provision.

## **7. MAIN PLANNING ISSUES**

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

Policy LE2 of the Local Plan: Part 2 Saved UDP Policies (Nov 2012) states that Industrial and Business Areas (IBAs) are designated for business purposes (Use Classes B1-B8) and for Sui Generis uses appropriate in an industrial area. The Local Planning Authority will not permit development for other uses in Industrial and Business Areas unless it is satisfied that:

- (i) There is no realistic prospect of the land being used for industrial or warehousing purposes in the future;
- (ii) The proposed alternative use does not conflict with the policies and objectives of the plan;
- (iii) The proposal better meets the plan's objectives particularly in relation to affordable housing and economic regeneration.

Policy SA 23 Silverdale Road/Western View of the emerging Local Plan: Part 2 Site Allocations and Designations (Published 2015) states that this site is suitable to be released for residential mixed use development.

Paragraph 5.10 of policy HE1 of the Local Plan: Part 1 Strategic Policies (2012) sets out that there is more employment land in the Borough than is currently needed.

Policy E1: Managing the Supply of Employment Land of the Local Plan: Part 1 Strategic Policies (2012) identifies areas of managed release of employment land for development. The site is located in an area of managed release of employment land as shown in Map 5.1.

Policy 4.4 of the London Plan states that the Borough should plan, monitor and manage the release of surplus industrial land so that it can contribute to strategic and local planning objectives, specifically those to provide more housing.

Policy 2.17 of the London Plan (2016) resists development on SIL land for non-industrial types of use. However, the site is not located within a Strategic Industrial Location within the emerging Local Plan. The site is located within an Industrial and Business Area (IBA). Therefore, consideration against policy LE2 of the Local Plan: Part 2 Saved UDP Policies (Nov 2012) is more relevant in this case. In addition, the GLA has confirmed that the release of employment land within the Housing Zone for residential led mixed use development would be in conformity with the London Plan (2016).

This site forms part of the wider Hayes Town Centre Housing Zone, which has been prioritised for accelerated housing delivery with GLA funding support. Annex One 'Opportunity and Intensification Areas' of the London Plan (2016) identifies this area as an Opportunity Area. It states that a minimum of 9,000 homes could be delivered. Pursuant to the City in the West plan and the designation of Hayes town centre as a Housing Zone in March 2016, the GLA is working jointly with Hillingdon Council and other local stakeholders to draft a Hayes Opportunity Area Planning Framework.

The NPPF, the London Plan (2016), the adopted Hillingdon Local Plan: Part 1 Strategic policies (2012) and saved Hillingdon Unitary Development Plan Policies (2007) all support the provision of residential accommodation in appropriate locations.

Policy 3.3 (Increasing Housing Supply) of the London Plan (2016) seeks to increase London's housing supply, enhance the environment, improve housing choice and affordability and to provide better accommodation for Londoners.

Policy H1 of the Local Plan: Part 1 Strategic Policies (2012) affirms the London Plan targets to deliver 4,250 new homes in the Borough from 2011 to 2021 or 6,375 dwellings up to 2026. The proposal includes 122 residential units, which will contribute towards the Council's housing supply as prescribed in the London Plan and Local Plan. As such, the proposed use does not conflict with the policies and objectives of the plan, in accordance with policy LE2 of the Local Plan: Part 2 Saved UDP Policies (Nov 2012).

There is a prospect of the land being used for industrial or warehousing purposes. However, given the emerging approach within the Hillingdon Local Plan: Part 2 (Published 2015) which is supported by the Greater London Authority, and given the location of the site within the Heathrow Opportunity Area, Hayes Town Centre Housing Zone, and an area of managed release of employment land, the proposed loss of employment/industrial land would better meet the policy objectives at local, regional, and national levels to deliver affordable housing and economic regeneration, in accordance with policy LE2 of the Local Plan: Part 2 Saved UDP Policies (Nov 2012).

Overall and subject to compliance with other relevant material considerations, the principle of releasing this site from industrial to a residential led mixed use development would comply with policy LE2 of the Local Plan: Part 2 Saved UDP Policies (Nov 2012); policy SA 23 Silverdale Road/Western View of the emerging Local Plan: Part 2 Site Allocations and Designations (Published 2015); policies HE1, H1, and E1 of the Local Plan: Part 1 Strategic Policies (2012); policies 3.3 and 4.4 of the London Plan (2016); and the National Planning Planning Policies (2012).

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



Policy 3.4 of the London Plan (2016) seeks for new developments to achieve the maximum possible density which is compatible with the local context. Table 3.2 establishes a density matrix to establish a strategic framework for appropriate densities at different locations.

The London Plan (2016) advises that an appropriate residential density for the site would range from 200-700 habitable rooms per hectare (hr/ha) and 55-225 units per hectare (u/ha) for units with a typical size of 3.1 - 3.7 habitable rooms per unit (hr/u). The development would have a density of 179 units per hectare and 484 habitable rooms per hectare which would be comfortably within the range of acceptability for a site at this location. Therefore, in terms of density, the proposal would be considered acceptable and would secure the optimum potential of the site, in accordance with policy 3.4 of the London Plan (2016).

#### MIX OF UNITS

Policy 3.8 'Housing Choice' of the London Plan (2016) encourages a full range of housing choice and policies H4 and H5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) seek to ensure a practicable mix of housing units are provided within residential schemes. These policies are supported by the London Plan Housing SPG, which seeks to secure family accommodation within residential schemes, particularly within the social rented sector, and sets strategic guidance for Councils in assessing their local needs. Policy 3.11 of the London Plan states that within affordable housing provision, priority should be accorded to family housing.

The development would provide 122 units with a housing mix of 6 x studios, 46 x 1 bedroom units; 49 x 2 bedroom units; and 21 x 3 bedroom units. In addition, 7 x bedroom units are offered for social rent. The housing mix proposed at this location is considered acceptable and meets a local housing need for the delivery of one, two, and three bedroom homes, particularly family sized social rented dwellings.

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

The site is not located within an Archaeological Priority Area/Zone, Conservation Area, or Area of Special Character. Nor, are there any Listed Buildings located within the site. Therefore, the proposal is not considered to raise any concerns with regards to these designations.

Adjoining the site, there is a Locally Listed Warehouse Building, nearby there is a Grade II Listed Building (Benlow Works), and the Grand Union Canal and Shackles Dock are considered non designated heritage assets. An assessment of how the proposal would impact these heritage assets has been set out in the 'Impact on the character & appearance of the area' section of this report.

#### **7.04 Airport safeguarding**

The site is located approximately 2.8km north of Heathrow Airport. National Air Traffic Services (NATS) and Heathrow Airport have been consulted and neither raise an objection on airport safeguarding grounds. However, Heathrow Airport has requested a condition to ascertain a Bird Hazard Management Plan and an informative regarding the use of cranes. Subject to this condition and informative, the proposal is not considered to raise any airport safeguarding concerns.

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

Not relevant to the determination of this application.

#### **7.06 Environmental Impact**

CONTAMINATION

Accompanying this planning application is a Phase 1 Geo-Environmental Assessment prepared by Merebrook. The report identifies that there is some localised contamination of the made ground at the site which results in a low to moderate risk to future residents and construction. The Assessment recommends that a Phase II Intrusive Investigation should be undertaken in order to establish the extent of contamination. The Council's Environmental Protection Unit (EPU) has been consulted. They have reviewed the submitted report and raise no objection subject to a standard contamination condition to secure a Phase II Intrusive Investigation and any subsequent remediation works required. Following this advice and subject to the requested condition, the proposal is not considered to raise any contamination risks to future users, in accordance policy OE11 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012), and policy 5.21 of the London Plan (2016).

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

Block A is located within the western part of the site. It has been designed to respond to its canal-side setting and the adjacent site, to the west which is allocated for residential led mixed use redevelopment in the emerging Site Allocation (SA23). The Block is square in shape and will rise to eight storeys, to relate to the building height of the nearby Highpoint Village development, which is nine storeys. A podium level connects Blocks A and B to provide car parking and refuse storage for the two blocks. The residential lobby is located at ground floor level in the centre of the block and is accessed from the western edge of the site via Silverdale Road. An additional residential lobby is provided at first floor level, located in the south east part of the block which also provides access to the cycle store. All dwellings will be accessed from the central core which contains two lifts. An additional lift for wheelchair users is provided in the south west corner of the block. The block will comprise 20 units at levels two to eight all of which will be affordable housing. The block also incorporates a commercial workshop on the first floor, extending to 75sqm. It is intended that this workshop will be in flexible Class A1, A3, B1, D1 or D2 use.

Following pre-application discussions with the Council, Block A has been moved an additional 3m to the east to reveal more of the gable end of the nearby locally listed Victorian warehouse and to increase the separation distance between Block A and the local authority terraced blocks to the west. This will ensure a separation distance of 20.6m and will not compromise the future development potential of this site. The proposed layout of the block locates habitable rooms along its eastern, southern, and western elevations meaning that the development potential of land to the north is not jeopardised.

The overall height of Block A has been reduced from the originally proposed 12 storeys following comments made during pre-application discussions and now extends to a level below the height of the neighbouring Highpoint Village. This reduction in height creates a more balanced relationship with Blocks C and D to the north east.

Block B is adjacent to Block A and occupies the southern part of the site. It is broadly rectangular in shape and is interconnected with Block A at ground floor level to provide car parking, refuse storage, and a residential lobby with two lifts, accessed from the north of the block. An additional residential lobby is provided at first floor level, accessed from the south of the block. This lobby also provides access to a residents' cycle store. Block B has a main frontage onto the canal and abuts Shackles Dock, which lies to the east. It rises to eight storeys and will provide 60 residential dwellings at levels two to eight.

A slender metal tower form is located at the eastern edge of Block B, adjacent to Shackles

Dock. This will act as a marker for the development which can be seen en route from the station towards the town centre. While the structure of the taller element is close to the dock edge, the ground and first floors are set back away from the dock to create a larger open area alongside its entrance.

The block's supporting structure forms a grand colonnade along the ground floor, which shelters the access from the tow path to Shackles Dock. The scale of the building has been carefully considered to maximise natural light into the dock, creating a clear view into this asset, and delivering an inviting and open arrival point.

The primary elevation of Blocks A and B fronting the Grand Union Canal are proposed as traditional brick over seven storeys with the addition of a set back metal clad eighth storey. Podium level entrances to both blocks are set back to create a tall ground level colonnade adjacent to the canal.

Block C lies at the northern part of the site, to the north of Shackles Dock and south of Silverdale Road. Its eastern frontage faces onto existing warehousing further to the east. Access to the block is provided via a residential lobby with two lifts at the north of the site, directly off Silverdale Road. Block C will be part four, part five storeys in height, with the taller element located along the eastern boundary. Four disabled parking spaces are provided at ground floor level, accessed via Silverdale Road, within the site's eastern facade.

The ground floor also contains cycle parking, plant rooms, and a commercial unit extending to 152sqm. It is intended that this will be in flexible Class A1/A3/B1/D1/D2 use and has the potential to be used by the local canoe club who operate on the Grand Union Canal. The block will deliver 27 residential units.

The block steps sensitively from ground plus three to ground plus four storeys to mediate between Block D and the lower height buildings at the north of the site along Silverdale Road.

Block D is located to the south of Block C at the south eastern part of the site. It fronts onto Shackles Dock, which lies to the west. The block is rectangular in shape and will be part six, part seven storeys in height, thereby mediating between Blocks B and C and delivering appropriate bulk and massing at the side of Shackles Dock, acting as a marker for the development and dock entrance. The block's entrance point is at its western frontage and leads into a residential lobby with two lifts. Cycle and refuse storage is provided at ground floor level and there is one two bedroom unit at the northern side of the block. Block D will provide a total of 17 units, 6 of which will be affordable housing.

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

Policies BE20, BE21, and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) seek to safeguard the amenities of neighbouring residents in a number of ways. The effect of the siting, bulk and proximity of a new building on the outlook and its impact on daylight/sunlight, privacy, and residential amenity of adjoining occupiers.

Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that permission will not normally be granted for uses and associated structures which are, or are likely to become, detrimental to the character or amenities of surrounding properties or the area generally.

The nearest residential properties to the site are located on Chalfont Road to the north, which are approximately 15m from the new development. These properties do not directly face the development, as they have a east - west alignment with the closest properties (Nos. 1 & 2 Chalfont Road) presenting their flank gable elevations towards the site.

Similarly, the residential properties on Western View to the west are located approximately 24.5m from the nearest block within the development and they are aligned facing north - south, away from the proposal.

The properties within the wider Austin Road Housing Estate and along Little Road are situated further away (35m from Skeffington Court and 60m from No. 1 Little Road) and again due to their orientation, do not have openings directly facing the site.

The impact of the proposed development on No. 1 Little Road; No. 2 Chalfont Road; Nos. 20 and 21 Silverdale Road; Skeffington Court; and the Navigation and Signal Building has been assessed in terms of daylight and sunlight. The results of the daylighting assessment demonstrate that the vast majority of windows within the surrounding properties retain daylight levels fully in line with the BRE criteria. The results indicate a number of technical deviations. However these reflect localised sensitivities such as significantly overhung windows some distance from the site where the rooms benefit from a principal aspect facing away from the site. Also, the results of the sunlighting assessment of the surrounding properties show that all relevant windows / rooms remain compliant with the BRE sunlight criteria.

Given, the above, the proposed development, is not considered to adversely impact neighbouring residential properties in terms of loss of light, outlook, privacy, or a detrimental sense of enclosure.

In addition, an overshadowing analysis incorporated into the Daylight and Sunlight Assessment suggests that the proposal would exceed BRE guidance.

Therefore, overall, the proposal achieves a good level of compliance with the relevant daylight, sunlight, and overshadowing targets. The proposal would not be considered to harm the residential amenity of neighbouring properties, in accordance with policies BE20, BE21, BE24, and OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

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

### **INTERNAL LIVING SPACE**

The Government's national space standards contained in the Technical Housing Standards and policy 3.5 of the London Plan (2016) set out the minimum floor areas required for proposed residential units in order to ensure that they provide an adequate standard of living for future occupants.

A schedule has been provided by the applicant confirming residential floor space provision would be provided which exceeds the minimum standards of policy 3.5 of the London Plan (2016) and Technical Housing Standards. In addition, it is clear from the plans that all of the habitable room windows would benefit from adequate access to outlook and natural daylight. Furthermore, an assessment of internal daylighting has been undertaken by EB7 to ensure adequate levels to the habitable rooms. The results of the daylight assessment within the proposed scheme show good levels of internal daylight with compliance rates of 90% being considered excellent for an urban location. Where deviations occur, it is principally as a result of balcony provision overhanging the windows, or recessed terraces,

which is a compromise recognised within the BRE guide. Overall, the size and quality of the proposed internal living accommodation is considered acceptable.

The plans demonstrate that the entrances to the building would have level access to/from parking and external areas. The cores are appropriately positioned and the communal corridors would be acceptable in terms of accessibility. Please see 'Accessibility' below for further consideration of these matters.

#### EXTERNAL AMENITY SPACE

Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that new residential buildings should provide or maintain external amenity space which is sufficient to protect the amenity of existing and future occupants which is usable in terms of its shape and siting. Developments should incorporate usable, attractively laid out and conveniently located garden space in relation to the flats they serve. It should be of an appropriate size, having regard to the size of the flats and character of the area.

The policy requirement for this development is 2895sqm of usable and conveniently located communal garden space. The Planning Statement submitted in support of the application states that the proposal would deliver 2,854sqm of communal amenity space, which is a slight shortfall of 41sqm. However, much of the external amenity space would be of a good quality, highly usable, and attractive. In addition, all of the units would have access to private outdoor amenity areas through the provision of balconies or terraces. These private amenity areas comply with the Mayor's Housing SPG in reference to their size and quality. Furthermore, the development is located adjacent to the Grand Union Canal and would benefit from its use for outdoor recreation and leisure. On this basis, the proposal is considered to be acceptable in terms of outdoor amenity space provision.

At ground floor level, the plans indicate that the majority of units would be provided with their own private terrace and defensible space buffer between their openings and the communal areas. On the frontage facing the canal, an innovative solution is proposed whereby the ground level units are raised ever slightly above the tow path to provide defensible space, privacy, and security. Nevertheless, it is considered reasonable to seek further details of these arrangements, including landscaping and boundary treatments.

Subject to condition, future occupiers would not suffer from lack of privacy or security from communal areas and the level and quality of external amenity space would be acceptable, in accordance with policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

#### CHILDREN'S PLAY SPACE

Policy 3.6 'Children and young people's play and informal recreation facilities' of the London Plan (2016) recommends that development that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs.

The Mayor's Supplementary Planning Guidance Providing for Children and Young People's Play and Informal Recreation sets out guidance to assist in this process.

The play space requirements based on the estimated child yield of the development have been calculated (using the GLA's Child Yield Calculator) and a total of 319.3sqm of play

space would be required (160sqm for 0-5 year olds; 100sqm for 5-11 year olds; and 6sqm for 12+ year olds)

The proposal includes a total provision of 409sqm of children's play space to meet the requirements of all age groups. This comprises 366sqm within the podium area around Blocks A and B and 43sqm at Shackles Dock. The play areas will comprise of naturalistic features such as boulders and stepping logs as well as more formal play equipment. The equipment provision within each of the play spaces has been designed to ensure these spaces are inclusive to all children and provide sensory experiences. The play space areas have been well located to ensure that they will be overlooked by surrounding dwellings, ensuring safety and security for children and families. Therefore, in terms of children's play space, the proposal is considered acceptable, in accordance with the requirements of the Mayor's Supplementary Planning Guidance Providing for Children and Young People's Play and Informal Recreation and policy 3.6 of the London Plan (2016).

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

Historically the Council has applied a parking ratio of 0.75 for large flatted developments in Hayes Town centre. The Ballymore development known as High Point adjacent to the station has this ratio, the Vinyl Factory development and conversion of Enterprise House (both on Blyth Road) also have this ratio. This site is closer to the Crossrail station than a number of flatted developments within the VINY factory site, furthermore when all of the above developments were approved the Council knew that housing blocks could or would be occupied prior to Crossrail. A likely build timetable for the application site (if permission is granted) would effectively be very close to or after Crossrail is operational from Hayes and Harlington Station. Where this site differs from High Point, the VINY factory and Enterprise House (and in fact all other known possible future development sites in the Housing Zone) is that part of this site is a large water amenity feature (re: Shackles Dock) which curtails the land available for surface or basement parking. Put simply there is a unique physical constraint which both reduces the capacity of the site to offer a high ratio of parking and which acts as a robust material planning consideration to justify a lower parking ratio than might be agreed at other development sites in Hayes. In this regard a parking ratio agreed at this site need not act as a precedent when parking ratios are considered at other development future development sites in Hayes Housing Zone.

The parking ratio is 0.58 spaces per unit. A parking allocation plan would ensure that the largest units (re: All 3 bed units) would automatically be allocated a parking space.

If the site exceeded the appropriate density range the Council could take a view that too many units are proposed, but this is not the case. The London Plan (2016) advises that an appropriate residential density for the site would range from 200-700 habitable rooms per hectare (hr/ha) and 55-225 units per hectare (u/ha) for units with a typical size of 3.1 - 3.7 habitable rooms per unit (hr/u). The development would have a density of 179 units per hectare and 484 habitable rooms per hectare, which would be comfortably within the range of acceptability.

There are additional constraints which have restricted the level of parking, whereas some of these could individually apply on other sites, when combined with the limited land availability for parking within the application site they act as a very strong material planning consideration to allow a bespoke parking ratio for the site.

- The site has engineering and drainage constraints connected to its proximity to the canal that weigh against a substantive basement.
- Delivering a higher level of parking on this site would make any proposal nonviable (as an impractical multi storey basement car park would be required) which would prevent the

delivery of any affordable housing, which is itself a key strategic objective of the Hayes Council's Housing Zone. This develop does include family units as affordable housing thus meeting a key local housing need.

- Overall, the proposal includes significant benefits such as restoration of Shackles Dock (a heritage asset), delivery of a community facility (A new canoeing facility - which would be utilised by the Sharks canoeing club and wider accessibility, canal side and public realm improvements.

- · The Public Transport Accessibility Level (PTAL) for the site is 5 (Very Good) and the site is less than 50m from Hayes Town Centre and 300m from Hayes & Harlington Railway Station. In addition, Hayes Town Centre (west of the site) has parking restrictions in place that would prevent overflow parking. Whereas, to the east, there are lower levels of on street parking in the evening and overnight due to the commercial uses situated there. As such, the proposal would be unlikely to lead to parking stress in the area. Other sites in the Hayes Housing Zone have different PATL rating's and nearby streets have different mixes of residential/commercial uses.

In conclusion there is considered to be a robust justification for a parking ratio of 0.58 spaces per unit at this site.

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

Amendments have been made to the original submission to improve the approach to the strategic waterway and the links to it from the wider area, as well as the inclusion of more Sustainable water drainage management measures, in addition to the reduction of surface water flows from the site which mean the proposals can now be considered acceptable.

Zone between edge of the Canal towpath and building face.

The current proposal for Buildings A and B which face the Canal appears to extend closer to the Canal side than previous proposal for this site. This zone then includes considerable ramping and step to allow future residents to gain access, and is not useable open space or providing the most appropriate green buffer to the development.

The proposals for Buildings A and B should be set back further to provide further space for soft landscaping between the building and the edge of the site which is the edge of the Canal towpath. This will enhance the area and soften the relationship between the built environment and the Canal, which is less urban in character in this area.

The CGIs from the south side of the canal appear to show a further raised green embankment beyond the canal towpath edge which is contradictory of the proposed drawing showing the ground floor. This appears to show changes to the Canal and River trust land and towpath widths.

Access and green links

Removal of the Western Ramp to street level

It is noted that current proposals remove the current access ramp to the west side of the development adjacent to Building A along Silverdale Road and outside the ownership boundary, breaking the visual access links to the wider residential areas, and removes a cycle link to the area.

Corridor between Buildings A and B

The proposals include the creation an access corridor between Buildings A and B to allow for future site lines to the area beyond. However there is no confirmation this access will lead anywhere, as the site beyond is not part of this application. Any plans for the wider

area to link with this access point would have to think about the connection link carefully, and it could prejudice the development beyond by bringing this development in advance of any wider masterplanning of the area.

Section 11.4 of the Design and Access statement shows that the main corridor between Building A and B is linked via a side ramp and not a straight access.

Raising the podium floor above the existing level of the Towpath increases the ramp and steps required to access the development and increases the barrier to the area beyond.

#### Access to East of Building B

The application proposal has improved the sight lines which were key aims for the Council. Although not as clear as an unobstructed view, and the best solution would be to remove the overhanging building and set it back from the Dock completely, the ramp is now much wider and the cantilevered structure higher.

There have been amendments to the ramp shown on Drawing Proposed First Floor Layout 5861 T(20) P01 to remove the right angles shown in this. This revised ramped access provides better visual or obvious links to the wider area beyond, and now compensates for the loss of the west ramped access.

Widening the route through and past the dock also allows for more appropriate provision through the site for any cyclists and pedestrians.

In section 9 of the Design and Access Statement Section 9, along the canal there is already in existence a high and low towpath along the canal, this proposal does not create new links with the town centre. However it is recognised that there would be benefit in improved surfacing and landscaping of this area, as long as the zone between the canal towpath and buildings retains a suitable green landscaped buffer.

The premise of the development is the location near Hayes Station relies on the good links with the station which require substantial enhancement and proposals to provide improved links set out in the Canal and River Trust Hillingdon Towpaths assessment should be included within the Section 106 to allow the development to take advantage of its location

#### Building C

It is supported the removal of Commercial Unit 1, within Building C shown on Drawing Proposed Ground Floor Layout Oct 16 Planning 5681 T(20) P00 which restricted the views to that beyond enclosed the development from the wider area. This now links the site to the area beyond. The proposed 'right of way' public access link has been widened and the doors removed providing freer access, although not a completely open access and view as there is still a cantilevered structure over the access.

#### The Dock

There proposed enhancement of the Dock is supported to link the wider areas with the dock and the Canal beyond, achieving the wider aims of the Blue Ribbon Network.

It is supported the proposed facility as indicated within the Design and Access statement of the extension of the dock for use by the Sharks the local Canoe Club to the north of the existing Dock. This has now been further amended to allow a more flexible use of space adaptable and suitable for various uses to ensure the sustainability of the site and it uses. The CGI showing fencing could restrict the uses within the Dock and will need to be considered carefully at detailed design stage.



To enable the wider community use, and improved use and access to the Canal for works to the entrance to the docks are likely to be required such as desilting, to enable access to the dock to encourage the vibrant use of the area. The agreements of the implementation of these proposals with the Canal and River trust must be included within the Section 106 agreements to ensure they are delivered.

#### **7.12 Disabled access**

In assessing this application, reference has been made to policy 3.8 'Housing Choice' of the London Plan (2016); Approved Document M to the Building Regulations (2015); and Accessible Hillingdon SPD adopted 2013.

The property is accessed off Silverdale Road. The scheme incorporates a clear network of routes that are easily understandable, inclusive, safe and secure that connect to the main entrances of each building. The plans indicate that the development would provide step free access to and from the proposed buildings and that all of the units would comply with the Technical Housing Standards for internal floor space and category M4(2) 'Accessible and adaptable dwellings' of Approved Document M to the Building Regulations (2015). The proposal should also provide 10% category M4(3) 'wheelchair user dwellings' as outlined in Approved Document M to the Building Regulations (2015). Compliance with these standards will be secured by condition should the application be approved.

The development would also provide 13 disabled car parking spaces which is more than the 10% required by policy.

Overall, the layout of the development is inclusive and will function well, creating a safe and accessible environment. It would ensure the delivery of a range of dwelling types that meet the diverse needs of Londoners and an ageing population, in accordance with regional and local planning requirements.

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

With regards to special needs housing please see above.

#### **AFFORDABLE HOUSING**

Policy 3.3 of the London Plan (2016) states that subject to viability, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable housing, with the tenure split (70% Social/Affordable Rent and 30% Intermediate) as set out in Policy H2: Affordable Housing of the Local Plan: Part 1 - Strategic Policies.

The National Planning Policy Framework makes clear that viability can be important where planning obligations or other costs are being introduced. In these cases, decisions must be underpinned by an understanding of viability, ensuring realistic decisions are made to support development and promote economic growth. Where the viability of a development is in question, local planning authorities should look to be flexible in applying policy requirements wherever possible.

The Council's third party FVA consultant considers the development to be unviable were it to provide a policy compliant level of affordable housing.

The developer has offered a total of 26 affordable housing units (21% of the scheme), comprising 20 social rented (7 x 1 bedroom; 6 x 2 bedroom; and 7 x 3 bedroom) and 6 intermediate (2 x 1 bedroom and 4 x 2 bedroom) dwellings.

The independent assessment indicates that this would be the maximum that the developer

could offer given the viability of the site. On this basis, the level of affordable housing is considered acceptable, subject to a review mechanism. The legal agreement shall provide for the Council to review the finances of the scheme at a set time in order to ensure that the maximum amount of affordable housing is being sought.

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

##### TREE AND LANDSCAPING

Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate. Planning applicants for planning consent will be required to provide an accurate tree survey showing the location, height, spread and species of all trees where their proposals would affect any existing trees.

Policy BE39 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the Local Planning Authority recognises the importance of Tree Preservation Orders in protecting trees and woodlands in the landscape and will make orders where the possible loss of trees or woodlands would have a significant impact on their surroundings.

Policy OL26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) recommends that the Local Planning Authority will protect trees and woodlands and encourage the preservation, proper management and in appropriate locations the extension of woodlands. Proposals for development in the more rural areas of the borough should be accompanied by proposals for landscaping and tree planting wherever practicable, and the retention of existing landscaping features where appropriate.

Policy 7.21 'Tree and Woodlands' of the London Plan (2016) stipulates that existing trees of value should be retained and any loss as the result of development should be replaced.

Chapter 11 of the National Planning Policy Framework (2012) states that 'the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes'.

There are no trees of any merit on the site, with only incidental self-set scrub within what is essentially a hard and functional landscape setting. The main landscape asset on site is the water body of Shackles Dock and the attractive bridge over the dock entrance. The Design and Access Statement that accompanies this application explains the design rationale and approach to landscaping for the scheme. The landscape approach and objectives seek to provide a landscape of quality through the creation of successful, usable streets and spaces within this urban environment. The main landscape characters are identified as the 'creative, animated' dockside, the raised residential podium with its communal open space, and the enhancement of the somewhat neglected (off-site) canal-side promenade. Landscape objectives are set out and illustrated for the three distinct typologies. The landscape materials are also considered and illustrated, providing a sample palette of trees, hedges, shrubs and herbaceous plants, which will provide landscape 'structure', seasonal colour / interest and biodiversity enhancement. A range of robust hard landscape materials is also provided to illustrate surfacing materials, boundary treatments, play and other landscape structures. The Council's Tree and Landscaping Officer has reviewed the details submitted and is satisfied with the approach being taken. However, it has been requested that conditions relating to obtaining further details on levels, landscaping, and play space be imposed should the proposal be considered acceptable. Also, a legal agreement is required to ensure that the developer maintains any

off-site /public realm landscape enhancements to an agreed standard.

Therefore, subject to these conditions and a legal agreement, the proposal is considered acceptable, in accordance with local, regional and national planning policy.

## ECOLOGY

The majority of the site is considered to be of low ecological value, with minimal potential to support protected, priority or rare species, or with significant abundance of common or widespread species, and with no UK priority habitats present. In addition, there are no trees within the site that have potential to support various species. The Council's Ecology Officer has been consulted and raises no objection, subject to a condition to secure a biodiversity and wildlife enhancement scheme. On this basis, the development is considered acceptable in terms of ecology, in accordance with policies EC2, EC3, EC4, EC5, and EC6 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.19 of the London Plan (2016).

### **7.15 Sustainable waste management**

Integral and secure waste storage will be located at ground floor level and will have no impact on the quality of the outdoor spaces. The plans indicate that sufficient space would be provided to accommodate adequate capacity for waste and recycling. It would also be conveniently located for future occupants and for collection. Details have also been provided to demonstrate that refuse vehicles can safely enter and exit the servicing area of the site. This application is supported by a Waste Management Strategy prepared by RPS and considered by the Council's Waste Management Officer who raises no objection. On this basis, the proposed refuse and recycling arrangements are considered to be acceptable, in compliance with policy 5.17 of the London Plan (2016).

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

Policy 5.2 'Minimising Carbon Dioxide Emissions' of the London Plan (2016) states that development proposals should make the fullest contribution to minimising carbon dioxide emissions.

An Energy Statement has been submitted in support of this application. It demonstrates that the development will achieve the minimum requirement of a 35% reduction in CO<sub>2</sub> from 2013 Building Regulations. The Council's Sustainability Officer has recommended a condition to secure further details of the proposed combined heat and power (CHP) plant to ensure compliance with this minimum threshold.

However, the residential element of the development will not achieve the zero carbon requirements of the London Plan which are applicable to all residential development submitted after 1 October 2016. Accordingly, the Council's Sustainability Officer has requested a £162,000 financial contribution towards the Council's Carbon Fund for carbon reduction measures off site. Subject to condition and a legal agreement to secure this financial contribution, the proposal would be considered acceptable, in accordance with policy 5.2 of the London Plan (2016).

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

The Council's Flood and Drainage Officer has assessed the submitted documentation and notes that whilst the proposed drainage strategy reduce some of the Surface Water which currently entering the foul sewer they do not adequately address flood risk to ensure that flood risk is not increased. Therefore more needs to be done to meet the requirement to control surface water on site to greenfield run off rates, where possible.

The Drainage that will be retained will need to demonstrate that it is of an appropriate condition for the lifetime of the development. A list of works proposed to ensure that this is undertaken should therefore be included in the drainage proposals. It will also be necessary to demonstrate that the most sustainable scheme can and will be implemented, and further information is required on the proposals to reduce water consumption and encourage water reuse within the proposals.

In response to the points raised by the Flood and Drainage Officer, the appellant has responded as follows:

The current proposals do not increase the run-off to the existing Thames Water sewer, as the brownfield assessment has been based only on the existing area discharging to this sewer and does not seek to take benefit of the flows currently discharging into the foul drainage system.

A Greenfield runoff rate is not feasible for this site. The existing site is already wholly developed with a fully impermeable surface. The site sits above Made Ground and London Clay with shallow groundwater levels. Infiltration techniques have not been proposed on this site due to the depth of Made Ground and groundwater levels. As a Greenfield rate is not feasible, the drainage design incorporates the London Plan 2011:

Sustainable Design and Construction, Supplementary Planning Guidance (2014) clause 3.4.8 states that at least 50% attenuation of the site's (prior to re-development) surface water runoff at peak times is the minimum expectation from development proposals. The current drainage design meets this policy of the London Plan. The current modelling has already demonstrated that the site proposals can be delivered ensuring all storms up to the 1 in 100 year return period, plus an allowance for 40% climate change can be accommodated on site. In addition, an allowance of 40% has been used to allow for Climate Change in accordance with the new DEFRA guidance released on the 19th February 2016. Finally, the proposed drainage on the site is all to be newly installed drainage, with no existing drainage to be retained.

It is considered that any outstanding issues can be addressed by the imposition of a suitably worded condition, in the event of an approval. Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with the Hillingdon Local Plan: Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan and the aspirations of the NPPF.

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

### **NOISE**

Policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that proposals for the siting of noise sensitive development such as family housing, schools or certain forms of commercial activity where the occupiers may suffer from noise or vibration will not be permitted in areas which are, or are expected to become, subject to unacceptable levels of noise or vibration. Where development is acceptable in principle, it will still be necessary to establish that the proposed building or use can be sited, designed, insulated or otherwise protected from external noise or vibration sources to appropriate national and local standards.

Policy 7.15 'Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes' of the London Plan (2016) recommends that development proposals should seek to manage noise by (a) avoiding significant adverse noise impacts on health and quality of life as a result of new

development; (b) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing businesses; (c) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity); (d) separating new noise sensitive development from major noise sources (such as road, rail, air transport and some types of industrial development) through the use of distance, screening or internal layout - in preference to sole reliance on sound insulation; (e) where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles; (f) having particular regard to the impact of aviation noise on noise sensitive development; and (g) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

The proposed use would be more noise sensitive than the existing use.

A Noise Impact Assessment has been undertaken by Mayer Brown and is submitted in support of the application. The results of the environmental noise survey undertaken establish the currently prevailing environmental noise climate around the site. Outline mitigation measures, including a glazing specification and the use of appropriate ventilation have been put forward in order for the development to achieve acceptable internal noise levels.

The Council's Environmental Protection Unit has been consulted and they have reviewed the submitted information. No objection is raised, subject to the proposed mitigation measures and conditions to safeguard the amenity of future occupiers. Subject to this, the proposal would provide acceptable living conditions for future occupiers and not jeopardise the long term viability of adjacent commercial sites, in accordance with policy EM8 of the Hillingdon Local Plan: Part 1 Strategic Policies (2012); policies OE1, OE3, and OE5 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012); policy 7.15 of the London Plan (2016); and the NPPF.

With regards to the impact on neighbouring properties, the proposal is not considered likely to cause significant noise or disturbance given its scale and residential nature.

#### AIR QUALITY

Policy 7.14 'Improving air quality' of the London Plan (2016) states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) and where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans. It also recommends that development proposals should promote sustainable design and construction to reduce emissions from the demolition and construction of buildings.

The site is located within an Air Quality Management Area. An Air Quality Neutral Assessment has been undertaken in accordance with current guidance. This confirms that the proposed development results in a small impact associated with transport emissions which will require offsetting. The Council's Air Quality Officer is satisfied with the proposals

subject to a condition to secure that the energy centre uses the best available technology (i.e. ultra Low NOx boilers and or efficient Selective Catalytic Reduction systems); and a S106 financial contribution of £80,532 to mitigate impacts on local air quality through traffic related initiatives and green infrastructure. Subject to this condition and obligation, the proposal is not considered to raise any concern with regards to air quality, in compliance with policy 7.14 of the London Plan (2016).

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

The objections received relate to a concern that the development will adversely affect the viability of an adjoining land parcel and that the proposal does not deliver the comprehensive development of the wider area espoused by draft planning policies.

It is not considered that the development would prejudice the adjoining site. The proposal has a dedicated site access and adequate separation distances for residential units in blocks A & B and Block D (which is very close to the site boundary but has no habitable room windows on the side elevation the block facing the adjoining land parcel) such that it would not prejudice future development of the adjoining site.

Although the development is not a comprehensive redevelopment it firstly does not prejudice development of adjoining land and secondly is a very high quality scheme. It is therefore considered that the proposals do not prejudice wider regeneration proposals, in fact this high quality scheme is more likely to act as a catalyst for redevelopment of adjoining land.

#### **7.20 Planning obligations**

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

- 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

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

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) is concerned with securing planning obligations to supplement the provision of recreational open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals.

At a regional level, policy 8.2 'Planning Obligations' of the London Plan (2016) stipulates that when considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. It also states that development proposals should address strategic as well as local priorities in planning obligations.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impact of the development.

Non-monetary contributions:

- Affordable Housing: 7 x 1 bed, 7 x 2 bed and 6 intermediate units.
- Affordable Housing Review Mechanism: The legal agreement shall provide for the Council to review the finances of the scheme at a set time in order to ensure that the maximum amount of affordable housing is being sought.
- Travel Plan with £20,000 bond (to include a CERS and PERS Audits to be commissioned by the applicant. The applicant should fund the improvement measures identified by the audits).
- S278/S38 highway works to secure access and pavement modifications.
- provision for storage space, changing facilities and a club room and cafe for use by the Sharks Canoe Club.

Monetary contributions:

- Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.
- Carbon Fund Contribution: Financial contribution of £162,000 towards provision of off site carbon reduction measures shall be secured.
- £80, 532 mitigation of air quality impacts.
- Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides 122 new residential units. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

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

There are no enforcement issues related to this site.

#### **7.22 Other Issues**

None.

### **8. Observations of the Borough Solicitor**

General

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

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

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also

the guidance contained in Probity in Planning, 2009.

#### Planning Conditions

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

### **9. Observations of the Director of Finance**

Not applicable.

### **10. CONCLUSION**

It is considered that the discussions and negotiations between relevant parties on the design and layout of the development and the extent of amendments undertaken have yielded a scheme suitable for its context.

The scheme will introduce a built form that is appropriate to its canalside context and the townscape character of the area. The proposed enhancements to the canalside and to Shackles Dock delivered by the proposed development are welcomed.



The development has been sensitively designed to relate carefully to the surrounding context. It will be a positive addition to the area will bring forward the regeneration of a key site in Hayes Housing Zone as well as providing 122 new homes.

The development would not result in unacceptable impacts on the amenities of neighbouring properties and would provide good environmental conditions for future occupiers.

Access, parking, drainage, ecology and highway safety issues can be satisfactorily addressed by the imposition of suitably worded conditions. The applicant has also offered an acceptable package of contributions to be secured by way of a proposed S106/278 Agreement.

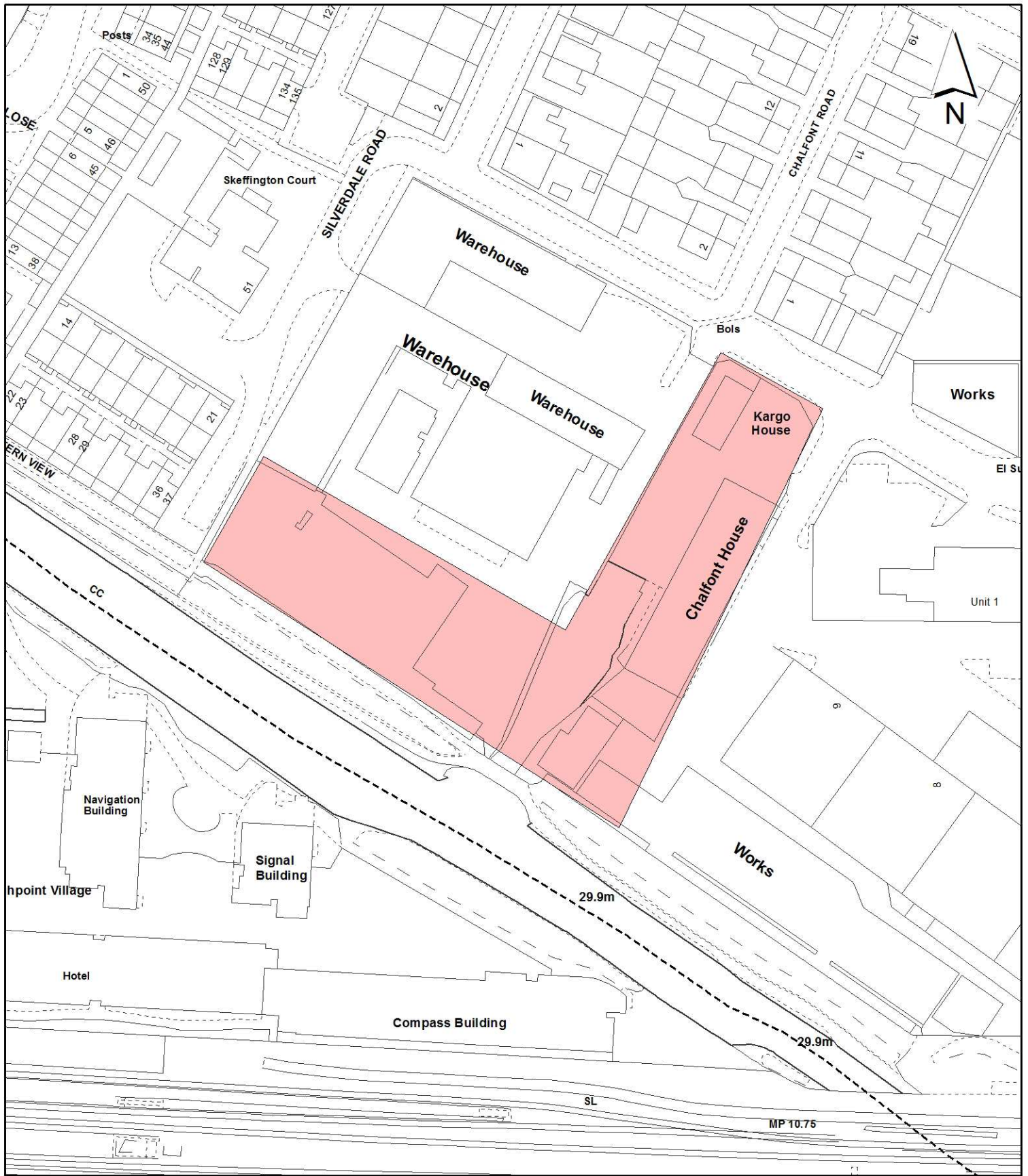
It is recommended that the application should be supported, subject to a Section 106 Legal Agreement and conditions.

## **11. Reference Documents**

The Hillingdon Local Plan: Part 1 - Strategic Policies (8th November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (2016)  
National Planning Policy Framework (2012)  
Technical Housing Standards - Nationally described space standards (2015)  
Council's Supplementary Planning Guidance - Air Quality  
Council's Supplementary Planning Guidance - Community Safety  
Council's Supplementary Planning Guidance - Land Contamination  
Council's Supplementary Planning Document - Accessible Hillingdon  
Council's Supplementary Planning Document - Affordable Housing  
Council's Supplementary Planning Document - Noise  
Council's Supplementary Planning Document - Planning Obligations  
The Mayor's Housing Supplementary Planning Guidance

**Contact Officer:** James McLean Smith

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
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Site Address:

**Silverdale Industrial Estate  
 Silverdale Road**

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

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

Planning Application Ref:

**71374/APP/2016/4027**

Scale:

**1:1,250**

Planning Committee:

**Major Page 108**

Date:

**March 2017**



**HILLINGDON**  
 LONDON

# Agenda Item 7

## Report of the Head of Planning, Sport and Green Spaces

**Address** RANDALLS 7-9 VINE STREET UXBRIDGE

**Development:** Change of use of the ground and part first floor of the Randalls building from Use Class A1 to Use Class A3 (flexible use within Use Class A1/A3 for the island display cabinet), conversion of part of the first floor from Use Class A1 to Use Class C3 (residential); addition of a second storey roof top extension to provide residential apartments (Use Class C3) and external restoration works; the erection of three new residential blocks (Use Class C3) ranging from 3 to 6 storeys in height, a new ground floor retail unit (Use Class A1), conversion of the Old Fire Station Building to duplex apartments (Use Class C3); the provision of associated landscaping, car parking and associated works, to provide 58 residential units in total and 750 sqm of commercial floorspace, involving the demolition of the 1960's extension to the Randalls building, caretakers flat and warehouse buildings (full planning permission).

**LBH Ref Nos:** 41309/APP/2016/3391

**Drawing Nos:**

- Design and Access Statement Part 1
- Design and Access Statement Part 2
- 1510-101 Existing Building Information
- 1510-102 Listed Building Curtilage
- 1510-103 Existing Buildings Demolition & Retention
- 1510-210 Block 1 - Existing Lvl00 Proposed Demolition
- 1510-211 Block 1 - Existing Lvl01 Proposed Demolition
- 1510-212 Block 1 - Existing Lvl02 Proposed Demolition
- 1510-220 Rev. 13.12.16
- 1510-230 Block 3 - Existing Lvl00-Lvl01 Existing
- 1510-232 Block 3 - Proposed Lvl00-Lvl01
- 1510-410 Block 1 - Existing Elevations Proposed
- 1510-430 Block 3 - Existing Elevations Proposed
- 1510-500 Listed Building Bay Studies - Shop Front
- 1510-502 Listed Building - Loading Bay
- 1510-503 Firestation & Bay Study
- 1510-504 New Build - Block 2 Bay Study
- 1510-5000 Material Studies
- 1510-100 Location Plan
- Application Cover Letter
- 1510-200 GA Lvl00 Rev. 15.12.16
- 1510-201 GA Lvl01 Rev. 15.12.16
- 1510-202 GA Lvl02 Rev. 15.12.2016
- 1510-203 GA Lvl03 Rev. 15.12.2016
- 1510-204 GA Lvl04 Rev. 15.12.2016
- 1510-205 GA Lvl05 Rev. 15.12.2016
- 1510-206 GA Site Plan Lvl06 Rev. 15.12.16
- 1510-213 Block 1 - Rev 13.12.16
- 1510-214 Block 1 - Proposed Lvl01 Rev. 13.12.16
- 1510-215 Block 1 - Proposed Lvl03 Rev. 13.12.16
- SK 051216 - Unit1 Privacy
- 1510-501 Rev. 13.12.16
- 1510-411 Block 1 - Rev. 13.12.16

**Major Applications Planning Committee -  
PART 1 - MEMBERS, PUBLIC & PRESS**

1510-431 Block 3 Rev. 13.12.16  
 1510-300 Rev. 19.12.16  
 1510-301 Rev. 19.12.16  
 1510-302 Rev. 19.12.16  
 1510-400 Rev. 19.12.16  
 1510-401 Rev. 19.12.16  
 1510-402 Rev.19.12.16  
 Planning Statement  
 Noise impact assessment  
 Geo-Environmental Assessment  
 Heritage statement  
 Flood risk assessment  
 Sustainability Statement  
 Energy Strategy  
 Daylight or Sunlight assessment  
 Air quality assessment  
 1510-250 Block 5 Lvl00 Rev. 15.12.16  
 1510-251 Block 5 Lvl01 Rev. 15.12.16  
 1510-252 Block 5 Lvl02 Rev. 15.12.2016  
 1510-253 Block 5 Lvl03 Rev. 15.12.2016  
 1510-254 Block 5 Lvl04 Rev. 15.12.16  
 1510-255 Block 5 Lvl05 Rev. 15.12.16  
 1510-221 Block 2 Lvl01 Rev. 13.12.16  
 1510-222 Block 2 Lvl02 Rev. 13.12.16  
 1510-223 Block 2 Lvl03 Rev. 13.12.16  
 1510-224 Block 2 Lvl04 Rev. 13.12.16  
 1510-240 Block 4 Lvl00 Rev.15.12.16  
 1510-241 Block 4 Lvl01 Rev. 15.12.16  
 1510-242 Block 4 Lvl02 Rev. 15.12.16  
 1510-243 Block 4 Lvl03 Rev. 15.12.16  
 Statement of Community Involvement  
 Transport Assessment  
 Tree survey/Arboricultural Note  
 Market Assessment Report  
 Desk Based Archaeological Report  
 Ecological Appraisal  
 Drainage.Flood Risk Response dated 21/11/2016  
 Technical Note dated 13/12/2016  
 Schedule of Accommodation 16.12.16.  
 14703 - Covering Letter - 16.12.16  
 161221-OKR-INLAND-RANDALLS-VW01 CG  
 161221-OKR-INLAND-RANDALLS-VW02 CG  
 161221-OKR-INLAND-RANDALLS-VW03. CG  
 161221-OKR-INLAND-RANDALLS-VW04 CG

|                                |            |                                 |            |
|--------------------------------|------------|---------------------------------|------------|
| <b>Date Plans Received:</b>    | 13/09/2016 | <b>Date(s) of Amendment(s):</b> | 14/09/2016 |
| <b>Date Application Valid:</b> | 14/09/2016 |                                 | 21/11/2016 |
|                                |            |                                 | 21/12/2016 |
|                                |            |                                 | 13/09/2016 |

**Major Applications Planning Committee -  
 PART 1 - MEMBERS, PUBLIC & PRESS**

16/12/2016  
20/12/2016  
13/12/2016

## 1. SUMMARY

Planning permission and listed building consent are sought for the redevelopment of the former Randalls Department Store for residential led, mixed use development. The proposals involve:

- . Change of use of the ground and part first floor of the Randalls building from Use Class A1 to Use Class A3 with a flexible use within Use Class A1/A3 for the island display unit;
- . Conversion of part of the first floor of the Randalls building from Use Class A1 to Use Class C3 (residential);
- . Addition of a second floor on the Randalls building, to provide residential apartments (Use Class C3);
- . External restoration works;
- . Demolition of the 1960's western extension to the Randalls building and replacement with a part 3, part 4, part 5 storey block incorporating residential apartments and a new ground floor retail unit (Block 2);
- . Conversion of the Old Fire Station Building to duplex apartments (Use Class C3);
- . Erection of two new residential blocks (Use Class C3) ranging from 2 to 6 storeys in height;
- . The provision of associated landscaping, disabled car parking and associated works.

The scheme will provide a total of 58 residential units and 750 sqm of commercial floorspace, and will involve the demolition of the caretakers flat and warehouse buildings at the rear.

The proposed enhancements to heritage significance delivered by the proposed development are considered to outweigh the identified harm to the listed building. Due regard has been made to the enhancements to the main facade of Randall's building, both in terms of the listed building and the character and appearance of the Conservation Area. Similarly, the identification of a viable optimum use to the Randall's building is considered to be a heritage benefit. Finally, given the acceptable design of Block 2, in light of the relatively poor quality of the existing extension to the Randall's building, and the lack of activity within and around the site, the scheme is considered to generate an enhancement to the viability of the Uxbridge town centre and to the character and appearance of the Old Uxbridge/Windsor Street Conservation Area.

The proposed scheme would be within the London Plan density guidelines, providing good internal and external living space. The proposed layout would not have an adverse impact on the living conditions of surrounding occupiers in terms of over-dominance, loss of

privacy and loss of daylight/sunlight. It is considered that the scale and layout of the proposed development would be compatible with sustainable residential quality, having regard to the specific heritage constraints of this site.

There are no adverse impacts upon ecology or archaeology, contamination, air quality and noise impacts are considered to be acceptable. Highway, flood and drainage issues can be addressed by suitable conditions. A viable level of affordable housing provision has been agreed. The application is therefore recommended for approval, subject to conditions and a S106/278 Agreement.

## **2. RECOMMENDATION**

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

**(i) Transport: All on site and off site highways works as a result of this proposal, including**

**improvements to the site access, improvements to footway along Cricketfield Road, provision of a loading bay in Vine Street and if appropriate, disabled visitor parking on Cricketfield Road (following an assessment to demonstrate the usage and adequacy of existing disabled visitor parking on Cricketfield Road).**

**(ii) Construction Training: Either a construction training scheme delivered during the construction phase of the development or a financial contribution.**

**(iii) Air Quality: The applicant provides a financial contribution in the sum of £12,500.**

**(iv) Affordable Housing including a review mechanism.**

**(v) Travel Plan to include a £20,000 Bond.**

**(vi) Carbon offset contribution of £31,666.**

**(vii) The residents of this development not to be eligible for parking permits, apart from Blue Badge holders and a charge made against the site to ensure the future buyers are aware of the parking restrictions.**

**(viii) A Management Plan to secure the long term maintenance of the Randalls building**

**(ix) Town Centre contribution of £87,000 towards enhancement to Vine Street, including visitor cycle spaces**

**(x) Phasing of listed building enhancement and restoration works: A phasing schedule to ensure key works such as the facade restoration and re use of commercial floor space occur before identified phases of residential accommodation.**

**(xi) Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.**

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

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

**D) If the Legal Agreements have not been finalised by 1 July 2017 (or such other time frame as may be agreed by the Head of Planning and Enforcement), delegated**

authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of highways, affordable housing, air quality, public realm, carbon offset contribution, management and phasing plans for the Randalls building and construction training). The proposal therefore conflicts with 'saved' policies AM7 and R17 of the Unitary Development Plan (2012) and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (2016).'

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

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

**1 T8 Time Limit - full planning application 3 years**

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

**REASON**

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

**2 RES4 Accordance with Approved Plans**

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

1510-100 Location Plan

1510-101 Existing Building Information

1510-102 Listed Building Curtilage

1510-103 Existing Buildings Demolition & Retention

1510-200 GA Lv100 Rev.15.12.2016

1510-201 GA Lv101 Rev. 15.12.16

1510-202 GA Lvl02 Rev. 15.12.2016

1510-203 GA Lvl03 Rev. 15.12.2016

1510-204 GA Lvl04 Rev. 15.12.2016

1510-205 GA Lvl05 Rev. 15.12.2016

1510-206 GA Lvl06 Rev. 15.12.2016

1510-210 Block 1 - Existing Lvl00 Proposed Demolit

1510-211 Block 1 - Existing Lvl01 Proposed Demolit

1510-212 Block 1 - Existing Lvl02 Proposed Demolit

1510-213 Block 1 - Rev 13.12.16

1510-214 Block 1 - Proposed Lvl01 Rev. 13.12.16

1510-215 Block 1 - Proposed Lvl03 Rev. 13.12.16

1510-221 Block 2 Lvl01 Rev. 13.12.16

1510-222 Block 2 Lvl02 Rev. 13.12.16

1510-223 Block 2 Lvl03 Rev. 13.12.16

1510-224 Block 2 Lvl04 Rev. 13.12.16

1510-230 Block 3 - Existing Lvl00-Lvl01 Existing D

1510-232 Block 3 - Proposed Lvl00-Lvl01

1510-240 Block 4 Lvl00 Rev.15.12.16

1510-241 Block 4 Lvl01 Rev. 15.12.16  
1510-242 Block 4 Lvl02 Rev. 15.12.16  
1510-243 Block 4 Lvl03 Rev. 15.12.16  
1510-250 Block 5 Lvl00 Rev. 15.12.16  
1510-251 Block 5 Lvl01 Rev. 15.12.16  
1510-252 Block 5 Lvl02 Rev. 15.12.2016  
1510-253 Block 5 Lvl03 Rev. 15.12.2016  
1510-254 Block 5 Lvl04 Rev. 15.12.16  
1510-255 Block 5 Lvl05 Rev. 15.12.16  
1510-300 Rev. 19.12.16  
1510-301 Rev. 19.12.16  
1510-302 Rev. 19.12.16  
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1510-401 Rev. 19.12.16  
1510-402 Rev.19.12.16  
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1510-411 Block 1 - Rev. 13.12.16  
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1510-500 Listed Building Bay Studies - Shop Front  
1510-501 Rev. 13.12.16  
1510-502 Listed Building - Loading Bay  
1510-503 Firestation & Bay Study  
1510-504 New Build - Block 2 Bay Study  
1510-5000 Material Studies  
SK 051216 - Unit1 Privacy

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

#### REASON

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

#### **3 RES5 General compliance with supporting documentation**

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

- AIR QUALITY REPORT dated June 2014
- SITE WASTE MANAGEMENT PLAN (SWMP)

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

#### REASON

To ensure the development complies with the provisions of the the Hillingdon Local Plan:Part 2 -Saved UDP Policies (November 2012) and the London Plan (2016).

#### **4 RES6 Levels**

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and know datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.



## REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

### **5 RES7 Materials (Submission)**

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

Details should include information relating to:

- (i) fenestration and doors
- (ii) balconies including obscure screening (where applicable)
- (iii) boundary walls, retaining walls and railings
- (iv) comprehensive colour scheme for all built details
- (v) make, product/type, colour and photographs/images.
- (vi) bricks, render, cladding, roof finishes

## REASON

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

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

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

#### 1. Details of Soft Landscaping

- 1.a Planting plans (at not less than a scale of 1:100), for the court yard ground floor amenity area, and roof terraces
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

#### 2. Details of Hard Landscaping

- 2.a Cycle Storage (94 secure spaces for the flats)
- 2.b Means of enclosure/boundary treatments
- 2.c Surface level car parking layouts for 8 disabled parking bays and demonstration that 2 of the parking spaces (1 active and 1 passive) are served by electrical charging points and parking for 5 motor cycles.
- 2.d Hard Surfacing Materials
- 2.e External Lighting
- 2.f Other structures

#### 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 surfing/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

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

### REASON

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

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

Notwithstanding the submitted plans, prior to commencement, a scheme for the provision of sustainable water management 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) Suds features:

- i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off 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. where identified in an area at risk of surface water flooding, include additional provision within calculations for surface water from off site
- iv. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus 40% climate change, including flow paths depths and velocities identified as well as any hazards, ( safe access and egress must be demonstrated).

b) Capacity of Receptors

- i. Capacity and suitable condition should be demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented.

c) Minimise water use.

- i. incorporate water saving measures and equipment.
- ii. provide details of how rain and grey water will be recycled and reused in the development.

d) Long Term Management and Maintenance of the drainage system.

- i. Provide a management and maintenance plan ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).

ii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.

iii. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

f) From commencement on site

- i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works. Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

i) To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding in accordance with Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) and Policy 5.12 Flood Risk Management of the London Plan (March 2016)

ii) To ensure that surface water run off is handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and

iii) To conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016). National Planning Policy Framework (March 2012), and the Planning Practice Guidance (March 2014).

**8 RES19 Ecology**

Prior to commencement of development an ecological enhancement scheme based on the recommendations contained in the submitted Ecological Appraisal Ref: ECO4435.EcoApp.dv2 dated July 2016, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings. These shall include bat and bird boxes, Hedgehog dome and a range of plants to encourage and support wildlife. The development shall proceed in accordance with the approved scheme.

REASON

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with policy EC5 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.19.

**9 RES20 Traffic Arrangements - submission of details**

Notwithstanding the submitted plans, the approved development shall not be occupied until the traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose for the lifetime of the development. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area. 1 (20%) of the parking spaces shall be served by active electric charging points and 1 (20%) of the parking spaces shall be served by passive electric charging points.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016)

**10 NONSC Access Routes**

Prior to the proposed commercial units hereby approved being brought into use, details of the access routes for disabled users from each car parking space proposed, (including access ramps where appropriate), shall be submitted to and approved in writing by the Local Planning Authority.

REASON

In order to ensure the development achieves an appropriate level of accessibility in accordance with Policy 3.8 of the London Plan (2016).

**11 RES23 Visibility Splays - Pedestrian**

The access for the proposed site entrance shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

**REASON**

In the interests of highway and pedestrian safety in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**12 RES25 No floodlighting**

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

**REASON**

To safeguard the amenity of surrounding properties and to protect the ecological value of the area in accordance with policies BE13, OE1 and EC3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**13 RES26 Contaminated Land**

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

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

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

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

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

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

(iv) Before any part of the development is occupied, site derived soils and imported soils shall be independently tested for chemical contamination, and the results of this testing

shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

**REASON:**

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**14 NONSC Noise**

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed residential development from road traffic, air traffic and other noise has been submitted to and approved in writing by the Local Planning Authority. The scheme should ensure that internal LAeq,T and LMax noise levels meet noise design criteria as per BS8233:2014 . All works which form part of the scheme shall be fully implemented before the residential development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

**REASON:**

To ensure that the amenity of the occupiers of the proposed residential development is not adversely affected by road traffic, air traffic and other noise in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.15.

**15 NONSC Plant and Machinery**

Before the development is commenced details of any plant, machinery and fuel burnt, as part of the energy provision and the location of the flue at the development shall be submitted to the Local Planning Authority for approval. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NOx emission gas-fired CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and demonstrably below the building emissions benchmark.

**REASON**

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

**16 NONSC Sound insulation of commercial/entertainment premises**

The development shall not begin until a sound insulation scheme for the control of noise transmission to the adjoining dwellings has been submitted to and approved in writing by the Local Planning Authority (LPA). The scheme shall include such combination of sound insulation and other measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

**REASON**

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

**17 NONSC Construction environmental management plan**

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local

Planning Authority (LPA). The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

#### REASON

To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **18 NONSC Air Quality Condition**

Prior to the commencement of development a Low Emission Strategy, with an associated Air Quality Action Plan, demonstrating the management, control and significant reduction of NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall identify all sources of emissions associated with the proposal and the measures and technology to reduce and manage them. In addition, the strategy shall quantify the reductions estimated for each measure. The action plan will aim to implement the strategy and will indicate how and when the measures will be implemented and how their effectiveness is quantified. The measures shall include but not limited to:

##### Vehicular Traffic

- a) Setting targets for and incentivising the use of Euro V and Euro VI HGVs
- b) Setting targets for and incentivising the use of Euro 5 and Euro 6 non HGVs
- c) Installation of electric charging points
- d) Active promotion of cleaner vehicle technologies for all users of the development
- e) Active promotion of no idling

##### Technology

Use of low emission boilers that comply with the GLA Sustainable Design and Construction SPD

##### Emissions

The action plan must include forecasts for the emissions associated with the development and set annual reduction targets.

##### Encouraging Alternative Modes of Transport

Shower and changing facilities should be provided for the employees of the commercial element.

##### Monitoring

The action plan must include details for monitoring the vehicular types and recording the percentage of Euro V/5 and Euro VI/6 vehicles as well as progress against the emission reduction targets.

#### Reporting

The action plan must include details for reporting the results of the monitoring to the Local Authority.

#### REASON

To ensure the development reduces and manages its air quality impacts in an area that currently exceeds minimum EU limit values for health and in line with Policy EM8 of the Local Plan and 7.14 of the London Plan.

#### **19 NONSC Non Road Mobile Machinery**

All Non Road Mobile Machinery (NRMM) must meet meet Stage IIIA criteria of EU Directive 97/68/EC and registered online on the NRMM website at <http://nrmm.london/>.

#### REASON

To ensure the development complies with Policy EM8 of the Hillingdon Local Plan: Part 1, Policy 7.14 of the London Plan (2016) and paragraph 124 of the National Planning Policy Framework.

#### **20 NONSC Accessibility Condition 1**

The dwellings hereby approved shall be constructed to meet the standards for a Category 2M4(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 an appropriate standard of housing stock in accordance with London Plan (2016)policy 3.8c, is achieved and maintained.

#### **21 NONSC Accessibility Condition 2**

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

#### REASON:

To ensure an appropriate standard of housing stock in accordance with London Plan (2016)Policy 3. 8d, is achieved and maintained.

#### **22 NONSC Access Gate**

Prior to the commencement of the development, details of the operation of any access gate to the car park by disabled persons, and manual operation of any gates in the event of power failure shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the secure access arrangements shall be installed in accordance with the approved details and maintained so long as the development remains on site.

#### REASON

In order to ensure the development achieves an appropriate level of accessibility in accordance with Policy 3.8 of the London Plan (2016).

#### **23 COM11 Restrictions on Changes of Uses (Part 3, Sch. 2 GPDO 1995**

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the commercial element of the Randalls building

(ground and part first floor) shall be used only for purposes within Use Class A3 of the Schedule to the Town and Country Planning (Use Classes) (Amendment) (England) Order 2015 (as amended).

The ground floor commercial unit of the corner Block 2 shall be used only for purposes within Use Class A1 (other than food and DIY) or A3 of the Schedule to the Town and Country Planning (Use Classes) (Amendment) (England) Order 2015 (as amended).

#### REASON

1. In order to comply with the terms of the application.
2. In order to ensure that adequate servicing can be provided for the commercial element of the development, in accordance with Policy AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **24 RES24 Secured by Design**

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

#### REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2015) Policies 7.1 and 7.3.

#### **25 NONSC Restriction of Terraces**

The area in front of the proposed second floor units of the Randalls building facing Vine Street shall not be used as balconies or terrace space.

#### REASON

To safeguard the special architectural and/or historic interest of the building and to preserve or enhance the features which contribute to the Old Uxbridge and Windsor Street Conservation Area's special architectural and visual qualities, in accordance with Policies BE4 and BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **26 RES13 Obscure Glazing**

Details of obscure glazing to Unit 1 on the ground floor of the Randalls building shall be submitted to and approved by the Local Planning Authority and shall be installed prior to the occupation of that unit. . Thereafter, the obscure glazing shall remain in place for so long as the development remains in existence.

#### REASON

To ensure that adequate levels of privacy are provided, in accordance with policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

### INFORMATIVES

#### **1 I1 Building to Approved Drawing**

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed



precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

**2**            I11                    **The Construction (Design and Management) Regulations 1994**

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

**3**

b) The bin enclosures must be built to ensure there is at least 150 mm clearance in between the bulk bins and the walls of storage area. The size and shape of the bin enclosures must also allow good access to bins by residents, and if multiple bins are installed for the bins to be rotated in between collections. The dimensions of an 1,100 litre bulk bin are shown in the table below: -

| Bin Size            | Height   | Depth  | Width    |
|---------------------|----------|--------|----------|
| 1,100 litre Eurobin | 1,370 mm | 990 mm | 1,260 mm |

c) Arrangements should be made for the cleansing of the bin stores with water and disinfectant. A hose union tap should be installed for the water supply. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than 1:20) towards the drainage points.

d) The material used for the floor should be 100 mm thick to withstand the weight of the bulk bins. Ideally the walls of the bin storage areas should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.

e) The gate / door of the bin stores need to be made of metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Please ensure the doorway should allow clearance of 150 mm either side of the bin when it is being moved for collection. The doors should open outwards from the chamber. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.

f) If any of the bin chambers are internal then they should have appropriate passive ventilators to allow air flow and stop the build up of unpleasant odours. The ventilation needs to be fly-proofed.

g) If the chambers are inside the building they should have a light. The lighting should be a sealed bulked fitting ( housings rated to IP65 in BS EN 60529:1992).

h) The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).

i) The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped

kerb is needed to safely move the bin to level of the collection vehicle.

j) The roadway should be strong enough to withstand the load of a 26 tonne refuse collection vehicle. The point of collection would be from Cricketfield Road. I am assuming the intention is for the vehicle to reverse into the development.

#### Commercial Units

k) The occupiers would have to make an arrangement with either the Council or a licensed waste carrier for the collection of the waste produced from the premises.

l) The producers of waste from commercial premises have a Duty of Care to contain the waste safely until it is collected by the Council or a licensed waste carrier. They can best comply with this through the use of bulk bins. The same considerations are for the household waste bins listed above would apply.

m) The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres or sack 15 metres from the point of storage to the collection vehicle (BS 5906 standard). The same collection conditions listed above would apply.

#### General Points

The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

#### **4            I12                    Notification to Building Contractors**

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

#### **5            I13                    Asbestos Removal**

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

#### **6            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](http://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.

**7 117 Communal Amenity Space**

Where it is possible to convey communal areas of landscaping to individual householders, the applicant is requested to conclude a clause in the contract of the sale of the properties reminding owners of their responsibilities to maintain landscaped areas in their ownership and drawing to their attention the fact that a condition has been imposed to this effect in this planning permission.

**8 118 Storage and Collection of Refuse**

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans. For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

**9 119 Sewerage Connections, Water Pollution etc.**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.  
Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

**10 12 Encroachment**

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

**11 121 Street Naming and Numbering**

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

**12 124 Works affecting the Public Highway - General**

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further

information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

**13            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.

**14            I25A            The Party Wall etc. Act 1996**

On 1 July 1997, a new act, The Party Wall etc. Act 1996, came into force.

This Act requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:-

- 1) carry out work to an existing party wall;
- 2) build on the boundary with a neighbouring property;
- 3) in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations or planning controls. Building Control will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by Building Control should be taken as removing the necessity for the building owner to comply fully with the Act.

**15            I3            Building Regulations - Demolition and Building Works**

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

**16            I32            Trees in a Conservation Area**

As the application site is within a conservation area, not less than 6 weeks notice must be given to the Local Planning Authority of any intention to cut down, top, lop or uproot or otherwise damage or destroy any trees on the application site. Please contact the Trees & Landscape Officer, Residents Services, 3N/02, Civic Centre, Uxbridge, UB8 1UW for further advice.

**17            I47            Damage to Verge - For Council Roads:**

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will

require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

**18**        I49                    **Secured by Design**

The Council has identified the specific security needs of the application site to be: CCTV and boundary treatments. You are advised to submit details to overcome the specified security needs in order to comply with condition 25 of this planning permission.

**19**        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).

**20**        I53                    **Compulsory Informative (2)**

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

|      |  |
|------|--|
| AM1  | Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations   |
| AM13 | AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -<br>(i) Dial-a-ride and mobility bus services<br>(ii) Shopmobility schemes<br>(iii) Convenient parking spaces<br>(iv) Design of road, footway, parking and pedestrian and street furniture schemes |
| AM14 | New development and car parking standards.   |
| AM15 | Provision of reserved parking spaces for disabled persons  |
| AM7  | Consideration of traffic generated by proposed developments.   |
| AM9  | Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities  |
| BE1  | Development within archaeological priority areas   |
| BE10 | Proposals detrimental to the setting of a listed building  |
| BE11 | Proposals for the demolition of statutory listed buildings   |
| BE12 | Proposals for alternative use (to original historic use) of statutorily listed buildings   |
| BE13 | New development must harmonise with the existing street scene.   |
| BE15 | Alterations and extensions to existing buildings   |
| BE20 | Daylight and sunlight considerations.  |
| BE21 | Siting, bulk and proximity of new buildings/extensions.  |

|          |   |
|----------|---|
| BE23     | Requires the provision of adequate amenity space.   |
| BE24     | Requires new development to ensure adequate levels of privacy to neighbours.  |
| BE26     | Town centres - design, layout and landscaping of new buildings  |
| BE27     | Advertisements requiring express consent - size, design and location  |
| BE28     | Shop fronts - design and materials  |
| BE29     | Advertisement displays on business premises   |
| BE3      | Investigation of sites of archaeological interest and protection of archaeological remains                                |
| BE38     | Retention of topographical and landscape features and provision of new planting and landscaping in development proposals. |
| BE4      | New development within or on the fringes of conservation areas  |
| BE8      | Planning applications for alteration or extension of listed buildings   |
| EC3      | Potential effects of development on sites of nature conservation importance   |
| H4       | Mix of housing units  |
| H5       | Dwellings suitable for large families   |
| H8       | Change of use from non-residential to residential   |
| OE1      | Protection of the character and amenities of surrounding properties and the local area                                    |
| OE5      | Siting of noise-sensitive developments  |
| S6       | Change of use of shops - safeguarding the amenities of shopping areas   |
| LPP 5.1  | (2016) Climate Change Mitigation  |
| LPP 5.12 | (2016) Flood risk management  |
| LPP 5.13 | (2016) Sustainable drainage   |
| LPP 5.2  | (2016) Minimising Carbon Dioxide Emissions  |
| LPP 5.3  | (2016) Sustainable design and construction  |
| LPP 5.7  | (2016) Renewable energy   |
| LPP 6.13 | (2016) Parking  |
| LPP 6.5  | (2016) Funding Crossrail and other strategically important transport infrastructure                                       |
| LPP 7.14 | (2016) Improving air quality  |
| LPP 7.2  | (2016) An inclusive environment   |
| LPP 7.3  | (2016) Designing out crime  |
| LPP 7.5  | (2016) Public realm   |
| LPP 7.8  | (2016) Heritage assets and archaeology  |
| LPP 8.2  | (2016) Planning obligations   |
| LPP 8.3  | (2016) Community infrastructure levy  |
| HDAS-LAY | Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006             |
| LDF-AH   | Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010                |
| SPD-NO   | Noise Supplementary Planning Document, adopted April 2006   |
| SPD-PO   | Planning Obligations Supplementary Planning Document, adopted July 2008   |
| SPG-AQ   | Air Quality Supplementary Planning Guidance, adopted May 2002   |
| SPG-CS   | Community Safety by Design, Supplementary Planning Guidance, adopted July 2004  |
| NPPF     | National Planning Policy Framework  |

**21** 159 **Councils Local Plan : Part 1 - Strategic Policies**

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

**22** 16 **Property Rights/Rights of Light**

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

**23**

In accordance with the provisions of the NPPF, the Local Planning Authority has actively engaged with the applicant both at the pre application and application stage of the planning process, in order to achieve an acceptable outcome. The Local Planning Authority has worked proactively with the applicants to secure a development that improves the economic, social and environmental conditions of the area. In assessing and determining the development proposal, the Local Planning Authority has applied the presumption in favour of sustainable development Accordingly, the planning application has been recommended for approval.

**24**

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy, which is due on commencement of this development. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority.

In addition, the development hereby approved represents chargeable development under the Hillingdon Community Infrastructure Levy. Should you require further information please refer to the Council's Website [www.hillingdon.gov.uk/index.jsp?articleid=24738](http://www.hillingdon.gov.uk/index.jsp?articleid=24738)

**25**

All tree work should be carried out in accordance with the recommendations of BS3998:2010 'Tree Work -Recommendations' in order not to disturb roosting bats or nesting birds or other species. It is advisable to consult your tree surgeon/consultant to agree an acceptable time for carrying out any work.

**26**

1. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

2. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

3. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to

ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

### **3. CONSIDERATIONS**

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

The site is located on the corner with Vine Street and Cricketfield Road and falls within the secondary shopping area of Uxbridge Town Centre. The site also falls within the Old Uxbridge/Windsor Street Conservation Area.

The original 1938 Randalls building is a Grade II listed heritage asset and includes a largely intact shopfront dating from that period. The adjoining 1960's extension is also Grade 2 listed.

There are also a number of associated curtilage buildings and structures (considered as listed within the enclosed rear yard area, accessed from Cricketfield Road. However the remainder of the rear yard is largely empty.

The ex-Fire Station building located to the rear of the site fronting Cricketfield Road, dates from the early 20th Century. This building is also considered to be curtilage listed and has heritage value that should be preserved. In addition, there are single storey ancillary storage buildings attached to the rear of the main retail structure, dating from the 1930's.

Office buildings are located to the south, west and north and range in height between 3 to 6 storeys.

The site lies adjacent to the revised Uxbridge Archaeological Priority Area (APA).

#### **3.2 Proposed Scheme**

This application seeks planning permission and listed building consent for the redevelopment of the former Randalls department store for a residential led, mixed use development. The proposed development will retain the original 1930's Grade II listed former Randalls department store and the Old Fire Station building. Overall, the proposed development comprises 58 residential units and 750 sqm of commercial floorspace. The various elements of the scheme are set out below:

##### **The Randalls Building**

The ground floor of the Randalls building will be retained as one single commercial unit for use within Use Class A3, with a flexible use within Use Class A1/A3 for the island display unit.

The majority of the first floor of the Randalls building will be converted from retail use into residential use, with the exception of 90 sqm of floorspace, which will be retained in commercial use (Use Class A3), to ensure the functionality of the internal staircase is maintained.

Conversion of part of the first floor of the Randalls building from Use Class A1 to Use Class C3 (residential);



An new second floor will be added to the Randalls building to provide residential apartments (Use Class C3). This floor will be set back from the street frontage to remain subservient to the listed building and ensure minimal visual impact at street level.

The proposed mix of residential and commercial uses for the Randall's building is set out below:

Ground floor: 575 sq m Class A 3 commercial use; 2 x 1 bedroom flats

First floor: 146 sq m of Class A3 commercial use; 1 x 2 bedroom and 5 x 1 bedroom flats

Proposed Second floor: 1 x 2 bedroom and 5 x 1 bedroom flats.

## Block 2

A new part 3, part 4, part 5 storey block fronting Vine Street and Cricketfield Road, incorporating 16 residential apartments and a new ground floor retail unit will replace the 1960's extension (which will be demolished), to the west of the Randalls building.

## The Old Fire Station

It is proposed that the Old Fire Station Building will be retained and converted into three duplex apartments, and the original fire door openings will be reinstated.

## Blocks 4 and 5

Two new wholly residential buildings are proposed at the rear of the site, ranging from 2 to 6 storeys in height, involving the demolition of a 1960's outbuilding which was ancillary to the Randall's building, together with the demolition of the existing caretakers flat to the rear of the Randalls building.

Block 4, located immediately behind the Old Fire Station building, would step up from 2 to three then 4 storeys, containing 9 new residential units.

Block 5, accommodating 16 residential units would be located in the south east corner of the site and would be part 4, part 5 and part 6 storeys in height.

An entirely car free development is proposed, with the exception of eight disabled parking spaces. Two disabled parking spaces will be available for the commercial units and the other six disabled parking spaces will be available for the wheelchair accessible residential units.

The proposed development will also include 96 dedicated cycle spaces. The cycle parking has been provided at a ratio of one space for the one bedroom apartments and two spaces for units with more than one bedroom.

It is proposed that the existing vehicular access to the rear of the Randalls building, along Cricket Field Road, will be utilised. In addition, a new pedestrian access to the site will be created from Vine Street.

A summary of the revised mix of housing for the wider site is set out in the following accommodation schedule:

Type of Accommodation

1 bed 1 person: flats x 2

1 bed 2 person: flats x 26

2 bed 3 person flats x 5

2 bed 4 person flats x 25

The following reports have been submitted in support of the application:

- Design and Access Statement (including Building for Life Assessment and Landscaping Strategy),  
This document sets out the urban design and access aspects of the redevelopment proposals. It provides supporting information to the planning application and describes the proposed response to context, the quantum of development, the layout of buildings and open spaces, scale, access and refuse strategy arrangements.
- Planning Statement  
The Planning Statement assesses the proposed development against relevant statutory tests and policies in the statutory development plan, having regard to other relevant material planning considerations.
- Heritage, Townscape and Visual Impact Assessment September 2016  
The document provides an assessment of the history and development of the site, and provides an analysis of the impact of the proposed development on the historic environment, including heritage assets within the site, and the setting of nearby listed heritage assets.
- Archaeological Desk-Based Assessment  
The assessment concludes that based on the low archaeological potential and the limited amount of development proposed outside areas of previous severe truncation, it is unlikely that the proposed development will impact upon below ground archaeological deposits.
- Market Assessment Report  
This report provides a detailed assessment of the site as an existing retail location, and considers the potential for accommodating alternative uses on the ground and first floor of the Randall's Department Store building. The report concludes that the site has come to the end of its useful life as a large scale retail location and that the development could feasibly accommodate 640sqm flexible commercial floorspace.
- Statement of Community Involvement (SCI)  
This statement sets out the process of community engagement by the applicant prior to submission of the planning application. The SCI outlines and discusses the consultation process, including stakeholder feedback and conclusions.
- Daylight & Sunlight Report (and appendices)  
This report considers the effects of the proposed development on the levels of daylight and sunlight received by nearby residential properties. It also considers the levels of natural light that will be experienced within the new residential accommodation at the site and the proposed areas of amenity space within the scheme. The report concludes that overall, the results demonstrate that the proposed residential units in the development will experience good standards of interior daylight, which are acceptable in the context of the development site's location.
- Transport Statement (TS)  
The purpose of the TS is to report on the impact the proposed development will have on the local highway network and considers suitability of access to the development for sustainable transport and service vehicles. Based on the information provided in this TS, it is concluded that there are no highway or transport reasons why the proposed

development should not be granted planning permission.

- Transport Technical Note

Provides additional information in respect of post-application highways concerns.

- Ecological Appraisal

The appraisal concludes that based on the evidence obtained from the ecological survey work and with the implementation of the recommendations and measures set out in the report, following mitigation, any ecological designations, habitats of nature conservation interest or protected species would not be significantly adversely affected by the proposed development. Furthermore, the recommended enhancement measures should provide benefits to biodiversity at the site in the long term.

- Tree Survey

The survey concludes that neither of the 2 trees on the site are of a quality that should represent any constraint to development, and could be removed as part of any development proposals .

- Flood Risk Assessment and Drainage Statement

the report concludes that the development and its occupants are not at an increased risk of flooding; the development does not increase the risk of flooding elsewhere; the development can be drained in a sustainable manner utilising SuDS techniques and will satisfactorily manage and maintain a 1 in 100 Year storm event with allowance for climate change.

- Geo-Environmental Assessment

Some further groundwater monitoring and gas monitoring is need to clarify the levels and remediation necessary before a remediation strategy is prepared.

- Energy Statement

The report demonstrates how the relevant planning policies with respect to energy will be achieved. A total overall carbon reduction of 35.2% can be achieved through the energy strategy detailed in this report. In the event that it is not feasible or viable to meet the carbon reduction target imposed either by the GLA or LBH then it may be possible to meet this shortfall through payment into a carbon offset fund.

- Sustainability Statement

This report details how the design has considered the site's potential environmental impacts and how those impacts can be managed and mitigated in line with the prevailing spatial planning policies.

- Air Quality Assessment

This report presents the findings of an air quality assessment of the potential impacts

associated with the proposed redevelopment on local air quality during both construction and operational phases. For both phases the type, source and significance of potential impacts are identified and the measures that should be employed to minimise these impacts are described. The modelling assessment has predicted concentrations of both pollutants to be below the relevant objective limits at the facades of the new residential units. No mitigation is therefore considered necessary and the impact of the development with regards new exposure to both pollutants is considered to be negligible.

· Noise Impact Assessment

Mitigation measures in the form of closed windows will be necessary to reduce external and internal noise levels to be within the ambient noise guidance and sleep disturbance criterion outlined by the WHO as well the criteria outlined in BS8233. Where windows are to remain closed, an additional means of ventilation compliant with the building regulations will be required for those facades expose noise from the road.

· Site Waste Management Plan (SWMP)

The SWMP is intended to follow minimum good practice such that consideration is given to waste reduction at pre design stage through to completion.

· Construction Management Plan (CMP)

This CMP provides the framework to manage the potential environmental effects during the implementation of the planning consent and the redevelopment of the site.

· Geo- Environmental Assessment

The assessment recommends that additional ground gas and groundwater monitoring visits are completed in line with best practice, including surveying of monitoring wells to enable groundwater flow and gradient to be identified. Further Risk Assessment and a Remedial Strategy will need to be completed prior to undertaking remedial action. Provided that appropriate remedial action is undertaken, the site will be suitable for residential land use.

### 3.3 Relevant Planning History

#### Comment on Relevant Planning History

The Randalls department store closed on 31 January 2015.

## 4. Planning Policies and Standards

### UDP / LDF Designation and London Plan

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

Part 1 Policies:

|          |   |
|----------|---|
| PT1.BE1  | (2012) Built Environment                        |
| PT1.CI1  | (2012) Community Infrastructure Provision       |
| PT1.E4   | (2012) Uxbridge                                 |
| PT1.E5   | (2012) Town and Local Centres                   |
| PT1.EM1  | (2012) Climate Change Adaptation and Mitigation |
| PT1.EM11 | (2012) Sustainable Waste Management             |
| PT1.EM6  | (2012) Flood Risk Management                    |
| PT1.H1   | (2012) Housing Growth                           |
| PT1.H2   | (2012) Affordable Housing                       |

PT1.HE1 (2012) Heritage

Part 2 Policies:

- AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -  
(i) Dial-a-ride and mobility bus services  
(ii) Shopmobility schemes  
(iii) Convenient parking spaces  
(iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- BE1 Development within archaeological priority areas
- BE10 Proposals detrimental to the setting of a listed building
- BE11 Proposals for the demolition of statutory listed buildings
- BE12 Proposals for alternative use (to original historic use) of statutorily listed buildings
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE26 Town centres - design, layout and landscaping of new buildings
- BE27 Advertisements requiring express consent - size, design and location
- BE28 Shop fronts - design and materials
- BE29 Advertisement displays on business premises
- BE3 Investigation of sites of archaeological interest and protection of archaeological remains
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- BE4 New development within or on the fringes of conservation areas
- BE8 Planning applications for alteration or extension of listed buildings
- EC3 Potential effects of development on sites of nature conservation importance
- H4 Mix of housing units
- H5 Dwellings suitable for large families

|          |   |
|----------|---|
| H8       | Change of use from non-residential to residential   |
| OE1      | Protection of the character and amenities of surrounding properties and the local area                        |
| OE5      | Siting of noise-sensitive developments  |
| S6       | Change of use of shops - safeguarding the amenities of shopping areas   |
| LPP 5.1  | (2016) Climate Change Mitigation  |
| LPP 5.12 | (2016) Flood risk management  |
| LPP 5.13 | (2016) Sustainable drainage   |
| LPP 5.2  | (2016) Minimising Carbon Dioxide Emissions  |
| LPP 5.3  | (2016) Sustainable design and construction  |
| LPP 5.7  | (2016) Renewable energy   |
| LPP 6.13 | (2016) Parking  |
| LPP 6.5  | (2016) Funding Crossrail and other strategically important transport infrastructure                           |
| LPP 7.14 | (2016) Improving air quality  |
| LPP 7.2  | (2016) An inclusive environment   |
| LPP 7.3  | (2016) Designing out crime  |
| LPP 7.5  | (2016) Public realm   |
| LPP 7.8  | (2016) Heritage assets and archaeology  |
| LPP 8.2  | (2016) Planning obligations   |
| LPP 8.3  | (2016) Community infrastructure levy  |
| HDAS-LAY | Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006 |
| LDF-AH   | Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010    |
| SPD-NO   | Noise Supplementary Planning Document, adopted April 2006   |
| SPD-PO   | Planning Obligations Supplementary Planning Document, adopted July 2008                                       |
| SPG-AQ   | Air Quality Supplementary Planning Guidance, adopted May 2002   |
| SPG-CS   | Community Safety by Design, Supplementary Planning Guidance, adopted July 2004                                |
| NPPF     | National Planning Policy Framework  |

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **24th October 2016**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

The application has been advertised under Article 15 of the Town and Country Planning General Development Management Order 2015 as a Major Development. The application has been advertised as a development that affects the character and appearance of the Old Uxbridge/Windsor Street Conservation Area and the setting of the Grade 2 listed building, Randalls.

52 adjoining owner/occupiers have been consulted and site and press notices were also posted. Further consultations were carried out in February 2017 on the amended plans. 2 responses has been received to the neighbour consultation, the contents of which are summarised below.

**First Response:**

Whilst we do not object to the development of the Randall's site - we do object to the design, orientation and relationship of the residential building Block 5 that is proposed to abut the south-western corner of our site. The design of this residential block has windows that are placed adjacent to our boundary wall with the proposed units' only means of light to habitable spaces being from this north easterly orientation. Drawing 1510/402 shows a section through our current site though it fails to reference the 1.5 storey height of the existing party wall, with the proposed Ground Floor unit being affected by this in terms of daylight as it stands. Given the daylight and sunlight considerations of these units, we feel that the proposed design infringes our right to raise our boundary and party wall. The configuration of the proposal would mean that in raising our party wall or onward developing the rear of our site, we would create a daylight injury against the proposed single aspect flats and bedrooms overlooking our site.

Therefore it is the change of use of the land from commercial to residential and the way that the residential overlooks the rear of our site that is our principal objection, with no direct consultation undertaken to make representation to us as the owner of the neighbouring building. Having said this, we feel its worth noting that if the flats were dual aspect or had a second means of light from a different elevation - our concerns would likely be reduced.

**Second Response:**

This is an exciting and overdue development of a major part of Uxbridge centre. The scheme will do much to revive a distinctly moribund part of the town. Our only concerns are those which affect all employers in town. Increased transport capacity must be provided if Uxbridge is to succeed as a commercial, retail and residential hub. The council cannot continue with its current stance of saying it is not something they can do anything about because of other transport agencies attitudes.

**HISTORIC ENGLAND (GLAAS)**

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

The site lies just outside the Uxbridge Archaeological Priority Area reflecting its location on the edge of the historic town. As documented in the archaeological desk-based assessment it lies to the rear of the historic High Street frontage and just outside the presumed area of the medieval town. Also, Bronze Age finds have been made at several locations in the vicinity including a cluster of pits and a ditch on the site of the former railway station. Overall, I agree with the desk-based assessment that the site has low potential for significant medieval/post-medieval remains and moderate potential for Bronze Age remains. However, the proposed new development is largely located on the footprint of existing buildings. The DBA notes that the extensive redevelopment of the northern part of the study site throughout the 20th century would have had a widespread and severe impact. Extensive below ground utilities and the foul/surface drainage network will also have had localised and severe impacts on any archaeological deposits if they had been present (para 6.7).

On balance whilst it is possible that a few features of Bronze Age date might survive in the areas of new impact this is unlikely to amount to significant harm nor is their investigation in an isolated small area likely to advance our knowledge of the extensive Bronze Age landscapes known across the

Heathrow plateau/Lower Colne Valley. Had the development involved more extensive groundwork's in the existing car park (e.g. the construction of a basement) then some mitigation measures might have been warranted.

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

No further assessment or conditions are therefore necessary. Please note that this response relates solely to archaeological considerations. If necessary my Historic Buildings and Areas colleagues should be consulted.

## HISTORIC ENGLAND

Thank you for your letter of 29 September 2016 notifying Historic England of the applications for planning and listed building consent relating to the above site. This letter provides Historic England's comments on both applications.

### Summary

These proposals has been the subject of pre-application discussions with Historic England. The proposals reflect the nature of Historic England advice and are likely to deliver a considerable degree of change whilst maintaining the core areas of the site's significance as a designated heritage asset.

### Historic England Advice

#### Significance

Randall's department store was completed in 1938 to the designs of William L. Eves. The Grade II listed building is an excellent example of an independent department store and a fine specimen of streamlined Art Deco architecture that contributes positively to the surrounding Old Uxbridge/Windsor Street Conservation Area.

The major architectural emphasis of the building is its Vine Street shop front elevation, while the rear of the site is a well preserved service area of a more utilitarian character. The interior is much more plain, allowing the greatest amount of flexibility over two storeys of generously sized shop floor.

Some original internal features remain: the staircase, the grid of structural columns with cast iron radiators at their base, and the pneumatic tube system used for sending cash throughout the store (though this has been subject to modification).

The service areas to the rear of the site include a number of offices with internal glazed walls in crittal frames, a mid-level storey with WCs, and a delivery bay containing a service stair, and original loading door with surviving pulley mechanism.

#### Impact

The proposals include the demolition of a 1950s extension to the store (considered to be of no special interest in the listing description), the erection in its place of new buildings primarily for residential use with ground floor commercial units.

Parts of the rear elevation of the principal building will be removed in order to rationalise the new internal works, and the mid-level storey of the service area will also be lost. These works will facilitate the conversion of the upper storey into residential flats, separating the usage of the first floor from the ground floor for the first time.



At roof level an additional storey will be created, set back from the street elevation.

The ground floor will be retained for commercial use and the principal staircase will remain in use, accessing only a small area of the first floor.

The shop front will be restored and elements of original adornment including a clock and banded decoration will be reinstated.

The service yard to the rear will be cleared to allow for the construction of new residential blocks.

The historic fire station (curtilage listed as part of Randalls) will be retained and put to residential use, with its street elevation restored to its original appearance.

#### Policy

The Planning (Listed Buildings and Conservation Areas) Act 1990 places a statutory duty on your Authority to pay special regard to the desirability of preserving the special architectural and historical interest of this listed building (Section 66). The same Act (Section 72) requires special attention to be paid to the desirability of the preservation of the character and appearance of the conservation area.

Guidance of the exercise of this duty is given in the National Planning Policy Framework 2012. Section 12 of that document specifically addresses development which will effect the historic environment and requires that any harm to a designated heritage asset should be clearly and convincingly justified, and outweighed by the delivery of public benefits (Paragraphs 132-134).

#### Position

Historic England has been involved in pre-application discussions with the applicant and we are satisfied that the proposals reflect the nature of our advice. The proposals will bring about a high degree of change. However, the core areas of significance identifiable at Randall's will in our view be retained.

The area of the site from which the highest levels of significance are derived is the Vine Street shop front elevation, including its ground floor display units. This area will receive a considerable uplift, reinstating lost features and enhancing the presentation of the building from its present appearance.

The roof structure of the store has no intrinsic significance in our view, beyond the authenticity of the building as a whole. As such, and given the considerable depth of the building, development at roof level should be feasible providing that prominent, bulky, or overbearing forms are avoided. Since our most recent pre-application discussions the proposed roof extension has been set back further from the principal elevation in an effort to reduce its visibility from the street. The resulting form is ultimately deferential to the high levels of significance found in the Vine Street elevation and will not in our view cause serious harm.

While it is a shame to see the ground floor divorced from the first floor as set of circulating spaces, we are not opposed to the use of the first floor for alternative purposes. The interior spaces are largely plain and were intended to be used flexibly. While other historic buildings may be limited in their capacity for adaptation by decorative programmes or a hierarchical organisation of space, Randall's has an inherent adaptability which this scheme capitalises upon.

The shop floor stair case is of good quality and is the major internal indicator of the original store's continuation over two storeys. Earlier discussions considered the boxing-in or remodelling of this stair. Revisions that have taken place throughout the pre-application process have arrived at the current proposal for the stair to be fully retained with a small area at first floor accessed via the stair in order to provide an indication of the original circulation pattern. This maintains the legibility of plan

form and circulation patterns, ensures the stair's continued use, and preserves the staircase in situ. While the status of the stair is diminished, it is our view that an acceptable compromise has been reached.

The redevelopment of the rear areas of the listed building removes some parts of historical plan form such as the WCs and the caretaker's flat. While these contribute to the authenticity of the building, they are not key areas of significance that define the building's high heritage value. In our view a detailed recording exercise capable of capturing these areas before change is carried out will sustain the informative value of these areas for future reference. We have accordingly set out a recording condition in the associated letter of authorisation submitted herewith.

Taken as a whole we consider that the proposals present a new use for the site which, while bringing about a great deal of change, will preserve the high architectural value of the Vine Street elevation, key internal features of interest, the legibility of the site as a former department store, and significant areas of the back-of-house operations formerly found on site.

#### Recommendation

Subject to the condition imposed in the attached letter of authorisation, and any your council may wish to implement in order to secure a high quality approach and execution, we are content for the application to be determined in accordance with national legislation and policy, and on the basis of your own specialist conservation advice.

It is not necessary to consult us again on this application. Please send us a copy of the decision notice in due course. This will help us to monitor actions related to changes to historic places.

Please note that this response related to historic building matters only. If there are any archaeological implications to the proposals it is recommended that you contact the Greater London Archaeological Advisory Service for further advice (Tel: 020 7973 3735).

#### RE-CONSULTATION RESPONSE 1/3/2017

Thank you for consulting us regarding the amendments to the above application. As these amendments do not change the nature of the advice set out in our original letter of 19 October 2016 please refer to those comments as our consultation response

#### OLD UXBRIDGE CONSERVATION PANEL

No response.

#### UXBRIDGE LOCAL HISTORY & ARCHIVES SOCIETY

We are concerned at the listed building part of the site.and in particular the proposal to build a second floor extension or attic storey above the structure. Even though this will not be visible from the street we think it undesirable to extend the building in this way.

#### MET. POLICE CRIME PREVENTION OFFICER

I have reviewed the plans and do not have any objections to this development. However, I would like a planning condition to achieve Secured by Design, this is due to the crime analysis in the locality.

#### **Internal Consultees**

#### TREE AND LANDSCAPE OFFICER

A brief tree assessment by ACD confirms that one of the trees, a cherry, is dead. The second tree, an ash (probably self-seeded, as opposed to planted) in the east corner, is a poor quality 'C' grade tree. During pre application advice the LPA confirmed that this tree is not worthy of retention and it is

not considered to be a constraint on development.

The Design & Access Statement, by Inland Homes, explains the design concept and evolution in the light of analysis of the site and its context. The proposed mix of retail and residential use is relatively urban in character and provides limited external amenity space. The main ground level space is the shared-use court yard accommodating disabled parking bays amidst pedestrian circulation space and access to the buildings. In addition to this there will be private terraces / balconies, a communal garden, boules court, landscaped court (east), roof terrace (block 4) as itemised in chapter 6.10. The design concept is described in the D&AS at 6.5 Hard Landscape, 6.6 Lighting Strategy, 6.7 Soft Landscape Strategy, 6.8 Preliminary Planting Schedule, 6.9 Management and Maintenance, 6.10 Amenity Space, and 7.0 Access And Accessibility.

A palette of indicative hard and soft landscape details is provided. The proposed plan and section drawings, illustrated in the D&AS (Appendix 2), confirm an intention to soften and green the building and external spaces. The scheme, as illustrated, should provide an attractive and functional setting for urban living. The realisation of these objectives and the quality of finish will depend on the detailed design, specification and implementation of this vision.

If the application is recommended for approval, landscape conditions should be imposed to ensure that the scheme delivers the landscape character and appearance as illustrated in the objectives set out in the D&AS.

#### RECOMMENDATION

No objection subject to conditions RES9 (parts 1,2,3,4,5 and 6)

#### S106 OFFICER

##### Heads of Terms

1. Highway Works: S278/S38 for required Highways. Works subject to Highway Engineers Comments.
2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.
3. Air Quality Monitoring: A financial contribution to the sum of £12,500 is likely- to be required- . However, it is subject to comments from LBH air quality specialists.
4. Travel Plan to include £20,000 Bond.
5. 35% Affordable Housing in line with London and Local Plans subject to development viability verification
6. Public Realm Contributions: The LBH will likely seek a contribution towards improvements to the Uxbridge town-centre improvements works.
6. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

Please be advised that this is an initial response and the matters contained within may be subject to change and/or addition as further details come to light.

#### ACCESS OFFICER

The development site is located within Uxbridge town centre. Planning permission is sought to demolish the 1960s Randalls building extension, the caretaker's flat, and warehouse building. In addition to a change the use of the ground floor and part first-floor of Randalls to Class A1/2/3, B1 and D1/2, a second storey rooftop extensions to provide residential units is also proposed.

Conversion of the Old Fire Station building into duplex units, three new residential blocks ranging from 3 to 6 storeys and comprising studios, 1 and 2 bedroom apartments is shown on plan.. A total

of 59 residential units are proposed. The Design & Access Statement refers to 6 allotted parking bays for the wheelchair adaptable residential units.

The DAS Refers to the Lifetime Home Standards, the Housing SPG (2016) standards, the Technical Housing Standards (2015) and the Hillingdon Design & Accessibility Statement (2006) and Accessible Hillingdon SPD (2010).

In assessing this application, reference has been made to the Further Alterations to the London Plan 2015, Policies 3.8 (Housing Choice), and Approved Document M to the Building Regulations 2015 (ADM 2015). A combined total of 6 Wheelchair Adaptable Dwellings (Private Sale) and Wheelchair Adaptable Dwellings (Affordable housing) are required To meet the M4 (3), with all remaining units designed to M4 (2) as set out in Approved Document M.

Plans confirm a main bedroom of 4 m x 3 m, a bedroom of 2.5 m x 2.5 m with a 1500 mm turning circle, an internal private entrance lobby 1500 mm wide x 1800 mm long, and a wheelchair transfer/storage area of at least 1700 x 1100 mm. The proposed development therefore achieves the specifications prescribed by the Technical Housing Standards 2015 for wheelchair adaptable/accessible dwellings.

It is unclear how many units would be allocated for Affordable Housing. However, the proposed layouts would be suitable for Wheelchair Adaptable Dwellings (Private Sale) or Wheelchair Accessible Dwellings (affordable housing).

There is no requirement for wheelchair accessible/adaptable residential accommodation within the existing or change of use elements.

#### Retail Element

The accessible parking bay shown on plan would be located at the rear of the restaurant.

The Equality Act 2010 places an obligation on a developer to improve access to, into, and within their buildings, particularly in situations where reasonable adjustments to the design of a building can be incorporated with relative ease.

In order to reduce the distance that a disabled person would need to travel from the car parking bay at the rear to the restaurant entrance on Vine Street, the opportunity should be taken to introduce a restaurant entrance leading from the car parking at the rear.

Conclusion: an amended proposal In respect of a secondary restaurant entrance should be discussed with the applicant. In terms of the residential development, a condition as follows should be attached to any approval:

The development hereby approved shall ensure that 10% of the residential units (TBD - state number of Wheelchair Adaptable Dwellings (affordable housing), and, Wheelchair Accessible Dwellings (private sale)) are constructed to meet the standards for Category 3 M4(3) dwelling, with all remaining units designed to the standards for 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 an appropriate standard of housing stock in accordance with London Plan Policy 3.8 d, is achieved and maintained.

Recommended Informative

1. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.
2. Care must be taken to ensure that over-spill and/or other interference from induction loops in different/adjacent areas does not occur.
3. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

#### SUSTAINABILITY OFFICER

No objections to the proposals as presented, but aware that the pv designs have serious concerns from design officers. If the PVs are removed, then the energy strategy needs to be redeveloped. If it is not viable, then the only recourse is for an offsite contribution which would need to be secured through the S106.

(Officer Note: A carbon offset contribution has been agreed with the applicant).

#### HIGHWAY ENGINEER

The development site is situated along Vine Street at the junction with Cricketfield Road in Uxbridge town centre. The site comprises of a former Randalls department store, associated car parking area and warehousing to the rear, as well as the Old Fire Station building on Cricket Field Road. There is a range of amenities and employment facilities located within the Uxbridge town centre and the surrounding area.

The surrounding area is served by good public transport facilities with Uxbridge underground station and a number of bus services available within easy walking distance. Streets in the surrounding area have foot-ways and there is generally good cycling infrastructure in the area.

The current vehicle access in Cricketfield Road has poor visibility due to the adjoining boundary wall and gates. The proposed access would be taken from the same point, but the access will be widened to allow two vehicles to pass each and gates will be positioned further into the site to avoid vehicle waiting on the highway. The previous highway comments requested a kerbed footway that is suitable for 2 pedestrians to pass each other, including wheelchair users.

A pedestrian gate was also requested that is suitable for disabled users to operate. The applicant has instead proposed demarcating a pedestrian route (not shown on the plans in detail), which will reduce the carriageway width to 4.8m although larger vehicles will be overrunning the pedestrian area as required for entry and egress. A pedestrian gate is also not shown on the submitted plans.

Based on 85th percentile speed surveys, the TS recommends visibility splays of 30 metres. However, only 50% (15m) is achieved for visibility to the left. The Council also requires pedestrian visibility splays of 2.4m x 2.4m (from the likely position of the exiting driver). Cricketfield Road is well used both in terms of vehicles and pedestrians. It is therefore important to achieve the requisite visibility splays.

It is noted that the proposed access arrangements would provide improved visibility splays compared to the existing situation. However, considering the proposals involve comprehensive redevelopment of the site, a more suitable access should have been devised by reposting the access to the north and providing a footway along the access road.

The proposals are for a 'car free development', except operational disabled parking. As such, the scheme includes a total of eight disabled car parking spaces (1 space per accessible unit) for the

residential element of the development and a further disabled parking space for use by disabled employees on the site. The commercial element of the development is of a considerable size. At least 2 disabled parking spaces should be provided for the commercial employees (1 per unit). The manoeuvrability of the disabled car parking space proposed at the southeast corner of the site should be assessed through a swept path analysis.

An assessment should be provided to demonstrate the usage and adequacy of existing disabled visitor parking on Cricketfield Road. In the event that additional spaces are needed, a plan should be provided showing existing and proposed on-street parking. The plans show an additional parking space on Cricketfield Road annotated as 'Potential Additional Parking Bay'. Clarification should be sought if this parking space forms part of the applicant's proposal and the type and justification for it.

The surrounding streets are within a Parking Management Area, where parking is allowed by way of a permit. In order to ensure the development is 'car free' the applicant has proposed the residents of this development will not to be eligible for parking permits. The Council's legal services should be consulted on removing the parking permits. If agreed, this should be inserted as an obligation within the S106 agreement and as a charge against the site to ensure the future buyers are aware of the parking restrictions.

The development should make provision for 2 active and 1 passive ECVP parking spaces. A total of 96 cycle parking spaces are proposed in a covered and secured manner. 89 cycle spaces will be provided for the residential use and the remaining 7 cycle spaces will be provided for the commercial use. Shower and changing facilities should be provided for the employees. The access doors leading to the cycle stores should be automatic with a minimum width of 1200mm.

The London Plan requires a minimum of 18 visitor cycle spaces, which are not provided. As such, the proposals fail to meet the London Plan's cycle parking requirements. The developer has suggested incorporating visitor parking within the public realm improvements. A specific public realm improvement scheme is not put forward as part of this application; however the Council aspires to carryout public realm improvements along Vine Street as part of the Uxbridge town centre improvements. The feasibility of accommodating 18 additional cycle spaces within future public realm improvements have not been assessed, however it's likely that some additional cycle spaces could be provided.

The proposals are not considered to generate significant trip generation, vehicles trips in particular.

Two commercial units are proposed, the larger one for A3 use and the smaller unit for A1 use. The use classes should be conditioned, and the A1 use should be restricted to non-food and non-DIY use.

In terms of servicing and delivery, it is proposed that refuse collection will be undertaken on-site from within the courtyard. A swept path analysis is provided to show manoeuvrability for a refuse vehicle.

The proposals include a loading bay of 14mx3m on Vine Street, located outside the former department store on Vine Street. A topographical survey is submitted to confirm the width of the road, which shows that the proposed loading bay can be accommodated on the highway without obstructing a vehicle to pass between the delivery vehicle and buses waiting on the bus stop on the opposite side.

There appears to be indiscriminate parking taking place in Vine Street and Cricket Field Road, especially during evenings and Sundays. The applicant was requested to investigate this issue. Although the applicant has not submitted any survey and/or assessment, the proposals include replacing the current single yellow line restrictions on Cricket Field Road with double yellow lines in the vicinity of the site, as shown on plan ref. 1568L-005 Rev. An additional on-street parking space is

also shown on the aforementioned plans as a 'potential disabled parking bay'. Considering the location of the development being in the town centre and the general thrust towards a sustainable development in transport terms, public realm improvements should be sought, in particular on Vine Street.

The aforementioned highway works are recommended to be covered by way of a S106 agreement. The final details of the proposed on-street parking restrictions and a parking bay would be agreed following the TRO process.

#### FLOOD AND DRAINAGE OFFICER

Initial comments were that more works were required to ensure London Plan compliance.

Additional comments (28.2.2017)

An additional letter has been submitted dated 1st December 2016. However further work is still required and therefore the following condition is requested:

Prior to commencement, a scheme for the provision of sustainable water management 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) Suds features:

i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,

ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off 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. where identified in an area at risk of surface water flooding, include additional provision within calculations for surface water from off site

iv. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance rates above the 100, plus 40% climate change, including flow paths depths and velocities identified as well as any hazards, ( safe access and egress must be demonstrated).

b) Capacity of Receptors

i. Capacity and suitable condition should be demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented.

c) Minimise water use.

i. incorporate water saving measures and equipment.

ii. provide details of how rain and grey water will be recycled and reused in the development.

d) Long Term Management and Maintenance of the drainage system.

i. Provide a management and maintenance plan ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).

ii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.

iii. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

f) From commencement on site

i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works. Thereafter the development

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

#### REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding in accordance with: Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (March 2016) and To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016). National Planning Policy Framework (March 2012), and the Planning Practice Guidance (March 2014).

#### **Internal Consultees (Additional)**

#### WASTE MANAGER

I would estimate the waste total weekly waste arising from the development to be 9160 litres. The minimum number of 1,100 litre bins required = 9. Therefore sufficient capacity is shown, assuming the three waste compounds shown adjacent to residential units are for household waste. I would suggest that all bins are for refuse initially owing to contamination issues, then recycling bins are added later into the space allocated (remaining 9 spaces).

#### Commercial Units

The occupiers would have to make an arrangement with either the Council or a licensed waste carrier for the collection of the waste produced from the premises.

#### General Points

The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

#### ENVIRONMENTAL PROTECTION UNIT (EPU)

#### NOISE

With reference to the above I have no objections subject to the following conditions/informative:

##### 1. Sound insulation scheme

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from road traffic noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal and external noise design criteria as per BS8233:2014. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

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

##### 2. Sound insulation of commercial/entertainment premises

The development shall not begin until a sound insulation scheme for the control of noise transmission to the adjoining dwellings has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of sound insulation and other measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.



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

### 3. Air extraction system noise and odour

No air extraction system shall be used on the premises until a scheme for the control of noise and odour emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

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

### 4. Construction environmental management plan

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

Reason: To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

Standard Informative: Control of environmental nuisance from construction work

### AIR QUALITY

Please see below the conditions required for air quality in the instance approval is to be conceded.

### LES/AQAP CONDITION

Prior to the commencement of development a Low Emission Strategy, with associated Air Quality Action Plan, demonstrating the management, control and significant reduction of NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall identify all sources of emissions associated with the proposal and the measures and technology to reduce and manage them. In addition, the strategy shall quantify the reductions estimated for each measure. The action plan will aim to implement the strategy and will indicate how and when the measures will be implemented and how their effectiveness is quantified. The measures shall include but not limited to:

#### Vehicular Traffic

- a) Setting targets for and incentivising the use of Euro V and Euro VI HGVs
- b) Setting targets for and incentivising the use of Euro 5 and Euro 6 non HGVs
- c) Installation of electric charging points
- d) Active promotion of cleaner vehicle technologies for all users of the development
- e) Active promotion of no idling

Technology: Use of low emission boilers that comply with the GLA Sustainable Design and Construction SPD

Emissions: The action plan must include forecasts for the emissions associated with the development and set annual reduction targets.

Monitoring: The action plan must include details for monitoring the vehicular types and recording the percentage of Euro V/5 and Euro VI/6 vehicles as well as progress against the emission reduction targets.

Reporting: The action plan must include details for reporting the results of the monitoring to the Local Authority.

REASON: To ensure the development reduces and manages its air quality impacts in an area that currently exceeds minimum EU limit values for health and in line with Policy EM8 of the Local Plan and 7.14 of the London Plan.

#### NRMM CONDITION

All Non Road Mobile Machinery (NRMM) must meet meet Stage IIIA criteria of EU Directive 97/68/EC and registered online on the NRMM website at <http://nrmm.london/>.

REASON: To ensure the development complies with Policy EM8 of the Hillingdon Local Plan: Part 1, Policy 7.14 of the London Plan (2016) and paragraph 124 of the National Planning Policy Framework.

#### CONTAMINATION

The site investigation has confirmed some contamination and the boreholes have concentrated on where the contamination was likely particularly the boiler house and fuel tank. It appears that there has been some spillage of oil and / or fuel and this has leaked further into the ground being confirmed in the groundwater below the site. A plume looks present (figure 5). the contaminant levels are particular high at monitoring well 2, 'MW 2'. Petroleum hydrocarbons and a range of poly aromatic hydrocarbons, 'PAH' are confirmed in the ground water. This appears below the made ground in the sandy clayey gravels and also evidenced by a water sheen and oil staining. Some contamination was found in the soils including lead at MW 3 and some 'PAH' at B H 2. Gas has been monitored and some gas was found which may be related to the hydrocarbons or made ground generally. A precautionary membrane looks necessary.

I would agree with the consultant that some further groundwater monitoring and gas monitoring is need to clarify the levels and remediation necessary before a remediation strategy is written. It may also benefit to put a few more boreholes or trial pits in to check the areas not investigated to check the plume extent.

There is no reason why the site should not be redeveloped but some remediation will be necessary to reduce the risk and I anticipate a gas / vapour membrane will be required. Prior to this some more assessment including a risk assessment is required. The human health concern includes the pathway of vapour from chemicals in the soil or groundwater to residents.

To require the further work a contaminated land condition should be applied.

#### URBAN DESIGN AND CONSERVATION OFFICER

#### BACKGROUND:

History, Listing and Conservation Area Status of Randalls Department Store

Randalls was built as a department store in 1938 to a striking modernist design, by William L. Eves,

a well-known local architect. It is relatively small in size, being of two storeys with a tall tower feature, with projecting rectangular double turret on one corner. The building is narrow and linear in form, the horizontal emphasis of its design being accentuated by its flat roof, the bands of brown Carraraware on the cream faience of the front parapet and tower, the long canopy projecting over the pavement, and the continuous heads and sills of the windows at first floor. The department store was in the same family ownership and use throughout its existence, closing only in December 2014. As a result, the open character of the ground and first floors, the grand staircase and some of the original internal fittings still survive. The listing description identifies the reasons for its designation as being external and internal:

- Its Modernist design
- Its intact shop front and rare island display unit
- Its interior detail which, whilst quite plain, survives well and includes the cash desk, pneumatic tubes and functional delivery area features

The store was extended in the 1950's to the west with a single storey addition, with an upper storey added in the 1960's. The whole building was listed Grade II in 2010. The curtilage includes the former fire station, a very attractive red brick Victorian building (which is thus deemed to be listed Grade II) and the whole site has been included in the Old Uxbridge and Windsor Street Conservation Area.

#### Condition

The building was in good condition when it closed as Randalls Department Store in December 2014. After a flurry of commercial interest, it was bought by Inland Homes in the Spring of 2015 and has been in their ownership ever since. There is no evidence that its condition has deteriorated in their care.

#### The Old Fire Station

This little Victorian building is listed by virtue of its location within the curtilage of Randalls. It also stands within the Old Uxbridge and Windsor Street Conservation Area. The building has been in use as a bicycle repair workshop, and its condition is considered to be fair. It is not known to have interior features of note, but it will be important to ensure that works to all surviving original features, and the reinstatement of former features, are carried out appropriately.

## 2. LISTED BUILDING PROPOSALS

#### The Proposed Demolitions

It is proposed to demolish and redevelop the post 1930's wing entirely and to demolish elements of the rear of the 1938 building, including the caretaker's flat, to create better separation distances for the blocks to the rear. Internal demolitions include the removal of the cash desk and pneumatic tube system (included specifically in the listing description as being of interest) from the ground floor, the relocation of the loading bay staircase, and the removal of some small internal rooms and cloakrooms.

#### The Proposed Internal Alterations

At ground floor, it is proposed to retain the shop frontage and island unit and keep the majority of the interior open plan at ground level, save for the insertion of a commercial kitchen along the rear wall, and the introduction of subdivisions to provide two storage rooms, two lift shafts, customer WCs and two studio flats at the rear.

At first floor, it is proposed to retain about a third of the area as open-plan commercial space, reached via the main staircase, while the remaining two-thirds would be subdivided into five studio flats and one two bed flat. On the roof, it is proposed to build an upper floor with five flats and a

studio.

#### Commercial User

As any commercial use will have implications for the character of the interior of the listed building, it will be important to identify the user as soon as possible in the planning process. It is understood that discussions have been taking place with a restaurateur, and the ground floor appears to have been set out to reflect their requirements, but there has been no confirmation of a formal arrangement.

### 3. LEVEL OF HARM AND PUBLIC BENEFIT

During the negotiations, the proposals have been modified to show a reduction in the numbers of second floor flats, and the relocation of their front walls to a position 3 metres behind the back of the tower, their terraces removed. The second floor would now be relatively unobtrusive in views from the street.

Also the retention of most of the ground floor and two-thirds of the upper floor for an open-plan commercial use has improved the ratio between commercial and residential.

The subdivision of so much of the first floor into flats is an irreversible and destructive usage and it will lead to an individualism which will be very apparent in views of this robust building from the street. Although this element of the scheme is very much to be regretted, overall, it is considered that the proposals would lead to just less than substantial harm to the building's significance. This balance would be quickly lost however, if any subsequent amendments were to lead to an increase in the residential elements of the scheme, greater subdivision of the interior or loss of more of the original fabric.

The NPPF para. 134 states 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 securing its optimum viable use."

There are only two potential areas of public benefit arising from this scheme: the proposed restaurant use, which would enable the public to access the building once again and enjoy its interior on both the ground floor and part of the first floor; and the repairs to the exterior, which would include the reinstatement of the clock. (NB Given that the building has been in the developer's ownership for most of the time it has been vacant, 'bringing it back into beneficial use' is not considered relevant in this case.) These two spheres of public benefit would just about justify the harm identified to the significance of the building.

A restaurant use could probably be considered as the 'optimum viable use', but if there is any change to this proposed use, this area of public benefit would be likely to be significantly reduced.

### 4. CONDITIONS

In order to ensure that this delicate balance between the level of harm to the building's significance on the one hand, and the public benefit derived from the scheme on the other, is achieved, the following conditions are recommended:

#### A. Listed 'Randalls' Building

1. The lease with the restaurateur must be signed before any of the flats in the building, or on the wider site, are occupied.

2. Works to the building are to be finished to the satisfaction of the LPA, before any of the flats in this, or on the wider site, are occupied.

3. A detailed repairs schedule of the building to be drawn up with details of the repair works proposed, including those to the original windows and the canopy, this to be approved prior to commencement of any work on this, or the wider, site.
4. Detailed drawings and elevations, submitted as a new listed building consent application, will be required for the island kiosk, if this is to be brought into commercial use. This would need to be approved prior to the commencement of any use of this structure.
5. Details of the fixing shut of the existing shopfront door to be provided, this to be approved prior to commencement of any work on this, or the wider site.
6. A full plan and detailed elevational drawings are required of the building to show all service runs and outlets (including ventilation, flues, external and internal pipework) and alarms, cameras, etc., these to be approved prior to commencement of any work on this, or on the wider site.
7. A full plan to be provided of fireproofing and noise insulation, this to be approved prior to commencement of any work on this, or on the wider site.
8. Details of ground floor subdivisions and finishes required in drawing form, showing how they will relate to the retained original features, these to be submitted for approval prior to commencement of any work on this, or on the wider site.
9. Detailed drawings to be provided of the roof extension, to show roof details and finishes, materials and colours, this to be approved prior to commencement of any work on this, or on the wider site.
10. Full details of the reinstatement of the rear walls to be approved prior to the commencement of any work on this or the wider site. This should include brick samples, details of bonding patterns and pointing mix.
11. Fully detailed drawings at 1:20 of new windows, window heads and sills, rooflights, handrails and external doors to be approved prior to commencement of any work on this, or the wider, site.
12. Full details of the new clock to be provided at 1:20, and approved prior to commencement of any work on this, or the wider site.
13. All new commercial signage, and any proposed alteration to the shopfront, to be submitted as a separate planning application, this to be approved prior to the occupation of the commercial premises.
14. Full recording to be undertaken of the building, inside and out, to Level 2 standard, prior to the commencement of any work on this, or the wider site.
15. The cash desk to be saved and re-used elsewhere in the commercial premises, location to be agreed prior to commencement of works on this or the wider site.

#### B. The Old Fire Station

16. A detailed repairs schedule of the building to be drawn up with details of the repair works proposed, including those to the original windows, prior to commencement of any works on this, or the wider, site.
17. Fully detailed drawings at 1:20 of new windows, window heads and sills, rooflights, and external doors to be approved prior to commencement of any works on this, or the wider, site.

## C. S106 Agreement

18. Details of how the listed buildings are to be kept secure during the building work around them. A management and maintenance plan will be required for the listed Randalls building.

(Officer Note, These conditions are relevant to the parallel listed building application and are included in full in the listed building report. A head of term in the S106 Agreement addresses development phasing across the site, to ensure works to protect and enhance the listed building are prioritised in the development phasing).

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

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

##### COMMERCIAL ELEMENT

The application originally proposed a change of use of the ground floor from Class A1 to a flexible use within Classes A1/2/3, B1 and D1/2; Based on market interest, the amendments to the drawings now commit to a single restaurant use (Class A3) on the ground floor of the Randalls Building (excluding the island display cabinet) and part of the first floor. In addition, the first floor commercial area has also been increased in size by 80% (64.7 sqm). Overall, approximately 60% of the Randalls building will be retained in commercial use.

Preferably the retail use should be maintained at street level. However, the site falls within a secondary shopping area and there is therefore some flexibility regarding appropriate alternative service uses, as set out in Policies S11 and S12 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Policy S6 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is also relevant. This policy seeks to safeguard the amenities of shopping areas, where a change of use of class A1 shops is sought. The following criteria should be met under this policy:

- (i) the proposal will not be detrimental to visual amenity where the premises form part of a statutory or locally listed building or are located within a conservation area;
- (ii) a frontage of a design appropriate to the surrounding area is maintained or provided.
- (iii) the proposed use is compatible with neighbouring uses and will not cause unacceptable loss of amenity to nearby residential properties by reason of disturbance, noise, smell, fumes, parking or traffic related problems;
- iv) has no harmful effect on road safety and does not worsen traffic congestion or disrupt bus operations.

In assessing the above mentioned criteria, it is noted that the site falls within a conservation area and is statutory Grade 2 listed. The existing shop front will be retained largely in its current form and refurbished. There are no nearby surrounding residential properties, but amenity issues would be applicable to the proposed residential component of the scheme. Pedestrian visibility splays, servicing and impact on bus route along Vine Street will also be key considerations. These heritage, amenity and transportation issues have been addressed in the relevant sections of this report. It is considered that these criteria can be met with suitable mitigation to be secured by conditions or a S106 Agreement.

The proposed a new corner ground floor retail unit (in Block 2) is considered acceptable in principle at this location.

##### RESIDENTIAL ELEMENT

The re-use of previously developed land in town centres for new housing in mixed use schemes is consistent with both national and local planning guidance.

The National Planning Policy Framework (NPPF) seeks to significantly boost the supply of housing. Paragraph 50 supports the delivery of a wide choice of high quality homes, widening opportunities for home ownership and the creation of sustainable, inclusive and mixed communities. London Plan Policy 3.3 recognises the need for more homes in London in order to promote opportunity and provide a real choice for all Londoners. For Hillingdon, the London Plan sets a housing delivery target of a minimum of 5,593 new homes between 2015 and 2025 (559 per annum). Local Plan Policy H1 seeks to maximise the supply of additional housing in the borough and states the Council will meet and exceed its minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies. Policy at local, regional and national levels therefore acknowledges the need to provide new homes. It is considered that the nature and deliverability of the proposed development within Uxbridge town centre would contribute positively and actively to meeting the overall housing requirement for Hillingdon over the Local Plan period.

As the proposal includes a residential element, Policy H4 of the Hillingdon Local Plan:Part 2 - Saved UDP Policies (November 2012) is relevant. This policy seeks to encourage additional housing in town centres. The supporting text states:

"The Council recognises the importance of residential accommodation in town centres as a part of the overall mix of uses which is necessary to ensure their vitality and attractiveness. Such housing offers particular advantages in terms of accessibility to town centre facilities, employment opportunities and public transport. In order to maximise the residential potential of town centre sites, residential development within them should comprise predominantly one or two-bedroom units."

Policy H8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is also relevant to the current proposal in that it states that a change of use from non residential to residential will only be permitted if;

- (i) a satisfactory residential environment can be achieved;
- (ii) the existing use is unlikely to meet demand for such
- (iii) the proposal is consistent with the other objectives of the plan.

A satisfactory residential environment can be created for all of the future occupiers, in accordance with criteria (i). Concerns relating to the outlook, lack of privacy and shortfall light for some of the proposed units have been overcome by revisions to the scheme. Overall, approximately 60% of the Randalls building will be retained in appropriate town centre commercial use, in accordance with criteria (ii). Provided the proposed scheme is not considered to be contrary to heritage and urban design policies as a result of the proposed conversion and new build, and highway issues can be satisfactorily resolved, the scheme would broadly accord with criteria (iii) of this policy and no objection would be raised to the redevelopment of the site for a mixed use residential led scheme.

The re-use of previously developed land in town centres for new housing in mixed use schemes is consistent with both national, London Plan and local planning guidance. Subject to satisfactorily addressing heritage, transportation and amenity issues, no objections are raised to the principle of the proposed development.

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

The local area is considered to represent an urban context and has a Public Transport Accessibility Level (PTAL) of 5. Policy 3.4 of the London Plan seeks for new developments

to achieve the maximum possible density which is compatible with the local context. Table 3.2 of the London Plan recommends that for a PTAL of 5, a density between 70-260 u/ha, assuming 2.7-3.0 hr/unit, or 200-700 hr/ha can be achieved for the application site.

The site has an area of 0.3 ha and the proposal seeks to provide 58 residential units. This equates to a density of 193 u/ha, or 480 hr/ha. This level of development is within the range limit for PTAL 5-6 set out within Table 3.2 density matrix of the London Plan, assuming a PTAL of 5.

Nevertheless, it will still be important to demonstrate that the units will have good internal and external living space, and that the scale and layout of the proposed development is compatible with sustainable residential quality, having regard to the specific heritage constraints of this site.

#### UNIT MIX

In terms of unit mix, Saved Policies H4 and H5 of the Local Plan Part 2 seek to ensure a practicable mix of housing units are provided within residential schemes. One and two bedroom developments are encouraged within town centres, while larger family units are promoted elsewhere. A mixture of 1 and 2 bedroom units is proposed and this mix of units is considered appropriate for this location.

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

#### ARCHAEOLOGY

The NPPF accords great weight to the conservation of designated heritage assets and also non-designated heritage assets of equivalent interest. Heritage assets of local or regional significance may also be considered worthy of conservation. Policy BE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will only allow development, which would disturb remains of importance in archaeological priority areas where exceptional circumstances can be demonstrated. Part 2 Saved Policy BE3 states that the applicant will be expected to have properly assessed and planned for the archaeological implications of their proposal. Proposals which destroy important remains will not be permitted.

An archaeological desk-based assessment has been submitted in support of the application.

The site lies just outside the Uxbridge Archaeological Priority Area reflecting its location on the edge of the historic town. It lies to the rear of the historic High Street frontage and just outside the presumed area of the medieval town. The desk-based assessment concludes that the site has low potential for significant medieval/post-medieval remains and moderate potential for Bronze Age remains. However, the proposed new development is largely located on the footprint of existing buildings.

The Greater London Archaeological Advisory Service (GLAAS), having considered the proposals, concludes that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest and advises that no further assessment or conditions are therefore necessary.

#### CONSERVATION AREA

Policy BE4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that new development within or on the fringes of conservation areas will be expected



to preserve or enhance the features, which contribute to the Conservation Area's special architectural or visual qualities.

The site is occupied by the former Randalls department store, a 1930's grade II listed building fronting onto the south side of Vine Street. A more recent (1960's) extension to the building returns around the corner into Cricketfield Road, from where there is access to the rear of the building via a car park. The south-west corner of the site, beyond the car park gate is occupied by a former fire station which fronts onto Cricketfield Road and is curtilage listed. The site lies within the south-west corner of the Old Uxbridge / Windsor Street Conservation Area. This site is urban / commercial in character, on the edge of the Uxbridge Town Centre. The buildings front directly onto the highway / footway and there is no significant vegetation apart from two trees.

It is proposed to demolish and redevelop the post 1930's wing entirely and to demolish elements of the rear of the 1938 building, including the caretaker's flat, to create better separation distances for the blocks to the rear. The removal of the ancillary curtilage structures, as well as the 1960's department store extension and caretakers flat are considered acceptable in principle, subject to satisfactory scheme being agreed.

Setting back the second floor addition will help to minimise visibility from the street, as the proposed additional storey would be largely concealed in longer views from the east and west (and would disappear in its entirety when viewed from directly opposite the site). It is considered that the proposed second floor would therefore appear as a discrete secondary feature and would be subservient to the original Randalls facade.

The Old Fire Station Building will also be enhanced through reintroducing the original fire tender openings and signage above these openings. This will enhance the appearance of this listed heritage asset and the street scene along Cricket Field Road and the Conservation Area.

It is considered that the new residential blocks have all been sensitively designed in terms of height, scale, mass and materials and as such the proposed development will both enhance the character and appearance of the Conservation Area and the setting of the listed building.

The material palette of the architecture will reflect the surrounding context; the proposed terracotta cladding in cream and beige colours will create a sensitive link to the Vine Street elevation of the Randalls building.

Overall, it is considered that the scheme will introduce a built form that is appropriate to its Conservation Area context and will improve the townscape character of the area. The proposals will conserve and enhance the setting for the retained Randalls building and also enhance the quality of the conservation area, in compliance with Policies BE4 and BE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

## LISTED BUILDINGS

The Randalls building is Grade II listed and forms a significant component in the Conservation Area. The building was listed in 2010 and the listing description clearly notes the reasons for its designation as:

- . its Modernist design
- . its intact shop front and rare island display unit

. its interior detail, which whilst quite plain, survives well and includes the cash desk, pneumatic tubes and functional delivery area features.

Of particular relevance are Local Plan Part 1 Policy HE1 and Policies BE8, BE9, BE10, BE11 and BE12 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012). These seek to ensure that any development involving listed buildings or curtilage structures does not have any detrimental impact on the overall value of the structure or building. Policy BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that development proposals should not be detrimental to the setting of a listed building.

In assessing the impact there are two main issues: the impact of the conversion of and modifications to the building and the impact on the setting of the listed building in terms of the location, scale and design of the additional development. Any development would therefore be expected to address these matters.

Internal demolitions include the removal of the cash desk and pneumatic tube system (included specifically in the listing description as being of interest) from the ground floor, the relocation of the loading bay staircase, and the removal of some small internal rooms and cloakrooms.

At ground floor, it is proposed to retain the shop frontage and island unit and keep the majority of the interior open plan at ground level, save for the insertion of a commercial kitchen along the rear wall, and the introduction of subdivisions to provide two storage rooms, two lift shafts, customer WCs and two studio flats at the rear.

At first floor, it is proposed to retain about a third of the area as open-plan commercial space, reached via the main staircase, while the remaining two-thirds would be subdivided into five studio flats and one two bed flat. On the roof, it is proposed to build an upper floor with five flats and a studio. It is considered that the setback second floor addition to the Randalls building will retain the proportionality of the building and the clarity and quality of its facade.

Historic England, in its letter dated 19 October 2016, states that taken as a whole it considers that the proposals present a new use for the site which, while bringing about a great deal of change, will preserve the high architectural value of the Vine Street elevation, key internal features of interest, the legibility of the site as a former department store, and significant areas of the back-of-house operations formerly found on site.

Since Historic England response, the scheme has undergone further revisions to address officers' own concerns. During the negotiations, the proposals have been modified to show a reduction in the numbers of second floor flats, and the relocation of their front walls of the second floor to a position 3 metres behind the back of the tower, and their terraces removed. The second floor would now be relatively unobtrusive in views from the street. Also the retention of most of the ground floor and two-thirds of the upper floor for an open-plan commercial use has improved the ratio between commercial and residential.

As any commercial use will have implications for the character of the interior of the listed building. As such officers stressed the importance of identifying the user as soon as possible in the planning process. The applicant has identified an end user for the ground and part of the first floor commercial element as a class A3 use and the ground floor appears to have been set out to reflect their requirements. The description of the

development has been amended and conditioned accordingly.

The Urban Design and Conservation Officer notes that the retention of most of the ground floor and part of the upper floor for an open-plan commercial use has improved the ratio between commercial and residential, although the subdivision of so much of the first floor into flats is regrettable. However overall, it is considered that the proposals would lead to less than substantial harm to the building's significance. The NPPF at para. 134 states 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 securing its optimum viable use." A restaurant use could be considered as the 'optimum viable use', given that it would enable the public to access the building once again and enjoy its interior on both the ground floor and part of the first floor.

The Urban Design and Conservation Officer has identified two potential areas of public benefit from a heritage perspective arising from this scheme: the proposed restaurant use and the repairs to the exterior, which would include the reinstatement of the clock. These two spheres of public benefit would narrowly justify the harm identified to the significance of the building.

Other public benefits would include continued beneficial use of the listed building. The Urban Design and Conservation officer considers that overall, the public benefit would justify the harm identified to the significance of the building.

On balance, it is considered that subject to conditions and a legal agreement, the scheme is acceptable both in terms of the impact of the conversion of and additions to the Randall's building and in terms of the impact on the setting of the listed building from new development on the wider site, in accordance with Saved Policies BE8, BE9, BE10, BE11 and BE12 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012).

#### **7.04 Airport safeguarding**

There are no airport safeguarding issues related to this development.

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

There are no Green Belt issues associated with this site.

#### **7.06 Environmental Impact**

Geo-Environmental Assessment has been submitted in support of the application. The site investigation has confirmed some contamination, particularly in the area of the boiler house and fuel tank. The assessment recommends that some further groundwater monitoring and gas monitoring is needed to clarify the levels and remediation necessary before a remediation strategy is written.

The Council's Environmental Protection Unit (EPU) advises that there is no reason why the site should not be redeveloped, but some remediation will be necessary to reduce the risk and that a gas / vapour membrane is likely to be required. Prior to this, some more assessment, including a risk assessment is required.

In light of the findings of the site investigations and advice from EPU, a condition is recommended, requiring a written method statement providing details of a remediation scheme and how the completion of the remedial works will be verified, along with details of a watching brief to address undiscovered contamination. In addition, the site may require imported top soil for landscaping purposes and a condition is recommended to ensure the imported soils are independently tested, to ensure they are suitable for use.

On the basis of the above, it is considered that the proposed development accords with the ground condition and contamination policies set out in the NPPF, London Plan and the Hillingdon Local Plan Parts 1 and 2.

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

Part 1 Policy BE1 of the Local Plan requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods. Saved Part 2 Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development complements or improves the character and amenity of the area, whilst Policy BE38 seeks the retention of topographical and landscape features and provision of new planting and landscaping in development proposals. Saved UDP Policy BE26 states within town centres the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centre as a focus of shopping and employment activity. Saved UDP Policy BE15 states proposals for alterations and extensions to existing buildings will be permitted where they harmonise with the scale, form, architectural composition and proportions of the original building.

The NPPF (paragraphs 56 and 57) and London Plan Policies 7.1 to 7.8 place a great emphasis on the importance of good design. In addition to Chapter 7, London Plan policies relating to density (3.4) and sustainable design and construction (5.3) are also relevant. The scale, bulk and siting of buildings are key determinants in ensuring that the amenity and character of established town centre areas are not compromised by new development. The main constraints and opportunities of the site have been identified, in particular its Grade 2 listing and its location within Old Uxbridge / Windsor Street Conservation Area.

#### **Randalls Building**

The main facade of the Randalls building will be preserved, including the retention of the bronze framed shop front and the island display case, and further enhanced through re-introducing the lost faience and a replica of the original clock. It is considered that the opportunity to repair and reinstate elements of the 1930's Randalls building would reinforce its position within the streetscape, in accordance with the NPPF paragraph 137, which seeks to preserve those elements of the setting that make a positive contribution to, or better reveal the significance of the heritage asset.

Following extensive negotiations with the applicant, the second floor addition to the Randalls building has been set back a sufficient distance, so as to retain the proportionality of the building and the clarity and quality of its facade. It is considered that given this set back, the second floor addition would not be prominent in the street scene, as the proposed additional storey would be largely concealed in longer views from the east and west. It is considered that the proposed second floor would therefore appear as a discrete secondary feature and would be subservient to the original Randalls facade. It is not considered that the second floor addition, would cause harm to the significance of the Randalls building, or compromise the building's overall form.

The scheme has undergone a number of amendments following officers' concerns. The amended drawings illustrate how the single window serving three rooms would be subdivided, showing wider mullions to receive internal partitions. Plot 3 has also been reconfigured slightly to reflect an increased commercial floor area on the first floor of the Randalls Building. With regard to plots 10, 11, 12 & 13 and 28 on the second floor of the Randalls building, the balustrades and terraces have been deleted, and the link to the tower has been deleted on plot 12.

## Block 2

At five storeys (including a set back top floor) the new corner building (Block 2) is lower than its existing office buildings on the other three corners and to the south boundary. The setback to the top floor also helps to ensure that it is visually subservient to the listed Randalls building when viewed obliquely along Vine Street.

In addition to this, the part of the corner building immediately adjacent to Randalls is set at 3 storeys, in line with the proposed top floor of Randalls, in order to create a strong visual separation between the existing and new buildings along Vine Street.

## Cricketfield Road

Along Cricketfield Road, the new corner block (Block 2) and the new courtyard building (Block 4), both step down in height towards the former Fire Station building (Block 3) to provide an acceptable setting for this retained building in its new context.

Following negotiations with officers, it is proposed to retain the Old Fire Station building and convert this building into 3 duplex flats. It is noted that The Old Fire Station has been altered over its existence, both internally and externally. The only surviving features to the front elevation are the first storey windows and their lintels; the original doors have been infilled and replaced. It is proposed to restore the Old Fire Station's main facade to much of its historical condition. The Old Fire Station building will therefore be enhanced through reintroducing the original fire tender openings and signage above these openings. It is considered that this will enhance the appearance of this listed heritage asset and the street scene along Cricketfield Road and the Conservation Area.

## Blocks 4 and 5

Within the wider site, the proposed development includes two further blocks, Block 4 behind the Old Fire Station building and Block 5 in the south east corner of the site. Both are considered to be of high quality in design terms. Plot 39 of Block 4 to the rear of the Old Fire Station has been deleted, therefore reducing the connection to the fire station to 2 storeys, in line with officer recommendations.

Visualisations have demonstrated that the proposed main courtyard building (Block 5) at its maximums 6 storey height and the lower Block 4, would only be viewed from the site's entrance on Cricketfield Road, from within the site itself and from surrounding office development, but would not be visible from Vine Street above Randall's. In all of these views, it is considered that a clear distinction between the listed building and the remainder of the development would be apparent, with Randall's appearing as a characterful feature within a new courtyard space.

Randall's loading bay and historic circulation patterns would remain legible through the

retention of this courtyard, while the new elements would serve to step the scale of the site up in reference to large nearby office buildings.

#### Appearance

It is considered that the new residential blocks, including the new corner building replacing the 1960's extension (Block 2), have all been sensitively designed in terms of height, scale, mass and materials and as such, the proposed development will both enhance the character and appearance of the Conservation Area and the setting of the listed building. It is considered that the material palette of the architecture will reflect the surrounding context; the proposed terracotta cladding in cream and beige colours will create a sensitive link to the Vine Street elevation of the Randalls building.

It is proposed that the cladding will be used in varying ways to give each building a different character, while still identifying them as part of a coherent scheme. Nevertheless it will be important to ensure that appropriate materials and landscaping are secured by conditions. Subject to compliance with the above mentioned conditions, it is considered that the scheme is in accordance with Part 1 Policy BE1 of the Local Plan, Policies BE4, BE13, BE14, BE15, BE18, BE19 and BE26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), and London Plan Policies 7.1 to 7.8.

### **7.08 Impact on neighbours**

#### Outlook and Light

Policy BE20 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will seek to ensure that buildings are laid out so that adequate daylight, sunlight and amenities of existing houses are safeguarded. Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that planning permission will not be granted for new development, which by reason of its siting, bulk and proximity, would result in a significant loss of residential amenity of established residential areas.

There are no residential properties in close proximity to the site. The proposal complies with relevant guidance and is not considered to result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Similarly, is not considered that there would be a material loss of daylight or sunlight to any neighbouring residential property, in accordance with Policy BE20 of the Local Plan Part 2 and relevant design guidance.

#### Privacy

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the design of new buildings should protect the privacy of occupiers and the neighbours. (HDAS) Supplementary Planning Document: Residential Layouts, also sets out a minimum distance of 21m between facing habitable room windows, as measured at a 45 degree line from the centre of the nearest first floor window.

There are no residential properties in close proximity to the site. It is therefore considered that there would be no loss of privacy to adjoining occupiers. The development is therefore in accordance with Policy BE24 of the Local Plan Part 2 and relevant design guidance.

## 7.09 Living conditions for future occupiers

### EXTERNAL AMENITY AREAS

Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats. Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document - Residential layouts, suggests that the following shared amenity space for flats and maisonettes is provided:

1 bedroom flat - 20m<sup>2</sup> per flat

2 bedroom flat - 25m<sup>2</sup> per flat

Policy R1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks the provision of accessible amenity, recreational and play space which is appropriate to the scale of development. London Plan Policy 3.6 and the Shaping Neighbourhoods: Play and Informal Recreation SPG (2012) set out requirements for children's play-space from new development.

The development includes a comprehensive landscape strategy designed to maximise usable private and communal amenity space. 90% of the proposed flats in the new residential buildings will be served by dedicated private amenity space in the form of balconies (4 of the units in block 4 do not have access to a private balcony). In total, the scheme will provide 523 sqm of private space in the form of balconies and terraces.

The scheme will also provide 388 sqm of shared space in the form of a courtyard, garden and recreation area, including an appropriate level of children's play.

No balconies are proposed for the first floor units in the Grade II listed Randall's building to ensure the original form of the first floor of the listed building is retained. The units in the second floor addition were originally shown with access to a private terrace to the front of the Randall's building. However, the front terraces were deleted at the request of officers, in order not to detract from the setting of the listed building. Further, no balconies are proposed for the units within the Old Fire Station Building to ensure the original form of the building is retained.

#### Children's Play Space

Policy 3.6 'Children and young people's play and informal recreation facilities' of the London Plan (2016) recommends that development that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs.

The Mayor's Supplementary Planning Guidance Providing for Children and Young People's Play and Informal Recreation sets out guidance to assist in this process. It is anticipated that there would be less than five children within the development (based on the housing mix). The London Plan and the SPG do not require children's play space for a child population of less than ten. Therefore, provision of children's play space would not be a London Plan policy requirement on this site. Nevertheless the planning statement refers to the provision of an appropriate level of children's play area which is welcomed. Details can be secured by condition in the event of an approval.

Given the location of the site within a town centre and the proximity of the site to outdoor recreational areas, the amenity space provided is considered acceptable, in compliance with the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Saved Policy BE23 of the Local Plan.

#### OUTLOOK/DAYLIGHT/SUNLIGHT

Following concerns raised by officers, a number of units have been amended, through larger windows and additional windows, to ensure the daylight/sunlight levels are further improved. In plot 7 roof lights have been added to the unit to allow an improved daylight factor and distribution. For plots 20 & 24, the windows have been widened to the full width of the unit to ensure adequate day-lighting is achieved. With regard to plot 33, a conservation roof-light has been incorporated to provide additional daylight to the rear living space. For plot 36, the daylight factor and distribution now complies as Plot 39 has been deleted. Finally for plots 35, 38, 40 & 42, an additional window has been incorporated in the living room, and the bedroom window has been widened to achieve an adequate daylight factor and distribution.

The single aspect units are generally orientated to ensure they receive good levels of lighting. All of the flats also either have a private garden or balcony as well as access to the two communal amenity areas within the scheme.

It is considered that the Average Daylight Factor (ADF) compliance levels for the proposals are high, for an urban environment such as this one, and therefore the proposed development is acceptable on daylight/sunlight grounds.

#### PRIVACY

Each of the units benefits from a reasonable level of privacy. The scheme has been designed so that there are no loss privacy issues from surrounding office development. With regard to plot 1, at the rear of the Randalls building at ground floor, elevations have been submitted showing the external and internal levels of this unit and the window cill height, demonstrating that a reasonable level of privacy can be achieved for this plot. The use of privacy glass for the bay of window glazing closest to the steps will also ensure that any privacy issues here are mitigated.

It is considered that the design of the development would provide an adequate level of privacy for future occupiers, in accordance with Policy BE24 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012) and relevant design guidance.

Overall, in relation to outlook, privacy and light, it is considered that good environmental conditions can be provided for future occupiers, in compliance with relevant UDP saved policies and supplementary design guidance.

#### UNIT SIZE

The Government's national space standards contained in the Technical Housing Standards and policy 3.5 of the London Plan (2016) set out the minimum floor areas required for proposed residential units in order to ensure that they provide an adequate standard of living for future occupants.

A schedule has been provided by the applicant confirming residential floor space provision



would be provided which meets and in some cases exceeds the minimum standards of policy 3.5 of the London Plan (2016) and Technical Housing Standards.

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

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Paragraph 35 of NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states: The LPA will not grant permission for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety

##### Trip Generation

Given that this is in essence a car free development, there is unlikely to be a significant increase in additional trips in the peak hours and in total throughout the day, over and above the existing situation. It is considered that any increase in trip generation can be easily accommodated on the local road network and is unlikely to materially worsen the current situation on the local highway network or the wider highway network. Considering Paragraph 32 of the National Planning Policy Framework (NPPF), these increases are minimal and could not be considered in any way 'severe'. Therefore, it is considered that there would be no unacceptable highway or transport impacts in terms of trip generation, as a result of the proposed development, in accordance with relevant policies.

##### Access

The development site is situated along Vine Street at the junction with Cricketfield Road in Uxbridge town centre. Vehicular Access to the site would be via Cricketfield Road utilising the modified existing access arrangement, leading into a rear courtyard area serving 8 disabled parking bays.

The Highway Engineer notes that the current vehicle access in Cricketfield Road has poor visibility due to the adjoining boundary wall and gates. The proposed access would be taken from the same point, but the access will be widened to allow two vehicles to pass each and gates will be positioned further into the site to avoid vehicle waiting on the highway.

Based on 85th percentile speed surveys, the Transport Statement recommends visibility splays of 30 metres. However, the Highway engineer notes that only 50% (15m) is achieved for visibility to the left. The Council also requires pedestrian visibility splays of 2.4m x 2.4m (from the likely position of this exiting driver). Cricketfield Road is well used both in terms of vehicles and pedestrians. However, it should be noted that there will be limited vehicular movements in connection with the Cricketfield Road access, as it will only serve 8 disabled parking spaces. In addition it should also be noted that a new dedicated

pedestrian access is proposed from Vine Street..

The Highway Engineer recommends that the proposed access should be provided with a kerbed footway suitable to allow 2 pedestrians, including a wheelchair and a pedestrian gate suitable for disabled users to operate. Considering the pedestrian desired lines, the footway should be positioned along north of the proposed access road although the submitted plans show the proposed pedestrian footway to the south. Matters of detailed design of the Cricketfield Road access can be secured by condition, in the event of an approval.

#### Parking

The surrounding area is served by good public transport facilities with Uxbridge underground station and a number of bus services available within easy walking distance. Streets in the surrounding area have footways and there is generally good cycling infrastructure in the area.

The proposals are for a car free development, apart from operational disabled parking. As such, the scheme includes a total of six disabled car parking spaces (1 space per accessible unit) for the residential element of the development and a further 2 disabled parking spaces for use by disabled employees on the site. This level of provision is considered acceptable.

The Highway Engineer recommends that an assessment should be provided to demonstrate the usage and adequacy of existing disabled visitor parking on Cricket Field Road. In the event that additional spaces are needed, a plan should be provided showing existing and proposed on-street parking. A potential additional disabled parking bay is indicated in the submitted Transport Statement. Subject to the above mentioned assessment, this could be secured by way of a S106 Agreement.

The surrounding parking streets are within parking management area, where parking is allowed by way of a permit. In order to ensure the development is 'car free' it is recommended that the residents of this development not to be eligible for parking permits, apart from Blue Badge holders. This can be secured as an obligation within the S106 agreement and as a charge against the site, to ensure the future buyers are aware of the parking restrictions.

The development should make provision for 2 active and 1 passive ECVP parking spaces. This can be secured by condition.

The Council's Highways Engineer has raised no objection to the level of car parking. The proposal is therefore considered to comply with Local Plan Part 2 Saved Policies AM14 and AM15 and relevant London Plan policies.

#### Cycle Parking

A total of 96 cycle parking spaces are proposed in a covered and secured manner. However, the Highway Engineer notes that there is no information provided on the cycle parking split and allocations, demonstrating it meets the London Plan minimum parking cycle parking standards, including short term and long term parking. Shower and changing facilities should be provided for the employees of the commercial element. This can be secured by condition.

In terms of short term cycle parking, the applicants point out that short term visitors would not have access to the internal courtyard space of the development and therefore it is not possible to provide cycle parking here. With regard to visitor cycle parking for the commercial element of the development, there is existing visitor cycle parking provision directly opposite the site on Vine Street. This provision would be supplemented by the development once the occupiers of the commercial development and subsequent cycle parking demand is known. Additional provision could also be provided in Vine Street as part of the Council's public real improvements in this area.

#### Servicing

In terms of servicing and delivery, it is proposed that refuse collection will be undertaken on-site from within the courtyard. Swept paths appear to be relatively tight but achievable.

The proposals include a loading bay of 14m x3 m on Vine Street, located outside the former department store on Vine Street. A topographical survey has been submitted to confirm the width of the road, which shows that proposed loading bay can be accommodated on the highway without obstructing a vehicle to pass between a delivery vehicle and a bus waiting in the stop on the opposite side.

The Highway Engineer recommends that Loading & Unloading restrictions should be considered along Vine Street and Cricketfield Road in the vicinity of the site and shown on a plan. These off site highway work can be secured by use of a S106/278 Agreement in the event of an approval.

#### Public Realm

Considering the location of the development being in the town centre and the general thrust towards a sustainable development in transport terms, the Highway Engineer supports the public realm improvements, in particular on Vine Street.

#### Conclusion

Overall, it is considered that the proposals strike the requisite balance between parking restraint, to promote alternative travel modes and the provision of adequate parking. Subject to conditions, it is considered that safe and suitable access to the site can be achieved. The residual cumulative impacts of development are not so severe as to prevent or refuse the proposed development on transport grounds, in compliance with paragraph 32 of the NPPF.

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

#### SECURITY

The flats overlook the courtyard area providing good visual contact with the site. Details of fencing and other security arrangements, including the boundary treatment and CCTV have been secured by condition.

### **7.12 Disabled access**

The London Borough of Hillingdon is committed to achieving the highest standards of access and inclusion. All buildings that are open to the public and all housing development schemes must be constructed according to the policies and design details as outlined in the SPG Hillingdon Design and Accessibility Statement(HDAS)Accessible Hillingdon.'

London Plan policy (and Housing SPG) Policy 3.8 Housing Choice is relevant to

accessibility. London Plan policy 3.8c requires all new homes to be built to lifetime homes standards. London Plan Policy 3.8d requires ten per cent of new housing to be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users.

With regard to the proposed units, since 1 October 2015 and the introduction of the National Housing Standards, other standards such as the Lifetime Homes and Wheelchair Housing Design Guide have been superseded by the Mayor's Housing Standards MALP 2016. From October 2015 for major residential schemes this is interpreted as requiring ten percent of new housing to meet Building Regulation M4 (3) 'wheelchair user dwellings' and the remainder to be built to M4(2) (equivalent to lifetime homes). Appropriately worded conditions are recommended accordingly, to ensure compliance with these standards.

The Access Officer notes that there is no requirement for wheelchair accessible/adaptable residential accommodation within the existing or change of use elements. However, 6 wheelchair accessible units are to be provided for the new build residential element of the scheme.

With regard to Blue Badge parking, the Greater London Authority's guidance on 'Wheelchair Accessible Housing' (September 2007), further states that "generally one blue badge parking space will be required for each wheelchair accessible unit, including those that would otherwise be car-free". 6 disabled parking bays have been provided for the residential element of the scheme, in compliance with these standards. In addition, two disabled parking bays have been provided for the commercial units. This level of provision is considered acceptable.

A condition is recommended requiring details of the route from the commercial parking bays to the commercial units is recommended, in line with the Access Officer's comments.

Subject to conditions, it is considered that lifetime homes equivalent and wheel chair standards can be achieved, in accordance with the London Plan Policies 3.8, 7.1 and 7.2 and in general compliance with the Council's Supplementary Planning Document "Accessible Hillingdon".

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

The development would introduce a total of 58 dwellings, therefore triggering the affordable housing requirement threshold of 10 units as set out in London Plan policy 3.13. Policy H2 of the Hillingdon Local Plan: Part 1- Strategic Policies relates to Affordable Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. The Council notes however, that subject to the provision of robust evidence, it will adopt a degree of flexibility in its application of Policy H2 to take account of tenure needs in different parts of the borough as well as the viability of schemes. On this basis, 20 of the 58 units proposed in the scheme would have to be provided as affordable housing to comply with the requirements of Policy H2, to be secured by way of the S106 Agreement.

A full Financial Viability Appraisal (FVA) has been carried out in support of this application, which has been reviewed by an appropriately qualified, third party, financial consultant. The original FVA submitted was for a level of affordable housing set at 0%, but the third party appraiser disagreed with this assessment and has indicated what is considered to be the level of profit; whereas it would not equate to 20 units, it would equate to some affordable units on the site as set out in the S106 agreement head of terms.

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

TREES AND LANDSCAPING

Local Plan Part 2 Policy BE38 stresses the need to retain and enhance landscape features and provide for appropriate (hard and soft) landscaping in new developments. An arboricultural survey has been carried out making an assessment of the existing trees on and within the vicinity of the site. A brief tree assessment confirms that one of the two trees on the site, a cherry, is dead. The second tree, an ash in the east corner, is a poor quality 'C' grade tree. No objections are therefore raised to the removal of these trees.

The Tree and Landscape Officer notes that the proposed mix of retail and residential use is relatively urban in character and provides limited external amenity space. The main ground level space is the shared-use court yard, accommodating disabled parking bays amidst pedestrian circulation space and access to the buildings. In addition to this there will be private terraces / balconies, a communal garden, landscaped court (east) and a roof terrace (block 4).

A palette of indicative hard and soft landscape details is provided in the submitted documentation. The landscape strategy is to soften and green the building and external spaces. The Tree and Landscape Officer considers that the scheme should provide an attractive and functional setting for urban living. The realisation of these objectives and the quality of finish will depend on the detailed design, specification and implementation of this vision.

The Tree and Landscape Officer raises no objections subject to a condition to ensure that the detailed landscape proposals preserve and enhance the character and appearance of the area Subject to this condition, it is considered that the scheme is on the whole acceptable and in compliance with Saved Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

## ECOLOGY

Local Plan Part 1 Policy EM7 and Saved Policy EC2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek the promotion of nature conservation interests. Saved Policy EC5 seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement.

No ecological designations are located within or adjacent to the site. Ecological designations further from the site are considered unlikely to be affected by the proposed development.

An ecological appraisal has been submitted in support of this application. A Phase 1 Ecological Assessment was undertaken to ascertain the potential for protected species to be present within the site. Buildings within the site were also subject to specific investigations for bats. The trees within the site were also evaluated to search for the presence of features which could be of potential value to roosting bats. No evidence of roosting bats were found.

The application site itself is not considered to have a high ecological value, due to the lack of potential for protected species. The site itself is dominated by buildings and hardstanding along with a small amount of recolonising ground and two low value trees. Habitats to be lost under the proposals are therefore considered to be of low negligible ecological value.

However, habitats within the site provide potential opportunities for a limited range of common urban faunal species, with evidence for the presence of a small number of

common urban birds. Accordingly, a number of recommendations and measures are set out in the Ecological Report with regard to faunal species, in order to ensure that they are safeguarded and enhanced under the proposals. A number of enhancements for the benefit of biodiversity are proposed, including the potential for provision of native and wildlife friendly planting and the provision of bird boxes, bat boxes and a Hedgehog dome. Such measures aim to maximise opportunities for wildlife at the site.

Based on the evidence obtained from the ecological survey work undertaken and with the implementation of the recommendations and measures set out in the ecological report, it is considered that following mitigation, any ecological designations, habitats of nature conservation interest or protected species would not be significantly adversely affected by the proposed development. Furthermore, the recommended enhancement measures should provide benefits to biodiversity at the site in the long term.

A condition requiring details of an ecological enhancement, to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings is recommended. Subject to compliance with this condition, it is considered that the ecological mitigation is satisfactory. The proposal therefore complies with Policy 7.19 of the London Plan which requires that development protects and enhances biodiversity, and Local Plan Part 1 Policy EM7 and relevant Local Plan Part 2 policies.

#### **7.15 Sustainable waste management**

There are bin stores within the ground floor of the buildings containing 19 x 1100 litre wheelie-bins with easy access from the road. The Waste manager raises no objection to this level of provision.

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

Sustainability policy is now set out in the London Plan (2016), at Policy 5.2. Part A of the policy requires development proposals to make the fullest contribution to minimising carbon dioxide emissions by employing the hierarchy of: using less energy; supplying energy efficiently; and using renewable technologies. Part B of the policy previously required non domestic buildings to achieve a 35% improvement on building regulations 2013. However, this is a version of policy that has gone through two iterations since then. Development now needs to achieve zero carbon as per the latest London Plan. Parts C & D of the policy require proposals to include a detailed energy assessment.

The Energy Strategy submitted with the application assessed the feasibility of incorporating other renewable energy technologies on the site. However, these were discounted on the basis of not being feasible/practical for this particular development. Given this, the applicant would be willing to pay a carbon offset payment of £31,666, rather than provide renewable technologies on site.

Subject to a legal agreement securing the carbon off set contribution, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

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

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies(November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The site falls outside any flood zones as defined in the Council's own Strategic Flood Risk Assessment (SFRA) and is within flood zone 1 on the Environment Agency maps. A flood risk assessment is therefore not a requirement,

although a Drainage Strategy would need to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

The Council's Flood and Drainage Officer has assessed the submitted documentation and notes that whilst the proposed drainage strategy reduce some of the Surface Water which currently entering the foul sewer they do not adequately address flood risk to ensure that flood risk is not increased.

In reponse to the points raised by the Flood and Drainage Officer, the appellant has responded as follows:

The current proposals do not increase the run-off to the existing Thames Water sewer, as the brownfield assessment has been based only on the existing area discharging to this sewer and does not seek to take benefit of the flows currently discharging into the foul drainage system. A Greenfield runoff rate is not feasible for this site. The existing site is already wholly developed with a fully impermeable surface. The site sits above Made Ground and London Clay with shallow groundwater levels. Infiltration techniques have not been proposed on this site due to the depth of Made Ground and groundwater levels. The current drainage design meets relevant policy in the London Plan. The current modelling has already demonstrated that the site proposals can be delivered ensuring all storms up to the 1 in 100 year return period, plus an allowance for 40% climate change can be accommodated on site. In addition, an allowance of 40% has been used to allow for Climate Change in accordance with the new DEFRA guidance released on the 19th February 2016. Finally, the proposed drainage on the site is all to be newly installed drainage, with no existing drainage to be retained.

The Flood and Drainage Officer has reviewed the additional information submitted and advises that since further work is still required a condition is required. It is considered that any outstanding issues can be addressed by the imposition of a suitably worded condition in the event of an approval. Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with the Hillingdon Local Plan: Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan and the aspirations of the NPPF.

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

### **NOISE**

The Government's National Planning Policy Framework (NPPF) which replaces PPG2 (Planning and Noise) gives the Government's guidance on noise issues. Policy 7.15 of the London Plan seeks to reduce noise and minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals. A noise assessment has been carried out in support of the application and concludes that the principle of residential accommodation is acceptable in this location, subject to mitigation measures outlined within the report.

The application site is on a busy high road. It is therefore reasonable to expect that traffic is likely to be high enough to affect the residential amenities of future occupiers. The Noise Assessment has been reviewed by the Council's Environmental Protection Unit (EPU). No objections are raised from EPU, subject to conditions requiring a sound insulation and ventilation scheme for protecting the proposed development from road traffic noise, a sound insulation scheme for the control of noise transmission from the commercial elements to the adjoining dwellings and a scheme for the control of noise and odour

emanating from the site. Subject to compliance with these conditions, it is considered that the scheme would be in compliance with Policy OE5 of the Hillingdon Local Plan part 2.

## AIR QUALITY

The proposed development is within the declared AQMA. The development is introducing sensitive receptors into a poor air quality area. An Air Quality Assessment was submitted with the application, which has been reviewed by the Council's Environmental Protection Unit (EPU). EPU considers that the report is of great quality and detail and follows good technical applications. However, a number of assumptions in the assessment were optimistic and failed to take into account the most up to date EU targets. Also, it did only look at the impact on new residential locations, did not consider the impact of the additional vehicles associated with the residential use of the site onto the overall network.

It is therefore recommended that a condition be applied that requires that a low emission strategy is produced so that:

- a) there are enough incentives for the use of ultra low emission vehicles by the residents. This will include the requirement of electric charging points as per minimum requirements;
- b) there was no assessment of the impact on local air quality of the energy centre likely to be associated with the site. In the instance there is one, these will have to be low NOx as per GLA's Supplementary Planning Guidance on Sustainable Design and Construction.

Subject to the above mentioned planning conditions it is considered that the impact of the development on the air quality of the area can be mitigated, to the extent that refusal of the application on these grounds would not be justified, in accordance with Policy EM8 of the Local Plan Part 1.

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

One letter has been received from an adjoining office site raising issues regarding daylight and sunlight considerations of some of the proposed residential units, which would infringe their right to raise our boundary and party wall, or develop the rear of the adjoining site.

The current application has been determined on the basis of existing conditions on the ground. There are no policy requirements for the comprehensive development of these sites together. Any future development proposals for the adjoining site would be determined on the basis of their individual merits, having regard to all material planning considerations.

The letters of support are noted. Other issues raised have been dealt with in the main body of the report.

### **7.20 Planning obligations**

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific supplementary planning guidance.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impacts of the development, which have been agreed with the applicant:

- (i) Transport: All on site and off site highways works as a result of this proposal, including improvements to the site access, improvements to footway along Cricketfield Road and



disabled visitor parking on Cricketfield Road (following an assessment to demonstrate the usage and adequacy of existing disabled visitor parking on Cricket Field Road).

(ii) Affordable Housing including an affordable housing review

(iii) Construction Training: either a construction training scheme delivered during the construction phase of the development or a financial contribution

(iv) Air Quality: The applicant provides a financial contribution in the sum of £12,500.

(v) Travel Plan (including a £20,000 bond)

(vi) Carbon offset contribution of £31,666

(vii) A Management and phasing Plan to secure the long term maintenance of the Randalls building

Given that the development is being permitted on the basis that this secures the long term survival of the heritage assets, ideally the completion of the works to the listed building must be completed prior to the occupation of the new development. Therefore, a S106 Agreement has been sought to secure the appropriate phasing and completion to requisite standards.

(viii) The residents of this development not to be eligible for parking permits, apart from Blue Badge holders and a charge made against the site to ensure the future buyers are aware of the parking restrictions.

(viii) Town Centre contribution: A figure of £87,000 has been agreed for public realm improvements to Uxbridge Town Centre. This figure is considered to be reasonable and in accordance with Regulation 122 of the Community Infrastructure Levy (CIL) Regulations (2010)

(ix) Phasing of listed building enhancement and restoration works: A phasing schedule to ensure key works such as the facade restoration and re-use of commercial floor space occur before identified phases of residential accommodation.

(x) Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

The applicant has agreed to these proposed Heads of Terms, which are to be secured by way of the S106 Agreement. Overall, it is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development, in compliance with Policy R17 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012).

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

There are no enforcement issues associated with this site.

#### **7.22 Other Issues**

None.

### **8. Observations of the Borough Solicitor**

General

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

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

Members should also ensure that their involvement in the determination of planning

applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

#### Planning Conditions

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

#### **9. Observations of the Director of Finance**

Not applicable.

#### **10. CONCLUSION**

It is considered that the discussions and negotiations between relevant parties on the design and layout of the development and the extent of amendments undertaken have yielded a scheme suitable for its context. The scheme will introduce a built form that is appropriate to its Conservation Area context and the townscape character of the area,

The proposed enhancements to heritage significance delivered by the proposed development are considered to outweigh the identified harm to the listed building. Due

regard has been made to the enhancements to the main facade of Randall's building, both in terms of the listed building and the character and appearance of the Conservation Area.

The development has been sensitively designed to relate carefully to the surrounding context. It will be a positive addition to Uxbridge town centre and will bring regeneration benefits to Vine Street.

The archaeological position of the site has been extensively explored and has been satisfactorily addressed. Furthermore, the development would not result in unacceptable impacts on the amenities of neighbouring properties and would provide good environmental conditions for future occupiers.

Access, parking, drainage, ecology and highway safety issues can be satisfactorily addressed by the imposition of suitably worded conditions. The applicant has also offered an acceptable package of contributions to be secured by way of a proposed S106/278 Agreement.

It is recommended that the application should be supported, subject to a Section 106 Legal Agreement and conditions.

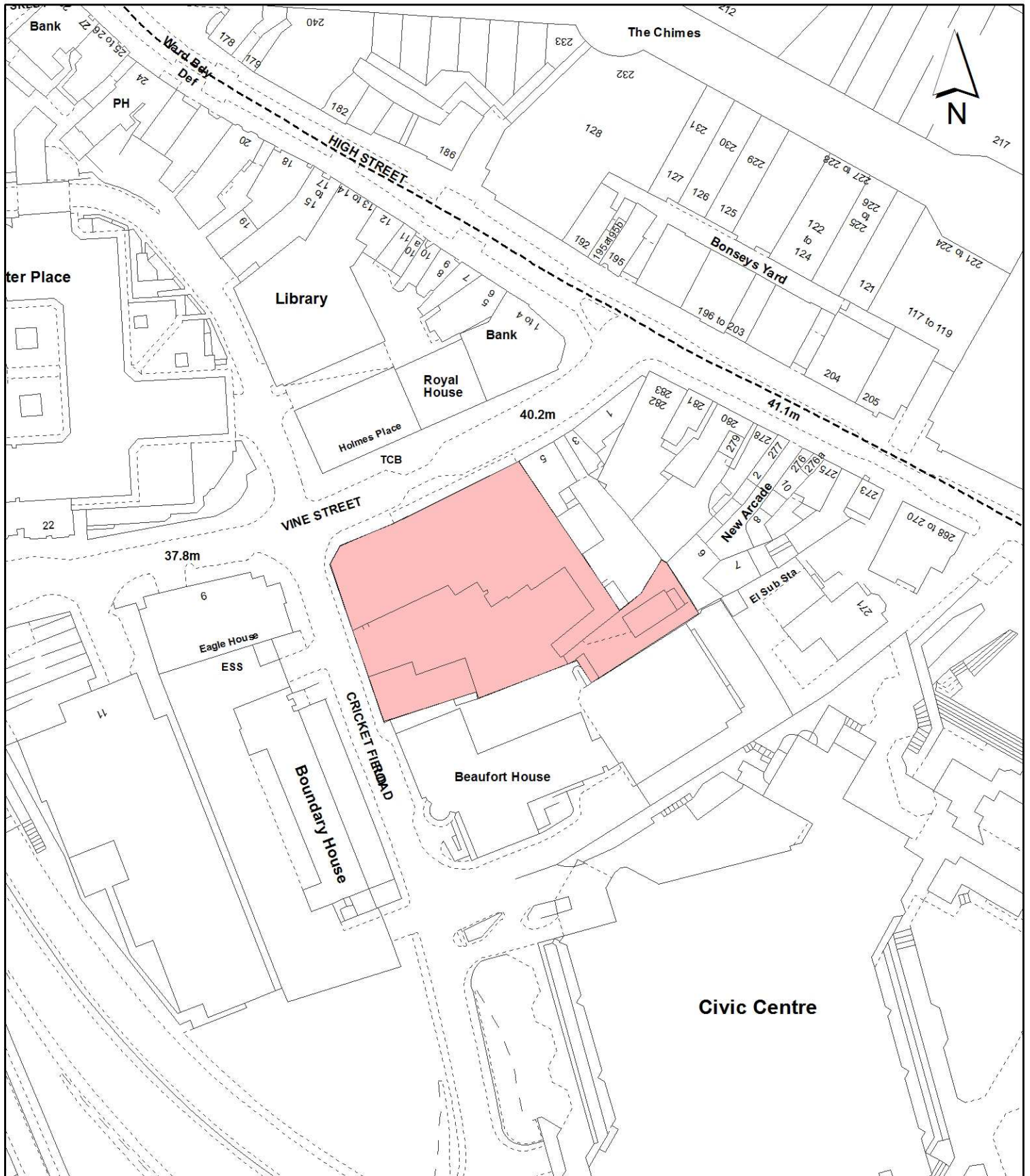
#### **11. Reference Documents**

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan 2016  
National Planning Policy Framework (NPPF)  
The Greater London Authority Sustainable Design and Construction (2006)  
Council's Supplementary Planning Guidance - Community Safety by Design  
Council's Supplementary Planning Document - Air Quality  
Hillingdon Supplementary Planning Document: Accessible Hillingdon (January 2010)

Karl Dafe 01895 250230

**Contact Officer:** Karl Dafe

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
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Site Address:

**Randalls  
 7-9 Vine Street**

**LONDON BOROUGH  
 OF HILLINGDON**  
 Residents Services  
 Planning Section  
 Civic Centre, Uxbridge, Middx. UB8 1UW  
 Telephone No.: Uxbridge 250111

Planning Application Ref:  
**41309/APP/2016/3391**

Scale:  
**1:1,250**

Planning Committee:  
**Major Page 174**

Date:  
**March 2017**



## Report of the Head of Planning, Sport and Green Spaces

**Address** RANDALLS 7-9 VINE STREET UXBRIDGE

**Development:** Change of use of the ground and part first floor of the Randalls building from Use Class A1 to to Use Class A3 (flexible use within Use Class A1/A3 for the island display cabinet), conversion of part of the first floor from Use Class A1 to Use Class C3 (residential); addition of a second storey roof top extension to provide residential apartments (Use Class C3) and external restoration works; the erection of three new residential blocks (Use Class C3) ranging from 3 to 6 storeys in height; a new ground floor retail unit (Use Class A1), conversion of the Old Fire Station Building to duplex apartments (Use Class C3); the provision of associated landscaping, car parking and associated works, to provided 58 residential units in total and 750 sqm of commercial floorspace, involving the demolition of the 1960's extension to the Randalls building, caretakers flat and warehouse buildings (listed building consent).

**LBH Ref Nos:** 41309/APP/2016/3392

**Drawing Nos:** Design and Access Statement Part 1  
Design and Access Statement Part 2  
1510-101 Existing Building Information  
1510-102 Listed Building Curtilage  
1510-103 Existing Buildings Demolition & Retention  
1510-210 Block 1 - Existing Lvl00 Proposed Demolit  
1510-211 Block 1 - Existing Lvl01 Proposed Demolit  
1510-212 Block 1 - Existing Lvl02 Proposed Demolit  
1510-220 Block 2 Lvl00 Rev. 13.12.16  
1510-230 Block 3 - Existing Lvl00-Lvl01 Existing D  
1510-410 Block 1 - Existing Elevations Proposed De  
1510-430 Block 3 - Existing Elevations Proposed De  
1510-500 Listed Building Bay Studies - Shop Front  
1510-502 Listed Building - Loading Bay  
1510-503 Firestation & Bay Study  
1510-504 New Build - Block 2 Bay Study  
1510-5000 Material Studies  
1510-100 Location Plan  
Application Cover Letter  
1510-411 Block 1 - Rev. 13.12.16  
1510-431 Block 3 Rev. 13.12.16  
1510-501 Rev. 13.12.16  
SK 051216 - Unit1 Privacy  
161221-OKR-INLAND-RANDALLS cgi  
161221-OKR-INLAND-RANDALLS cgi  
161221-OKR-INLAND-RANDALLS cgi  
161221-OKR-INLAND-RANDALLS  
Schedule of Accommodation 16.12.16.  
14703 - Covering Letter - 16.12.16  
Heritage Assessment Sept. 2016  
1510-200 GA Lv100 Rev.15.12.16  
1510-201 GA Lv101 Rev. 15.12.16

1510-202 GA Lvl02 Rev. 15.12.2016  
 1510-203 GA Lvl03 Rev. 15.12.2016  
 1510-204 GA Lvl04 Rev. 15.12.2016  
 1510-205 GA Lvl05 Rev. 15.12.2016  
 1510-206 GA Site Plan Lvl06 Rev. 15.12.16  
 1510-213 Block 1 - Rev 13.12.16  
 1510-214 Block 1 - Proposed Lvl01 Rev. 13.12.16  
 1510-215 Block 1 - Proposed Lvl03 Rev. 13.12.16  
 1510-252 Block 5 Lvl02 Rev. 15.12.2016  
 1510-253 Block 5 Lvl03 Rev. 15.12.2016  
 1510-254 Block 5 Lvl04 Rev. 15.12.16  
 1510-255 Block 5 Lvl05 Rev. 15.12.16  
 1510-300 Rev. 19.12.16  
 1510-301 Rev. 19.12.16  
 1510-302 Rev. 19.12.16  
 1510-400 Rev. 19.12.16  
 1510-401 Rev. 19.12.16  
 1510-402 Rev.19.12.16  
 Planning Statement  
 1510-221 Block 2 Lvl01 Rev. 13.12.16  
 1510-222 Block 2 Lvl02 Rev. 13.12.16  
 1510-223 Block 2 Lvl03 Rev. 13.12.16  
 1510-224 Block 2 Lvl04 Rev. 13.12.16  
 1510-240 Block 4 Lvl00 Rev.15.12.16  
 1510-241 Block 4 Lvl01 Rev. 15.12.16  
 1510-242 Block 4 Lvl02 Rev. 15.12.16  
 1510-243 Block 4 Lvl03 Rev. 15.12.16  
 1510-250 Block 5 Lvl00 Rev. 15.12.16  
 1510-251 Block 5 Lvl01 Rev. 15.12.16

|                                |            |                                 |            |
|--------------------------------|------------|---------------------------------|------------|
| <b>Date Plans Received:</b>    | 13/09/2016 | <b>Date(s) of Amendment(s):</b> | 13/09/2016 |
| <b>Date Application Valid:</b> | 14/09/2016 |                                 | 16/12/2016 |
|                                |            |                                 | 21/12/2016 |
|                                |            |                                 | 20/12/2016 |

## 1. CONSIDERATIONS

### 1.1 Site and Locality

The site is located on the corner with Vine Street and Cricketfield Road and falls within the secondary shopping area of Uxbridge Town Centre. The site also falls within the Old Uxbridge and Windsor Street Conservation Area.

The original 1938 Randalls building is a Grade II listed heritage asset and includes a largely intact shopfront dating from that period. The adjoining 1960's extension is also Grade 2 listed. In addition, there are single storey ancillary storage buildings attached to the rear of the main retail structure, dating from the 1930's. There are also a number of associated

curtilage buildings and structures (considered as listed), within the larger site, accessed from Cricketfield Road. However the remainder of the rear yard is largely empty. The ex-Fire Station building located to the rear of the site fronting Cricketfield Road, dates from the early 20th Century. This building is also considered to be curtilage listed and has heritage value that should be preserved.

Office buildings are located to the south, west and north and range in height between 3 to 6 storeys.

The site lies adjacent to the revised Uxbridge Archaeological Priority Area (APA).

## 1.2 Proposed Scheme

This application seeks listed building consent for the redevelopment of the former Randalls department store for a residential led, mixed use development. The proposed development will retain the original 1930's Grade II listed former Randalls department store and the Old Fire Station Building. Overall, the proposed development comprises 58 residential units and 750 sqm of commercial floorspace. The various elements of the scheme are set out below:

### The Randall's Building

. The ground floor of the Randalls building will be retained as one single commercial unit for use within Use Class A3, with a flexible use within Use Class A1/A3 for the island display unit.

. Conversion of part of the first floor of the Randalls building from Use Class A1 to Use Class C3 (residential); The majority of the first floor of the Randall's building will be converted from retail use into residential use, with the exception of approximately one third of floorspace, which will be retained in commercial use (Use Class A3), to ensure the functionality of the internal staircase is maintained.

. An new second floor will be added to the Randalls building to provide residential apartments (Use Class C3). This floor will be set back from the street frontage to remain subservient to the listed building and ensure minimal visual impact at street level.

The proposed mix of residential and commercial uses for the Randalls building is set out below:

#### Ground floor:

575 sq m Class A 3 commercial use  
2 x 1 bedroom flats

#### First floor:

146 sq m of Class A3 commercial use  
1 x 2 bedroom and 5 x 1 bedroom flats

#### Proposed Second floor:

1 x 2 bedroom and 5 x 1 bedroom flats

#### Block 2

A new part 3, part 4, part 5 storey block fronting Vine Street and Cricketfield Road,

incorporating 16 residential apartments and a new ground floor retail unit will replace the 1960's extension (which will be demolished), to the west of the Randall's building.

### Block 3

It is proposed that the Old Fire Station building will be retained and converted into three duplex apartments and the original fire door openings will be reinstated.

### Blocks 4 and 5

Two new wholly residential buildings are proposed at the rear of the site, ranging from 2 to 6 storeys in height, involving the demolition of a 1960's outbuilding which was ancillary to the Randall's building, together with the demolition of the existing caretaker's flat to the rear of the Randalls building.

Block 4, located immediately behind the Old Fire Station building, would step up from 2 to three then 4 storey, containing 9 new residential units. Block 5, accommodating 16 residential units would be located in the south east corner of the site and would be part 4, part 5 and part 6 storeys in height.

An entirely car free development is proposed, with the exception of eight disabled parking spaces. Two disabled parking spaces will be available for the commercial units and the other six disabled parking spaces will be available for the wheelchair accessible residential units.

It is proposed that the existing vehicular access to the rear of the Randalls building, along Cricketfield Road, will be utilised. In addition, a new pedestrian access to the site will be created from Vine Street.

A summary of the revised mix of housing and commercial floor space for the wider site is set out in the following schedule:

Type of Accommodation:

1 bed 1 person: flats x 2

1 bed 2 person: flats x 26

2 bed 3 person flats x 5

2 bed 4 person flats x 25

Commercial

Class A3 - 721 sq m

Class A1 - 78 sq m

The following reports relevant to this Listed Building Consent application have been submitted in support of the application:

. Planning Statement

The Planning Statement assesses the proposed development against relevant statutory tests and policies in the statutory development plan, having regard to other relevant material planning considerations.

. Heritage, Townscape and Visual Impact Assessment September 2016

The document provides an assessment of the history and development of the site, and provides an analysis of the impact of the proposed development on the historic



environment, including heritage assets within the site, and the setting of nearby listed heritage assets.

. Design and Access Statement (including Building for Life Assessment and Landscaping Strategy)

This document sets out the urban design and access aspects of the redevelopment proposals It provides supporting information to the planning application and describes the proposed response to context, the quantum of development, the layout of buildings and open spaces, scale, access and refuse strategy arrangements.

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

The Randalls department store closed on 31 January 2015

## **2. Advertisement and Site Notice**

**2.1** Advertisement Expiry Date:- Not applicable

**2.2** Site Notice Expiry Date:- Not applicable

## **3. Comments on Public Consultations**

EXTERNAL

The application has been advertised under Article 15 of the Town and Country Planning General Development Management Order 2015 as a Major Development. The application has been advertised as a development that affects the character and appearance of the Old Uxbridge/Windsor Street Conservation Area and the setting of the Grade 2 listed building, Randalls.

One letter of support has been received.

. Having viewed the plans at the exhibition I support the proposals for the old Randall's store.

HISTORIC ENGLAND

Thank you for your letter of 29 September 2016 notifying Historic England of the applications for planning and listed building consent relating to the above site. This letter provides Historic England's comments on both applications.

Summary

These proposals has been the subject of pre-application discussions with Historic England. The proposals reflect the nature of Historic England advice and are likely to deliver a considerable degree of change whilst maintaining the core areas of the site's significance as a designated heritage asset.

Historic England Advice

Significance

Randall's department store was completed in 1938 to the designs of William L. Eves. The Grade II listed building is an excellent example of an independent department store and a

fine specimen of streamlined Art Deco architecture that contributes positively to the surrounding Old Uxbridge/Windsor Street Conservation Area.

The major architectural emphasis of the building is its Vine Street shop front elevation, while the rear of the site is a well preserved service area of a more utilitarian character. The interior is much more plain, allowing the greatest amount of flexibility over two storeys of generously sized shop floor.

Some original internal features remain: the staircase, the grid of structural columns with cast iron radiators at their base, and the pneumatic tube system used for sending cash throughout the store (though this has been subject to modification).

The service areas to the rear of the site include a number of offices with internal glazed walls in crittal frames, a mid-level storey with WCs, and a delivery bay containing a service stair, and original loading door with surviving pulley mechanism.

#### Impact

The proposals include the demolition of a 1950's extension to the store (considered to be of no special interest in the listing description), the erection in its place of new buildings primarily for residential use with ground floor commercial units.

Parts of the rear elevation of the principal building will be removed in order to rationalise the new internal works, and the mid-level storey of the service area will also be lost. These works will facilitate the conversion of the upper storey into residential flats, separating the usage of the first floor from the ground floor for the first time.

At roof level an additional storey will be created, set back from the street elevation.

The ground floor will be retained for commercial use and the principal staircase will remain in use, accessing only a small area of the first floor.

The shop front will be restored and elements of original adornment including a clock and banded decoration will be reinstated.

The service yard to the rear will be cleared to allow for the construction of new residential blocks.

The historic fire station (curtilage listed as part of Randalls) will be retained and put to residential use, with its street elevation restored to its original appearance.

#### Policy

The Planning (Listed Buildings and Conservation Areas) Act 1990 places a statutory duty on your Authority to pay special regard to the desirability of preserving the special architectural and historical interest of this listed building (Section 66). The same Act (Section 72) requires special attention to be paid to the desirability of the preservation of the character and appearance of the conservation area.

Guidance of the exercise of this duty is given in the National Planning Policy Framework 2012. Section 12 of that document specifically addresses development which will effect the historic environment and requires that any harm to a designated heritage asset should be clearly and convincingly justified, and outweighed by the delivery of public benefits (Paragraphs 132-134).

## Position

Historic England has been involved in pre-application discussions with the applicant and we are satisfied that the proposals reflect the nature of our advice.

The proposals will bring about a high degree of change. However, the core areas of significance identifiable at Randall's will in our view be retained.

The area of the site from which the highest levels of significance are derived is the Vine Street shop front elevation, including its ground floor display units. This area will receive a considerable uplift, reinstating lost features and enhancing the presentation of the building from its present appearance.

The roof structure of the store has no intrinsic significance in our view, beyond the authenticity of the building as a whole. As such, and given the considerable depth of the building, development at roof level should be feasible providing that prominent, bulky, or overbearing forms are avoided. Since our most recent pre-application discussions the proposed roof extension has been set back further from the principal elevation in an effort to reduce its visibility from the street. The resulting form is ultimately deferential to the high levels of significance found in the Vine Street elevation and will not in our view cause serious harm.

While it is a shame to see the ground floor divorced from the first floor as set of circulating spaces, we are not opposed to the use of the first floor for alternative purposes. The interior spaces are largely plain and were intended to be used flexibly. While other historic buildings may be limited in their capacity for adaptation by decorative programmes or a hierarchical organisation of space, Randalls has an inherent adaptability which this scheme capitalises upon.

The shop floor stair case is of good quality and is the major internal indicator of the original store's continuation over two storeys. Earlier discussions considered the boxing-in or remodelling of this stair. Revisions that have taken place throughout the pre-application process have arrived at the current proposal for the stair to be fully retained with a small area at first floor accessed via the stair in order to provide an indication of the original circulation pattern. This maintains the legibility of plan form and circulation patterns, ensures the stair's continued use, and preserves the staircase in situ. While the status of the stair is diminished, it is our view that an acceptable compromise has been reached.

The redevelopment of the rear areas of the listed building removes some parts of historical plan form such as the WCs and the caretaker's flat. While these contribute to the authenticity of the building, they are not key areas of significance that define the building's high heritage value. In our view a detailed recording exercise capable of capturing these areas before change is carried out will sustain the informative value of these areas for future reference. We have accordingly set out a recording condition in the associated letter of authorisation submitted herewith.

Taken as a whole we consider that the proposals present a new use for the site which, while bringing about a great deal of change, will preserve the high architectural value of the Vine Street elevation, key internal features of interest, the legibility of the site as a former department store, and significant areas of the back-of-house operations formerly found on site.

## Recommendation

Subject to the condition imposed in the attached letter of authorisation, and any your council may wish to implement in order to secure a high quality approach and execution, we are content for the application to be determined in accordance with national legislation and policy, and on the basis of your own specialist conservation advice.

It is not necessary to consult us again on this application. Please send us a copy of the decision notice in due course. This will help us to monitor actions related to changes to historic places.

Please note that this response related to historic building matters only. If there are any archaeological implications to the proposals it is recommended that you contact the Greater London Archaeological Advisory Service for further advice (Tel: 020 7973 3735).

#### UXBRIDGE LOCAL HISTORY AND ARCHIVE SOCIETY

We are concerned at the listed building part of the site and in particular the proposal to build a second floor extension or attic storey above the structure. Even though this will not be visible from the street we think it undesirable to extend the building in this way.

INTERNAL

URBAN DESIGN AND CONSERVATION OFFICER

BACKGROUND:

History, Listing and Conservation Area Status of Randalls Department Store

Randalls was built as a department store in 1938 to a striking modernist design, by William L. Eves, a well-known local architect. It is relatively small in size, being of two storeys with a tall tower feature, with projecting rectangular double turret on one corner. The building is narrow and linear in form, the horizontal emphasis of its design being accentuated by its flat roof, the bands of brown Carraraware on the cream faience of the front parapet and tower, the long canopy projecting over the pavement, and the continuous heads and sills of the windows at first floor. The department store was in the same family ownership and use throughout its existence, closing only in December 2014. As a result, the open character of the ground and first floors, the grand staircase and some of the original internal fittings still survive. The listing description identifies the reasons for its designation as being external and internal:

- Its Modernist design
- Its intact shop front and rare island display unit
- Its interior detail which, whilst quite plain, survives well and includes the cash desk, pneumatic tubes and functional delivery area features

The store was extended in the 1960's to the west with a single storey addition, with an upper storey added in the 1960's. The whole building was listed Grade II in 2010. The curtilage includes the former fire station, a very attractive red brick Victorian building (which is thus deemed to be listed Grade II) and the whole site has been included in the Old Uxbridge and Windsor Street Conservation Area.

Condition

The building was in good condition when it closed as Randalls Department Store in December 2014. After a flurry of commercial interest, it was bought by Inland Homes in the Spring of 2015 and has been in their ownership ever since. There is no evidence that

its condition has deteriorated in their care.

#### The Old Fire Station

This little Victorian building is listed by virtue of its location within the curtilage of Randalls. It also stands within the Old Uxbridge and Windsor Street Conservation Area. The building has been in use as a bicycle repair workshop, and its condition is considered to be fair. It is not known to have interior features of note, but it will be important to ensure that works to all surviving original features, and the reinstatement of former features, are carried out appropriately.

## 2. LISTED BUILDING PROPOSALS

#### The Proposed Demolitions

It is proposed to demolish and redevelop the post 1930's wing entirely and to demolish elements of the rear of the 1938 building, including the caretaker's flat, to create better separation distances for the blocks to the rear. Internal demolitions include the removal of the cash desk and pneumatic tube system (included specifically in the listing description as being of interest) from the ground floor, the relocation of the loading bay staircase, and the removal of some small internal rooms and cloakrooms.

#### The Proposed Internal Alterations

At ground floor, it is proposed to retain the shop frontage and island unit and keep the majority of the interior open plan at ground level, save for the insertion of a commercial kitchen along the rear wall, and the introduction of subdivisions to provide two storage rooms, two lift shafts, customer WCs and two studio flats at the rear.

At first floor, it is proposed to retain about a third of the area as open-plan commercial space, reached via the main staircase, while the remaining two-thirds would be subdivided into five studio flats and one two bed flat. On the roof, it is proposed to build an upper floor with five flats and a studio.

#### Commercial User

As any commercial use will have implications for the character of the interior of the listed building, it will be important to identify the user as soon as possible in the planning process. It is understood that discussions have been taking place with a restaurateur, and the ground floor appears to have been set out to reflect their requirements, but there has been no confirmation of a formal arrangement.

## 3. LEVEL OF HARM AND PUBLIC BENEFIT

During the negotiations, the proposals have been modified to show a reduction in the numbers of second floor flats, and the relocation of their front walls to a position 3 metres behind the back of the tower, their terraces removed. The second floor would now be relatively unobtrusive in views from the street.

Also the retention of most of the ground floor and two-thirds of the upper floor for an open-plan commercial use has improved the ratio between commercial and residential. The subdivision of so much of the first floor into flats is an irreversible and destructive usage and it will lead to an individualism which will be very apparent in views of this robust building from the street. Although this element of the scheme is very much to be regretted, overall, it is considered that the proposals would lead to just less than substantial harm to the building's significance. This balance would be quickly lost however, if any subsequent

amendments were to lead to an increase in the residential elements of the scheme, greater subdivision of the interior or loss of more of the original fabric.

The NPPF para. 134 states 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 securing its optimum viable use."

There are only two potential areas of public benefit arising from this scheme: the proposed restaurant use, which would enable the public to access the building once again and enjoy its interior on both the ground floor and part of the first floor; and the repairs to the exterior, which would include the reinstatement of the clock. (NB Given that the building has been in the developer's ownership for most of the time it has been vacant, 'bringing it back into beneficial use' is not considered relevant in this case.) These two spheres of public benefit would just about justify the harm identified to the significance of the building.

A restaurant use could probably be considered as the 'optimum viable use', but if there is any change to this proposed use, this area of public benefit would be likely to be significantly reduced.

#### 4. CONDITIONS

In order to ensure that this delicate balance between the level of harm to the building's significance on the one hand, and the public benefit derived from the scheme on the other, is achieved, the following conditions are recommended:

##### A. Listed 'Randall's' Building

1. The lease with the restaurateur must be signed before any of the flats in the building, or on the wider site, are occupied.
2. Works to the building are to be finished to the satisfaction of the LPA, before any of the flats in this, or on the wider site, are occupied.
3. A detailed repairs schedule of the building to be drawn up with details of the repair works proposed, including those to the original windows and the canopy, this to be approved prior to commencement of any work on this, or the wider, site.
4. Detailed drawings and elevations, submitted as a new listed building consent application, will be required for the island kiosk, if this is to be brought into commercial use. This would need to be approved prior to the commencement of any use of this structure.
5. Details of the fixing shut of the existing shopfront door to be provided, this to be approved prior to commencement of any work on this, or the wider site.
6. A full plan and detailed elevational drawings are required of the building to show all service runs and outlets (including ventilation, flues, external and internal pipework) and alarms, cameras, etc., these to be approved prior to commencement of any work on this, or on the wider site.
7. A full plan to be provided of fireproofing and noise insulation, this to be approved prior to commencement of any work on this, or on the wider site.

8. Details of ground floor subdivisions and finishes required in drawing form, showing how they will relate to the retained original features, these to be submitted for approval prior to commencement of any work on this, or on the wider site.
9. Detailed drawings to be provided of the roof extension, to show roof details and finishes, materials and colours, this to be approved prior to commencement of any work on this, or on the wider site.
10. Full details of the reinstatement of the rear walls to be approved prior to the commencement of any work on this or the wider site. This should include brick samples, details of bonding patterns and pointing mix.
11. Fully detailed drawings at 1:20 of new windows, window heads and sills, rooflights, handrails and external doors to be approved prior to commencement of any work on this, or the wider, site.
12. Full details of the new clock to be provided at 1:20, and approved prior to commencement of any work on this, or the wider site.
13. All new commercial signage, and any proposed alteration to the shopfront, to be submitted as a separate planning application, this to be approved prior to the occupation of the commercial premises.
14. Full recording to be undertaken of the building, inside and out, to Level 2 standard, prior to the commencement of any work on this, or the wider site.
15. The cash desk to be saved and re-used elsewhere in the commercial premises, location to be agreed prior to commencement of works on this or the wider site.

#### B. The Old Fire Station

16. A detailed repairs schedule of the building to be drawn up with details of the repair works proposed, including those to the original windows, prior to commencement of any works on this, or the wider, site.
17. Fully detailed drawings at 1:20 of new windows, window heads and sills, rooflights, and external doors to be approved prior to commencement of any works on this, or the wider, site.
18. Details of how the listed buildings are to be kept secure during the building work around them. A management and maintenance plan will be required for the listed Randalls building.

(Officer comment: A head of term is attached to the S106 agreement required under the parallel planning application to address development phasing across the site, to ensure measures to protect and enhance the listed building are prioritised in the phasing of the development).

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

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

Part 1 Policies:

|         |   |
|---------|---|
| PT1.BE1 | (2012) Built Environment                        |
| PT1.E4  | (2012) Uxbridge                                 |
| PT1.E5  | (2012) Town and Local Centres                   |
| PT1.EM1 | (2012) Climate Change Adaptation and Mitigation |
| PT1.H1  | (2012) Housing Growth                           |
| PT1.HE1 | (2012) Heritage                                 |

Part 2 Policies:

|         |   |
|---------|---|
| BE1     | Development within archaeological priority areas  |
| BE10    | Proposals detrimental to the setting of a listed building   |
| BE11    | Proposals for the demolition of statutory listed buildings  |
| BE12    | Proposals for alternative use (to original historic use) of statutorily listed buildings                                  |
| BE13    | New development must harmonise with the existing street scene.  |
| BE15    | Alterations and extensions to existing buildings  |
| BE20    | Daylight and sunlight considerations.   |
| BE21    | Siting, bulk and proximity of new buildings/extensions.   |
| BE23    | Requires the provision of adequate amenity space.   |
| BE24    | Requires new development to ensure adequate levels of privacy to neighbours.  |
| BE26    | Town centres - design, layout and landscaping of new buildings  |
| BE27    | Advertisements requiring express consent - size, design and location  |
| BE28    | Shop fronts - design and materials  |
| BE29    | Advertisement displays on business premises   |
| BE3     | Investigation of sites of archaeological interest and protection of archaeological remains                                |
| BE38    | Retention of topographical and landscape features and provision of new planting and landscaping in development proposals. |
| BE4     | New development within or on the fringes of conservation areas  |
| BE8     | Planning applications for alteration or extension of listed buildings   |
| H4      | Mix of housing units  |
| H8      | Change of use from non-residential to residential   |
| LPP 5.7 | (2016) Renewable energy   |
| LPP 7.2 | (2016) An inclusive environment   |
| LPP 7.3 | (2016) Designing out crime  |
| LPP 7.5 | (2016) Public realm   |



|          |   |
|----------|---|
| LPP 7.8  | (2016) Heritage assets and archaeology  |
| LPP 8.2  | (2016) Planning obligations   |
| HDAS-LAY | Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006 |
| LDF-AH   | Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010    |
| SPD-PO   | Planning Obligations Supplementary Planning Document, adopted July 2008                                       |
| NPPF     | National Planning Policy Framework  |

## 5. MAIN PLANNING ISSUES

The site is within the Old Uxbridge Conservation Area. The Randalls building is grade II listed and forms a significant component in the Conservation Area. The building was listed in 2010 and the listing description clearly notes the reasons for its designation as:

- . its Modernist design
- . its intact shop front and rare island display unit
- . its interior detail, which whilst quite plain, survives well and includes the cash desk, pneumatic tubes and functional delivery area features.

Of particular relevance are Part 1 Policy HE1 and Saved Policies BE8, BE9, BE10, BE11 and BE12 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012). These seek to ensure that any development involving listed buildings or curtilage structures does not have any detrimental impact on the overall value of the structure or building.

Saved UDP Policies BE8 and BE9 state applications for planning permission to alter or extend statutory listed buildings will normally only be permitted if no damage is caused to historic structures. Any additions should be in keeping with other parts of the building and any new external or internal features should harmonise with their surroundings.

Policy BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that development proposals should not be detrimental to the setting of a listed building.

Policy BE11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) sets out that the demolition of statutory listed buildings or walls will not be permitted unless it can be established that the building cannot reasonably be used or adapted in part or in total for a beneficial use and that every effort has been made to retain the building and its features of historic or architectural interest.

Saved UDP Policy BE12 states statutory listed buildings should, preferably remain in their historic use. Where planning permission is required, an alternative use will be permitted if it is appropriate to secure the renovation and subsequent preservation of the building, features of architectural or historic interest and setting.

London Plan Policy 7.8 states that development should value, conserve restore, re-use and incorporate heritage assets where appropriate.

The NPPF recognises at paragraph 126 that heritage assets are an irreplaceable resource and that they should be conserved in a manner appropriate to their significance.

In assessing the impact of the development on heritage assets, there are two main issues: the impact of the conversion and extension of the building and the impact on the setting of the listed buildings in terms of the location of the additional development. Any development would therefore be expected to address these matters.

As identified by Historic England in their listing of the Randalls building, the 1960's western extension does not contribute to the building's special interest, given that it is an addition of no real quality, entirely driven by the need for additional floorspace. It therefore provides a significant opportunity for redevelopment, to provide a building which enhances both the setting of the Listed Building and the character and appearance of the Conservation Area, while ensuring the 1930's building remains the most prominent feature. No objections are therefore raised to the demolition of the 1960's extension, subject to a satisfactory replacement.

With regard to the new build element of the scheme on the setting of the retained Randalls building, it is considered that the new addition to the corner of the Site (Block 2) has been designed so as to offset the listed building, respecting and reflecting its detailing, without competing with it, or seeking to slavishly copy its design.

It is considered that the Randall's building will be set within a run of vertically emphasised buildings, with a legible connection to the corner building, and the wider Randalls redevelopment site. The proposed corner block will act to reinforce, rather to compete with the quality and contribution of the Randall's building.

Internal demolitions within the Randalls building include the removal of the cash desk and pneumatic tube system (included specifically in the listing description as being of interest) from the ground floor, the relocation of the loading bay staircase, and the removal of some small internal rooms and cloakrooms.

At ground floor, it is proposed to retain the shop frontage and island unit and keep the majority of the interior open plan at ground level, save for the insertion of a commercial kitchen along the rear wall, and the introduction of sub divisions to provide two storage rooms, two lift shafts, customer WCs and two studio flats at the rear.

Historic England, in its letter dated 19 October 2016, states that taken as a whole it considers that the proposals present a new use for the site which, while bringing about a great deal of change, will preserve the high architectural value of the Vine Street elevation, key internal features of interest, the legibility of the site as a former department store, and significant areas of the back-of-house operations formerly found on site.

Since Historic England response the scheme has undergone further revisions to address officers' own concerns. During the negotiations, the proposals have been modified to show a reduction in the numbers of second floor flats, the relocation of their front walls to a position 3 metres behind the back of the tower and their terraces removed. It is considered that the second floor would now be relatively unobtrusive in views from the street. Also, the retention of most of the ground floor and more of the upper floor for an open-plan commercial use has improved the ratio between commercial and residential.

Nevertheless, any commercial use will have implications for the character of the interior of the listed building. As such officers stressed the importance of identifying the user as soon as possible in the planning process. The applicant has identified an end user for the ground and part of the first floor commercial element as a Class A3 use and the ground floor

appears to have been set out to reflect their requirements. The description of the development has been amended accordingly.

A restaurant use could be considered as the 'optimum viable use', given that it would enable the public to access the building once again and enjoy its interior on both the ground floor and part of the first floor.

The Urban Design and Conservation Officer notes that the subdivision of so much of the first floor into flats is an irreversible and destructive usage and it will lead to an individualism which will be very apparent in views of this robust building from the street. However, the Urban Design and Conservation Officer also notes that the retention of most of the ground floor and part of the upper floor for an open-plan commercial use has improved the ratio between commercial and residential. Although this element of the scheme is to be regretted, overall, it is considered that the proposals would lead to less than substantial harm to the building's significance.

The NPPF para. 134 states 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 securing its optimum viable use".

The Urban Design and Conservation Officer has identified two potential areas of public benefit from a heritage perspective arising from this scheme: the proposed restaurant use, which would enable the public to access the building once again and enjoy its interior on both the ground floor and part of the first floor; and the repairs to the exterior, which would include the reinstatement of the clock. Other public benefits would include the repairs to the exterior, which would include the reinstatement of the clock and continued beneficial use of the listed building. The Urban Design and Conservation officer considers that in balance, the public benefit would justify the harm identified to the significance of the building.

Within the wider site, the proposed development of two further blocks, one to the rear of the Old Fire Station, and one in the south east corner will be of high quality. Visualisations have demonstrated that the proposed blocks 4 and 5 to the rear, even at 6 storeys in the case of Block 5, would not be visible from Vine Street above the Randall's building, and would be viewed only from surrounding office buildings, the site's entrance on Cricketfield Road and from within the site itself. In all of these views, a clear distinction between the listed building and the remainder of the development would be apparent, with the Randall's building appearing as a characterful feature within a new courtyard space.

Randall's loading bay and historic circulation patterns would remain legible through the retention of this courtyard, while the new elements would serve to step the scale of the site up in reference to large nearby office buildings.

Following negotiations with officers, it is proposed to retain the Old Fire Station building and convert this building into 3 duplex flats. It is noted that The Old Fire Station has been altered over its existence, both internally and externally. The only surviving features to the front elevation are the first storey windows and their lintels; the original doors have been infilled and replaced. It is proposed to restore the Old Fire Station's main facade to much of its original appearance, reinstating the three main fire doors (as fixed, framed window features), in

addition to the original signage. It is considered that this would be an enhancement to the significance of this curtilage listed building, in addition to providing an enhancement to the

character and appearance of the Old Uxbridge/Windsor Street Conservation Area.

## CONCLUSION

In conclusion, on balance the enhancements to heritage significance delivered by the proposed development will outweigh the identified harm. The proposed enhancements to the Randalls building are a material consideration. The proposed development would enhance the character and appearance of the Conservation Area, and the significance of the Grade II listed Randalls building would be preserved. Similarly, the settings of the surrounding listed buildings would be preserved. The proposed development will enable a long term viable and sustainable use for the site to be secured, and will enable a number of heritage enhancements. As such, the proposed development is acceptable in heritage terms, in compliance with relevant London Plan and local heritage policies and the NPPF.

## 6. RECOMMENDATION

### APPROVAL subject to the following:

#### 1 LB1 Time Limit (3 years) - Listed Building Consent

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

#### REASON

To comply with Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

#### 2 LB10 Internal and External Finishes (Listed Buildings)

All new works and works of making good to the retained fabric of the building, whether internal or external, shall be finished to match the existing fabric with regard to methods used and to material, colour, texture and profile.

#### REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 3 LB11 Further Details (Listed Buildings)

Detailed drawings or samples of materials, as appropriate, in respect of the following shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun:

- (a) railings
- (b) gates
- (c) joinery.

#### REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 4 LB12 Hidden Features

Any hidden historic features which are revealed during the course of works shall be

retained in situ, work suspended in the relevant area of the building and the Council as local planning authority notified immediately. Provision shall be made for the retention proper recording, as required by the Council.

**REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policies BE8, BE 9, BE 10 and BE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**5 CAC2 Demolition - requirement for development contract**

The lease with the restaurateur must be signed before any of the flats in the Randall's building, or on the wider site, are occupied.

**REASON**

To ensure that premature demolition does not occur in accordance with Policies BE8, BE 9, BE 10 and BE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**6 CAC3 Demolition - requirement for a development contract related**

No demolition shall take place until a contract for the associated development provided for in planning permission [ref. 41309/APP/2016/3391] has been made.

**REASON**

To ensure that premature demolition does not occur in accordance with Policy BE4 and BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**7 LB2 Making good of any damage**

Any damage caused to the building in execution of the works shall be made good to the satisfaction of the Local Planning Authority within 6 months of the works being completed.

**REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**8 LB3 Works to building's interior**

Unless specified on the approved drawings, the Local Planning Authority's agreement must be sought for the opening up of any part of the interior of the building.

**REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policies BE8, BE 9, BE 10 and BE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**9 LB4 Storage of salvaged items**

Salvaged items approved for re-use as part of this consent shall be securely stored on site (or subject to the Local Planning Authority's agreement, elsewhere) until employed again and Council officers shall be allowed to inspect them. The cash desk to be saved and re-used elsewhere in the commercial premises, location to be agreed prior to commencement of works on this or the wider site.

**REASON**

To safeguard the special architectural and/or historic interest of the building in accordance

with Policy BE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**10**        LB6            Inspection of the building prior to demolition

Prior to alteration or demolition, the (building/feature) should be recorded to Level (2) as defined by Historic England and following agreement with LBH and where appropriate Historic England , copies of the document sent to the Uxbridge Local History Library archive and English Heritage for inclusion in the London Heritage Environment Record.

**REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**11**        LB7            Inspection of the building prior to works

Where works involve opening up prior to a final decision on works of removal, alterations or restoration, the Local Planning Authority shall be notified and allowed to inspect prior to the execution of final proposals.

**REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**12**        LB8            Measures to protect the building

Prior to works commencing, details of measures to protect the building from the weather, vandalism and accidental damage shall be submitted to and approved by the Local Planning Authority. Such measures shall be implemented prior to any works commencing and retained in situ until works are completed.

**REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**13**        LB9            Samples of materials

Samples of all materials and finishes to be used for all external surfaces of the building, including the erection of a sample panel, shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun.

**REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**14**        NONSC        Non Standard Condition

No part of the residential development (new build or conversion) shall be occupied until the completion of the works to the listed building are finished to the satisfaction of the Local Planning Authority.

**REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**15**        NONSC        Non Standard Condition

A detailed repairs schedule of the building to be drawn up with details of the repair works

proposed, including those to the original windows and the canopy, this to be approved prior to commencement of any work on this, or the wider site.

**REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**16 NONSC Non Standard Condition**

Detailed drawings or samples of materials, as appropriate, in respect of the following shall be submitted to and approved in writing by the Local Planning Authority prior to the development hereby approved commencing on site

- (i) Details of the fixing shut of the existing shopfront door
- (ii) Full details and plans to be provided of fireproofing and noise insulation
- (iii) Details of ground floor subdivisions and finishes in drawing form, showing how they will relate to the retained original features
- (iv) Detailed drawings of the roof extension, to show roof details and finishes, materials and colours
- (v) Fully detailed drawings at scale 1:20 of new windows, window heads and sills, rooflights, handrails and external doors
- (vi) Full details of the new clock to be provided at scale 1:20

**REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**17 NONSC Non Standard Condition**

Full details of the reinstatement of the rear walls to be approved prior to the commencement of any work on this or the wider site. This should include brick samples, details of bonding patterns and pointing mix.

**REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**18 NONSC Non Standard Condition**

A detailed repairs schedule of the The Old Fire Station building to be drawn up with details of the repair works proposed, including those to the original windows, prior to commencement of any works on this, or the wider, site.

**REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**19 NONSC Non Standard Condition**

Fully detailed drawings at 1:20 of new windows, window heads and sills, rooflights, and external doors for the Old Fire station Building to be approved prior to commencement of any works on this, or the wider, site.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**20** NONSC Non Standard Condition

A detailed repairs schedule of the building to be drawn up with details of the repair works proposed, including those to the original windows and the canopy, this to be approved prior to commencement of any work on this, or the wider, site.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**21** NONSC Non Standard Condition

Detailed drawings and elevations, submitted as a new listed building consent application, will be required for the island kiosk, if this is to be brought into commercial use. This would need to be approved prior to the commencement of any use of this structure.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**INFORMATIVES**

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

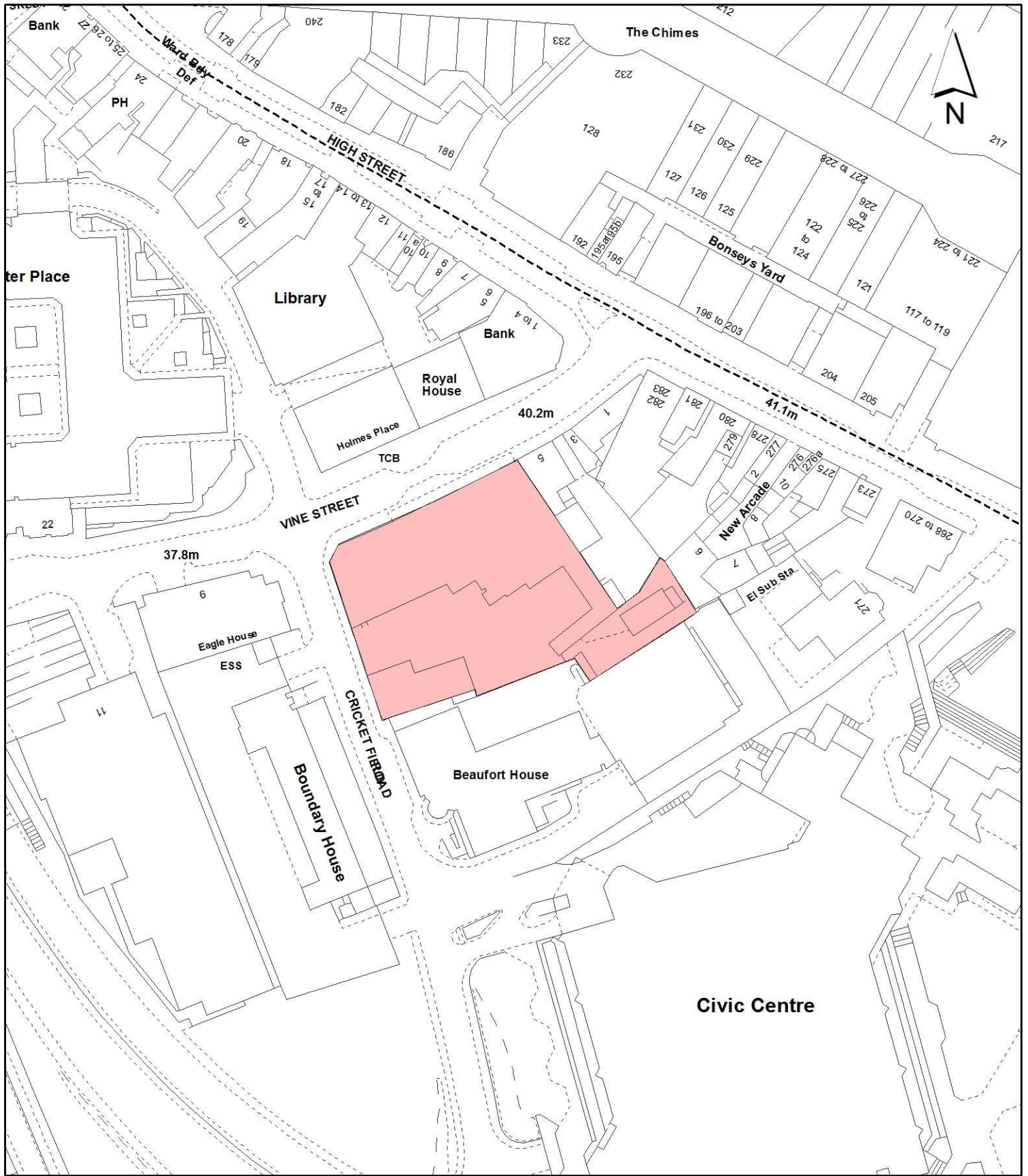
- BE1 Development within archaeological priority areas
- BE10 Proposals detrimental to the setting of a listed building
- BE11 Proposals for the demolition of statutory listed buildings
- BE12 Proposals for alternative use (to original historic use) of statutorily listed buildings
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE20 Daylight and sunlight considerations.



|         |   |
|---------|---|
| BE21    | Siting, bulk and proximity of new buildings/extensions.   |
| BE23    | Requires the provision of adequate amenity space.   |
| BE24    | Requires new development to ensure adequate levels of privacy to neighbours.  |
| BE26    | Town centres - design, layout and landscaping of new buildings  |
| BE27    | Advertisements requiring express consent - size, design and location  |
| BE28    | Shop fronts - design and materials  |
| BE29    | Advertisement displays on business premises   |
| BE3     | Investigation of sites of archaeological interest and protection of archaeological remains                                |
| BE38    | Retention of topographical and landscape features and provision of new planting and landscaping in development proposals. |
| BE4     | New development within or on the fringes of conservation areas  |
| BE8     | Planning applications for alteration or extension of listed buildings   |
| H4      | Mix of housing units  |
| H8      | Change of use from non-residential to residential   |
| LPP 5.7 | (2016) Renewable energy   |
| LPP 7.2 | (2016) An inclusive environment   |
| LPP 7.3 | (2016) Designing out crime  |
| LPP 7.5 | (2016) Public realm   |
| LPP 7.8 | (2016) Heritage assets and archaeology  |
| LPP 8.2 | (2016) Planning obligations   |
| HDAS-LA | Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006             |
| LDF-AH  | Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010                |
| SPD-PO  | Planning Obligations Supplementary Planning Document, adopted July 2008   |
| NPPF    | National Planning Policy Framework  |

**Contact Officer:** Karl Dafe

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
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Site Address:

**Randalls  
 7-9 Vine Street**

**LONDON BOROUGH  
 OF HILLINGDON**  
 Residents Services  
 Planning Section  
 Civic Centre, Uxbridge, Middx. UB8 1UW  
 Telephone No.: Uxbridge 250111

Planning Application Ref:

**41309/APP/2016/3392**

Scale:

**1:1,250**

Planning Committee:

**Major Page 196**

Date:

**March 2017**



**HILLINGDON**  
 LONDON

# Plans for Major Applications Planning Committee

Wednesday 29th March  
2017



HILLINGDON  
LONDON



INVESTOR IN PEOPLE

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## **Report of the Head of Planning, Sport and Green Spaces**

**Address** 36-40 RICKMANSWORTH ROAD NORTHWOOD

**Development:** Demolition of 3 detached dwellings and redevelopment to provide 24 residential flats (13 x 1 bedroom units; 8 x 2 bedroom units; and 3 x 3 bedroom units), amenity space and associated car parking (Re-consultation following receipt of revised plans including highway works)

**LBH Ref Nos:** 69978/APP/2016/2564

**Date Plans Received:** 01/07/2016                      **Date(s) of Amendment(s):** 01/07/2016  
**Date Application Valid:** 06/07/2016



| REV | DATE       | DESCRIPTION        | DRAWN |
|-----|------------|--------------------|-------|
| 00  | 11/01/2016 | Issue for planning | AS    |

|   |                                       |
|---|---------------------------------------|
| <b>CLIENT</b><br>Howarth Homes  | <b>DRAWING TITLE</b><br>Location Plan |
| <b>PROJECT</b><br>Rickmansworth Road<br>Northwood   | <b>PROJECT No.</b><br>170             |
| <small>Castle Hill House, 12 Castle Hill,<br/>Winchester, Hampshire, SA1 1PB<br/>E: +44 (0) 1251 831114 F: +44 (0) 1251 831111<br/>www.willcoxandmeilwies.com</small> | <b>DWG No</b><br>010                  |
|   | <b>PL</b>                             |
|   | <b>DATE</b><br>11/01/2016             |
|   | <b>DRAWN</b><br>KR                    |
|   | <b>CHECKED</b><br>BW                  |
|   | <b>REV</b><br>00                      |
|   | <b>SCALE</b><br>1:1250 @ A3           |
|   | <b>STATUS</b><br>For Approval         |

|   |                    |
|---|--------------------|
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|---|--------------------|



|              |           |
|--------------|-----------|
| PROJECT      | 1200 @ 41 |
| DATE         | 2/15/2011 |
| BY           | OW        |
| CHECKED BY   | OW        |
| APPROVED BY  | OW        |
| FOR APPROVAL | RIBA #    |





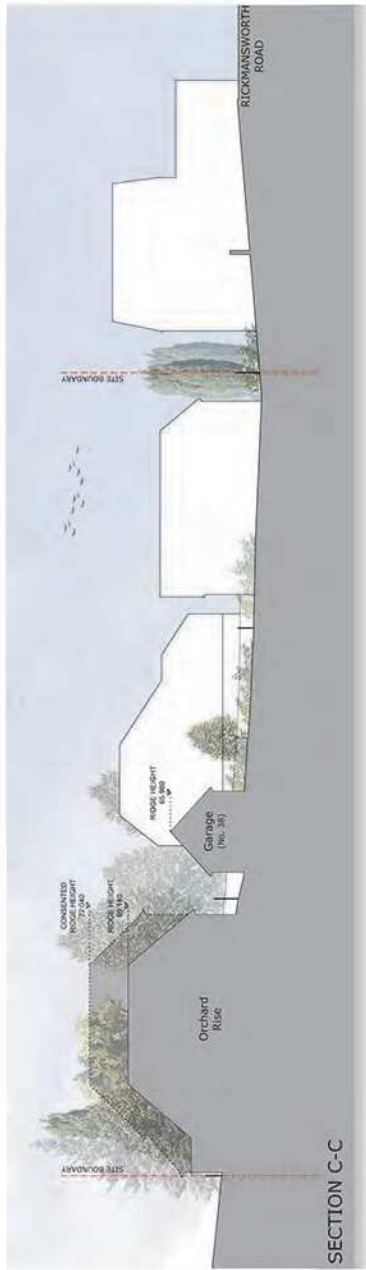
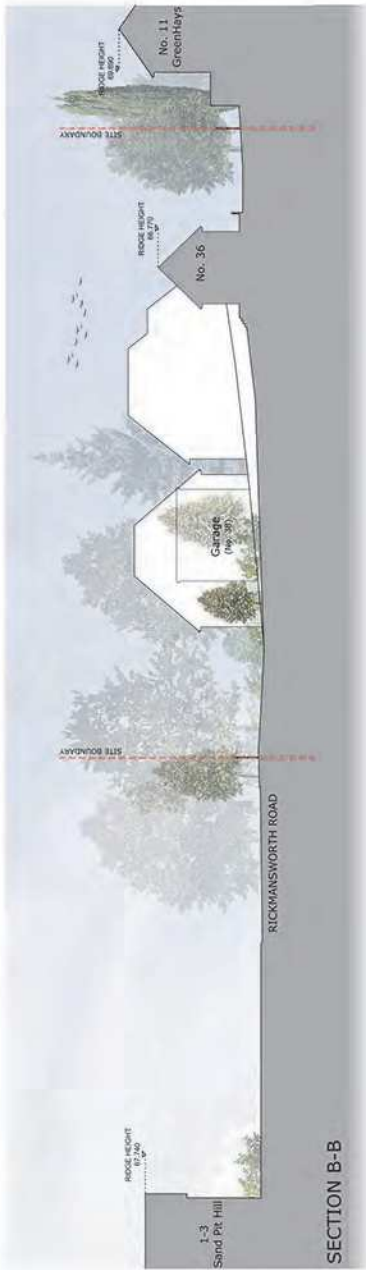
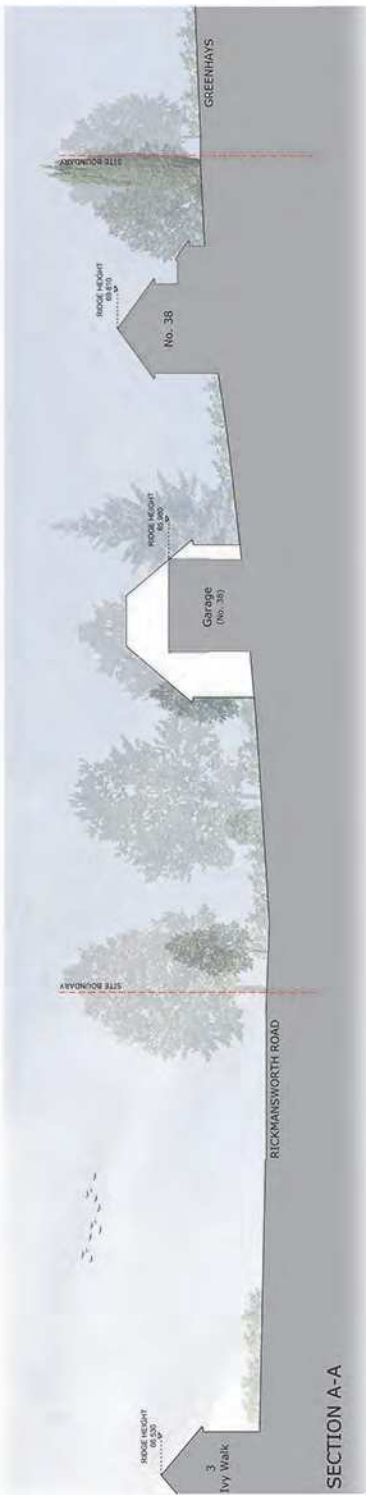
Recreation Site

Rickmansworth Road

Swired Surface

Indicated and original extent of  
 50kV overhead line. Any new  
 50kV overhead line shall be  
 to be kept below 600mm





|              |                      |
|--------------|----------------------|
| Client Name  | Willcox and Meilwies |
| Project Name | 120018 AL            |
| Date         | 15/11/2018           |
| For Approval |                      |







| REV | DATE       | DESCRIPTION        | BY | CHK'D |
|-----|------------|--------------------|----|-------|
| 01  | 21/03/2016 | Issue for planning |    |       |
| 02  | 21/03/2016 | Issue for approval |    |       |

|         |                              |
|---------|------------------------------|
| CLIENT  | Hornerth Homes               |
| PROJECT | Rickmansworth Road Northwood |
| DATE    | 21/03/2016                   |
| PL      | 200                          |
| PL      | 200                          |
| DATE    | 21/03/2016                   |
| CR      | KR                           |
| CR      | BW                           |
| DATE    | 21/03/2016                   |
| STATUS  | For Approval                 |
| SCALE   | 1:200 @ A2                   |

DRAWING TITLE: Proposed Ground Floor Plan  
 PROJECT NO.: 170  
 DRAWING NO.: 200  
 DATE: 21/03/2016  
 DRAWN BY: KR  
 CHECKED BY: BW  
 STATUS: For Approval  
 SCALE: 1:200 @ A2  
 RIBA #



| REV | DATE     | DESCRIPTION        | DRAWN | CHKD |
|-----|----------|--------------------|-------|------|
| 01  | 21/03/16 | Issue for planning |       |      |
| 02  |          |                    |       |      |
| 03  |          |                    |       |      |

|                 |                              |
|-----------------|------------------------------|
| <b>CUSTOMER</b> | Horsforth Homes              |
| <b>PROJECT</b>  | Rickmansworth Road Northwood |

|                      |                           |
|----------------------|---------------------------|
| <b>DRAWING TITLE</b> | Proposed Final Floor Plan |
| <b>PROJECT NO.</b>   | 170                       |
| <b>PL.</b>           | 201                       |
| <b>DATE</b>          | 21/03/2016                |
| <b>DRAWN</b>         | KR                        |
| <b>CHKD</b>          | BW                        |
| <b>STATUS</b>        | For Approval              |
| <b>REV</b>           | 01                        |
| <b>SCALE</b>         | 1:200 @ A2                |

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| REV | DATE     | DESCRIPTION         | DRAWN | CHK |
|-----|----------|---------------------|-------|-----|
| 01  | 18/03/16 | Issued for planning |       |     |
| 02  |          |                     |       |     |
| 03  |          |                     |       |     |
| 04  |          |                     |       |     |

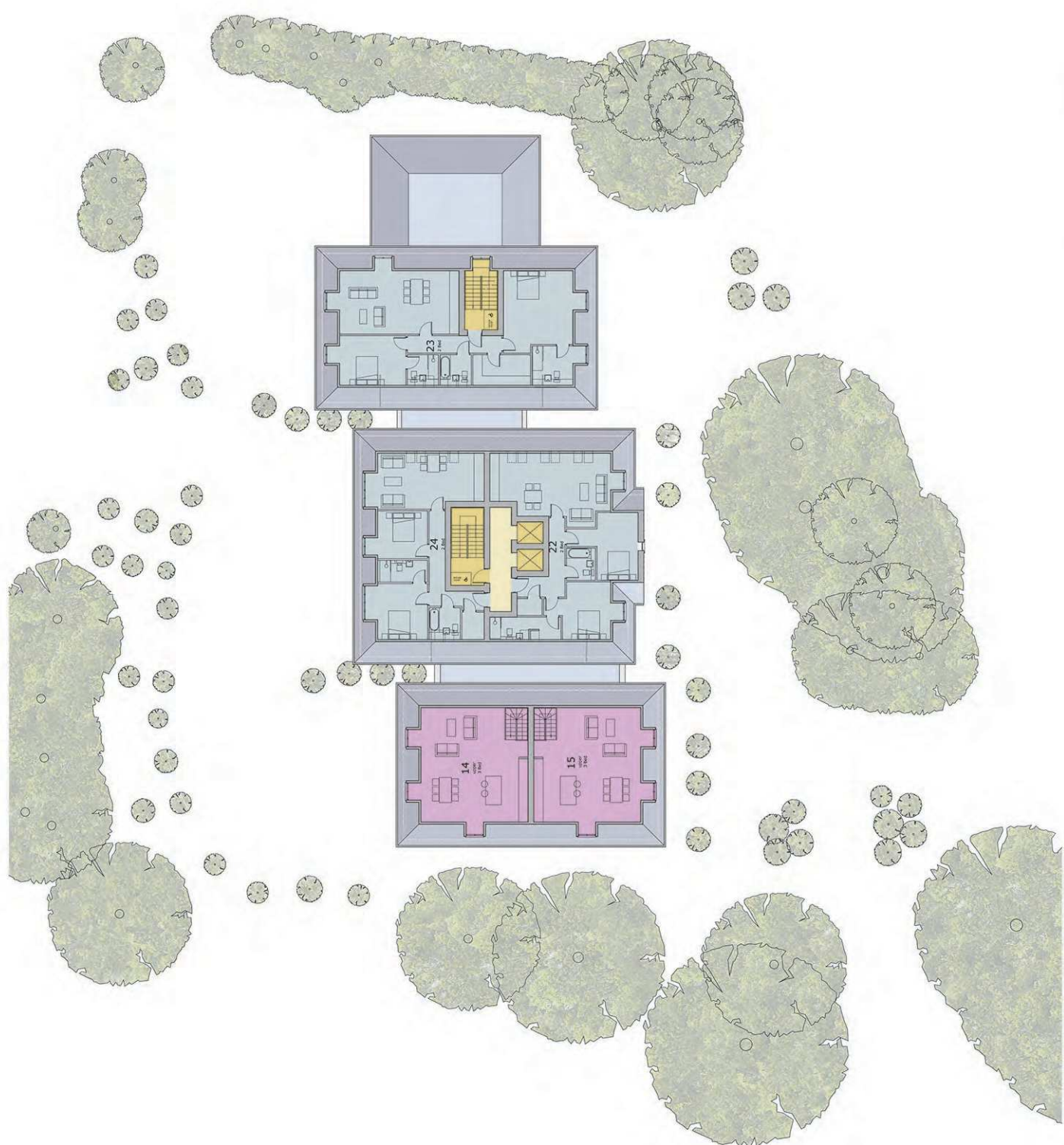
| CLIENT             |  | DRAWING TITLE              |            | REV        | SCALE        |
|--------------------|--|----------------------------|------------|------------|--------------|
| Hornarth Homes     |  | Proposed Single Floor Plan |            | 02         | 1:200 @ A2   |
| PROJECT            |  | PROJECT NO.                |            | DATE       | STATUS       |
| Rickmansworth Road |  | 170                        |            | 21/03/2016 | For Approval |
| Northwood          |  | PL                         | 202        | BY         |              |
|                    |  | DATE                       | 21/03/2016 | BY         |              |
|                    |  | DRAWN                      | KR         | BY         |              |
|                    |  | CHECKED                    | BW         | BY         |              |

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RIBA #

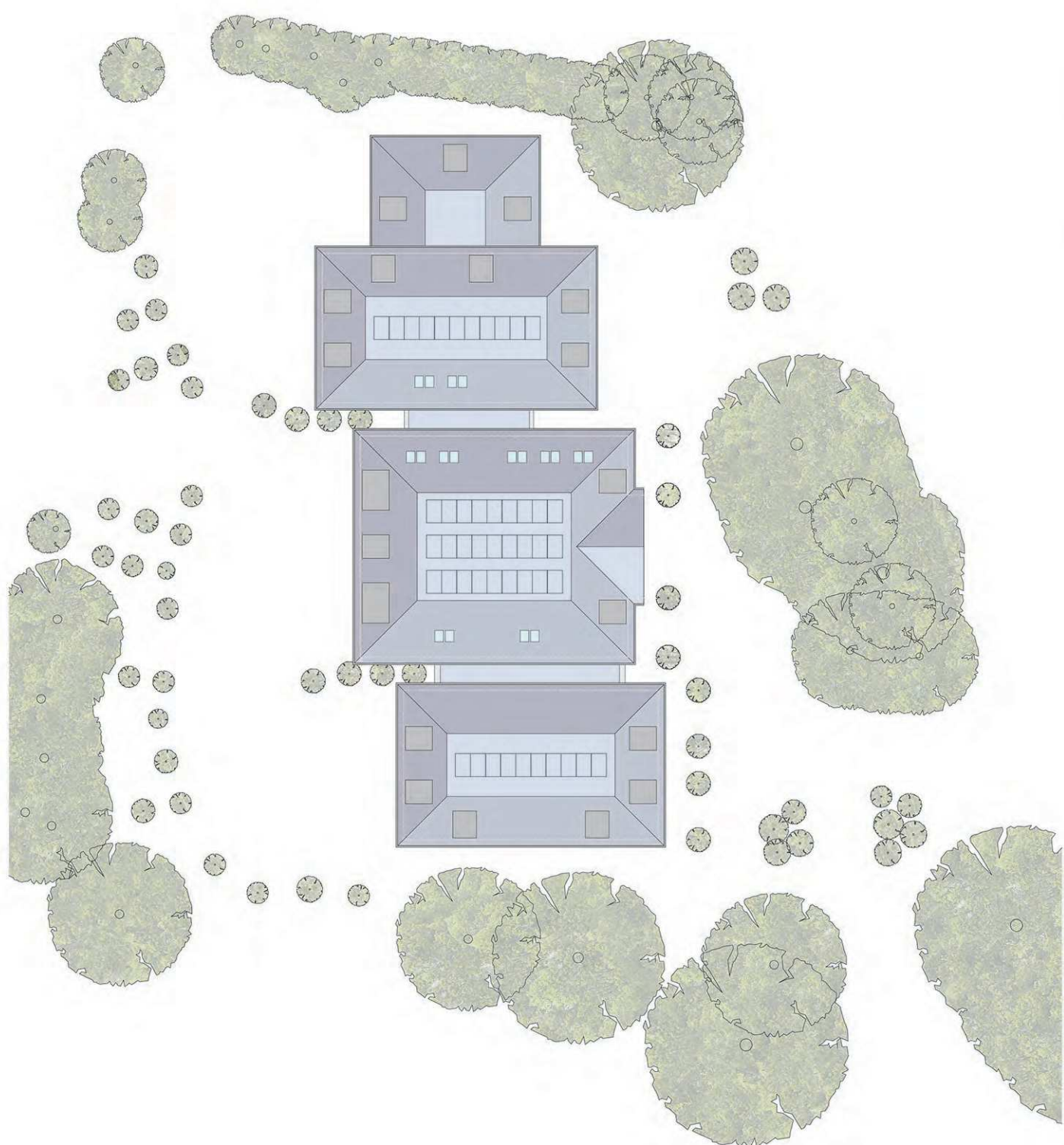




|   |   |
|---|---|
| <b>willcox and meilwies</b>   |   |
| <b>CLIENT</b><br>Homerth Homes  | <b>PROJECT</b><br>Rickmansworth Road<br>Northwood |
| <b>DATE</b><br>21/03/2016   | <b>DATE</b><br>21/03/2016                         |
| <b>PL</b><br>203  | <b>PL</b><br>203                                  |
| <b>CR</b><br>KR   | <b>CR</b><br>BW                                   |
| <b>SCALE</b><br>1:200 @ A2  | <b>SCALE</b><br>1:200 @ A2                        |
| <b>STATUS</b><br>For Approval   | <b>STATUS</b><br>For Approval                     |
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| <small>         RIBA #       </small>   |   |

| REV | DATE       | DESCRIPTION        |
|-----|------------|--------------------|
| 01  | 21/03/2016 | Issue for planning |





|   |   |
|---|---|
| <b>willcox and meilwes</b>  |   |
| <b>CLIENT</b><br>Hornath Homes  | <b>DRAWING TITLE</b><br>Proposed Roof Plans |
| <b>PROJECT</b><br>Rickmansworth Road<br>Northwood   | <b>PROJECT NO.</b><br>170                   |
| <b>DATE</b><br>21/03/2016   | <b>DATE</b><br>21/03/2016                   |
| <b>SCALE</b><br>1:200 @ A2  | <b>KEY</b><br>02                            |
| <b>STATUS</b><br>For Approval   | <b>STATUS</b><br>For Approval               |
| <b>DRAWN</b><br>BW  | <b>CHECKED</b><br>BW                        |
| <b>OWNERS TYPE</b><br>PL  | <b>OWNERS NO.</b><br>204                    |
| <small>The Client warrants that the information provided in this drawing is true and correct to the best of their knowledge and belief. The Client warrants that the information provided in this drawing is true and correct to the best of their knowledge and belief. The Client warrants that the information provided in this drawing is true and correct to the best of their knowledge and belief.</small> |   |
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| <small>Willcox and Meilwes, 100 High Street, London, E14 4JF, UK. Tel: +44 (0) 20 7533 8113. Fax: +44 (0) 20 7533 8113. Email: info@willcoxandmeilwes.com</small>   |   |
| <small>RIBA #</small>   |   |

| REV | DATE     | DESCRIPTION         |
|-----|----------|---------------------|
| 01  | 21/03/16 | ISSUED FOR APPROVAL |





**willcoxandmeilwes**

| REV | DATE     | DESCRIPTION         | DRAWN | CD |
|-----|----------|---------------------|-------|----|
| 01  | 08/19/15 | Issued for planning |       | CD |

| DRAWING TITLE                 |          | CLIENT             |  |
|-------------------------------|----------|--------------------|--|
| Proposed North West Elevation |          | Howarth Homes      |  |
| PROJECT No                    | DWG TYPE | PROJECT            |  |
| 170                           | PL       | Rickmansworth Road |  |
| DATE                          | DRAWN    | Northwood          |  |
| 25/08/2015                    | JP       |                    |  |

| REV | SCALE      | STATUS       |
|-----|------------|--------------|
| 03  | 1:200 @ A3 | For Approval |

| DWG No | CHECKED | DWG No | CHECKED |
|--------|---------|--------|---------|
| 301    | BW      | 301    | BW      |

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**RIBA #**



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| REV | DATE       | DESCRIPTION         | DRAWN | DATE | DESCRIPTION | CLIENT  | DRAWING TITLE                 |
|-----|------------|---------------------|-------|------|-------------|---|-------------------------------|
| 03  | 08/16/2015 | Issued for planning | CO    |      |             | Howarth Homes   | Proposed South East Elevation |
|     |            |                     |       |      |             | PROJECT<br>Rickmansworth Road<br>Northwood  | PROJECT No.<br>170            |
|     |            |                     |       |      |             | City of Atlanta, 15 Collins Hill,<br>Winnsboro, Georgia, 30454, USA<br>T: +44 (0) 1753 839400 F: +44 (0) 1753 831113<br>www.willcoxandmeilwes.com | DWG TYPE<br>PL                |
|     |            |                     |       |      |             |   | REV<br>03                     |
|     |            |                     |       |      |             |   | SCALE<br>1:200 @ A3           |
|     |            |                     |       |      |             |   | DATE<br>25/08/2015            |
|     |            |                     |       |      |             |   | DRAWN<br>Jp                   |
|     |            |                     |       |      |             |   | CHECKED<br>BW                 |
|     |            |                     |       |      |             |   | STATUS<br>For Approval        |

RIBA #

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| REV | DATE  | DESCRIPTION         | DRAWN | CD |
|-----|-------|---------------------|-------|----|
| 03  | 08/16 | Issued for planning |       | 03 |

| DRAWING TITLE                 |          | CLIENT             |  |
|-------------------------------|----------|--------------------|--|
| Proposed North East Elevation |          | Howarth Homes      |  |
| PROJECT No                    | DWG TYPE | PROJECT            |  |
| 170                           | PL       | Rickmansworth Road |  |
| DATE                          | DRAWN    | Northwood          |  |
| 25/08/2015                    | Jp       |                    |  |
| REV                           | DWG No   | SCALE              |  |
| 03                            | 302      | 1:200 @ A3         |  |
| CHECKED                       | BW       | STATUS             |  |
|                               |          | For Approval       |  |

|  |   |
|--|---|
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|--|---|







SITE BOUNDARY

SITE BOUNDARY



**willcox**and**meilwies**

| REV | DATE       | DESCRIPTION         | DRAWN | BY |
|-----|------------|---------------------|-------|----|
| 01  | 08/16/2015 | Issued for Planning |       |    |

| CLIENT  |                              |
|---|------------------------------|
| Howarth Homes   |                              |
| PROJECT   | Rickmansworth Road Northwood |
| <small>Circle K, 1800 N. 13th St., Northwood, VA 22650<br/>           Tel: +1 (540) 375-8386 Fax: +1 (540) 375-8311<br/>           www.willcoxandmeilwies.com</small> |                              |

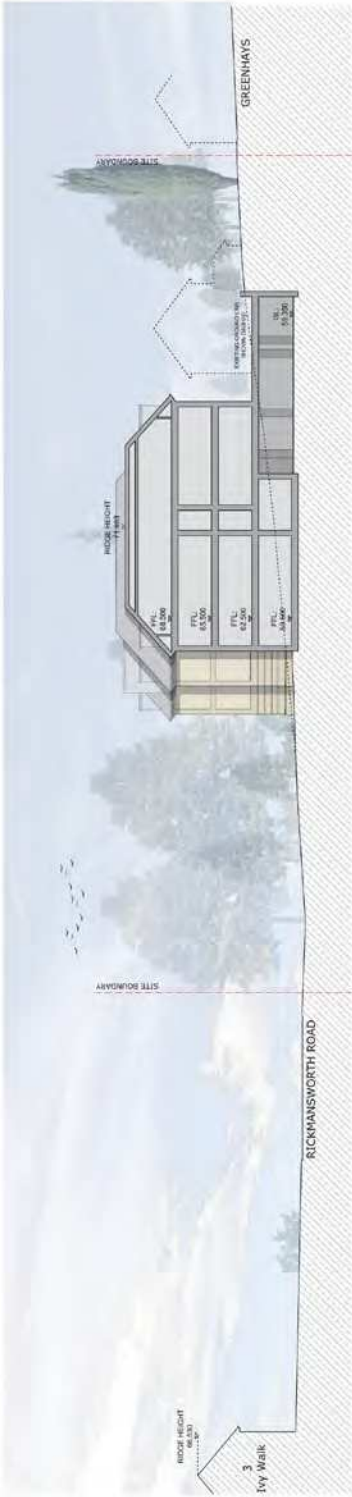
  

| DRAWING TITLE                 |              |
|-------------------------------|--------------|
| Proposed South West Elevation |              |
| PROJECT No.                   | 170          |
| DWG TYPE                      | PL           |
| DATE                          | 25/08/2015   |
| DRAWN                         | BW           |
| CHECKED                       | BW           |
| DWG No                        | 300          |
| REV                           | 03           |
| SCALE                         | 1:200 @ A3   |
| STATUS                        | For Approval |

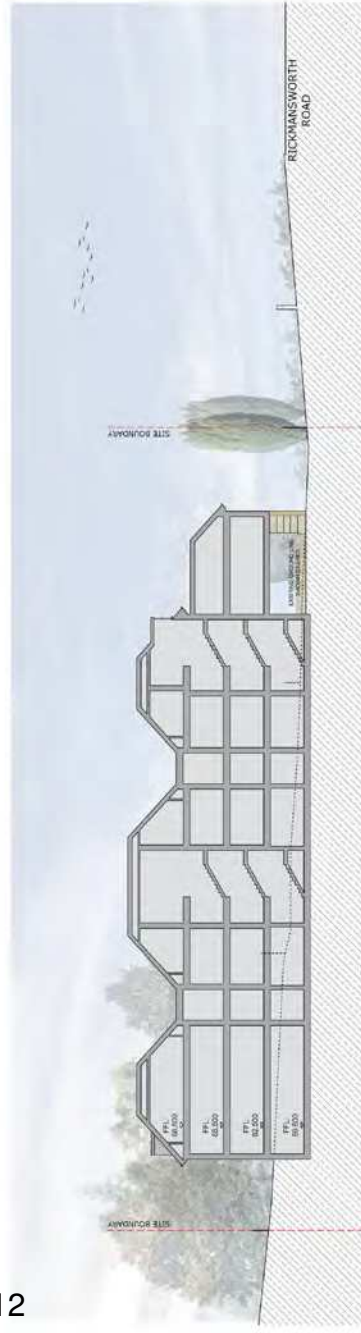
  

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**RIBA #**



SECTION A-A



SECTION B-B



LOCATION PLAN



SITE BOUNDARY

SITE BOUNDARY

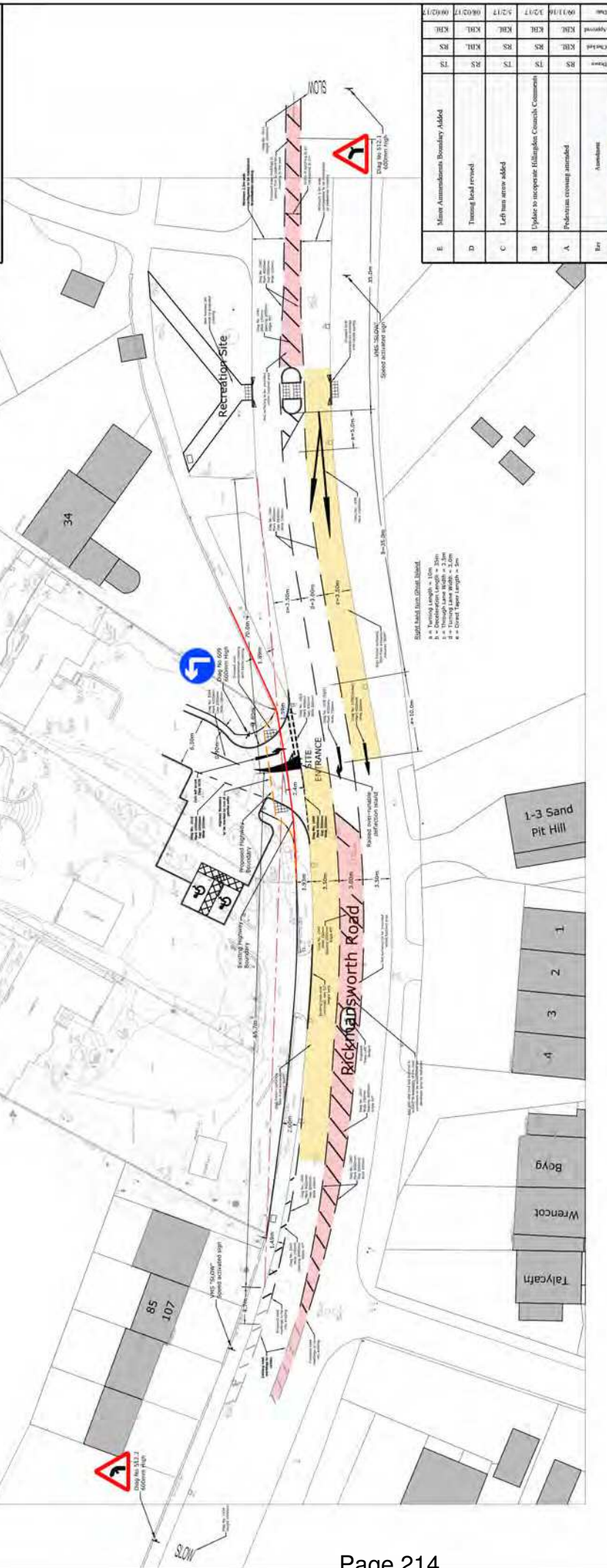


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| REV   | DATE       | DESCRIPTION          | DRAWN        | DRAWING TITLE         |             |          |         |     |       |     |    |     |    |            |      |       |         |        |  |            |    |    |              |  |
|---|------------|----------------------|--------------|-----------------------|-------------|----------|---------|-----|-------|-----|----|-----|----|------------|------|-------|---------|--------|--|------------|----|----|--------------|--|
| 03  | 08/16/2015 | Revised for drawings | CD           | Proposed Street Scene |             |          |         |     |       |     |    |     |    |            |      |       |         |        |  |            |    |    |              |  |
| <table border="1"> <tr> <td>PROJECT No.</td> <td>DWG TYPE</td> <td>DWG No.</td> <td>REV</td> <td>SCALE</td> </tr> <tr> <td>170</td> <td>PL</td> <td>304</td> <td>03</td> <td>1:200 @ A3</td> </tr> <tr> <td>DATE</td> <td>DRAWN</td> <td>CHECKED</td> <td>STATUS</td> <td></td> </tr> <tr> <td>25/08/2015</td> <td>Jp</td> <td>BW</td> <td>For Approval</td> <td></td> </tr> </table> |            |                      |              |                       | PROJECT No. | DWG TYPE | DWG No. | REV | SCALE | 170 | PL | 304 | 03 | 1:200 @ A3 | DATE | DRAWN | CHECKED | STATUS |  | 25/08/2015 | Jp | BW | For Approval |  |
| PROJECT No.   | DWG TYPE   | DWG No.              | REV          | SCALE                 |             |          |         |     |       |     |    |     |    |            |      |       |         |        |  |            |    |    |              |  |
| 170   | PL         | 304                  | 03           | 1:200 @ A3            |             |          |         |     |       |     |    |     |    |            |      |       |         |        |  |            |    |    |              |  |
| DATE  | DRAWN      | CHECKED              | STATUS       |                       |             |          |         |     |       |     |    |     |    |            |      |       |         |        |  |            |    |    |              |  |
| 25/08/2015  | Jp         | BW                   | For Approval |                       |             |          |         |     |       |     |    |     |    |            |      |       |         |        |  |            |    |    |              |  |
| <b>CLIENT</b><br>Howarth Homes<br><b>PROJECT</b><br>Rickmansworth Road<br>Northwood   |            |                      |              | RIBA #<br>031113      |             |          |         |     |       |     |    |     |    |            |      |       |         |        |  |            |    |    |              |  |
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**NOTES**

- All dimensions are in meters unless expressed otherwise. Do not scale from this drawing.
- All signs and markings shall comply with Traffic Signs and General Directions 2019 and the Traffic Signs Manual.



| Item | Check   | By  | Date     |
|------|---|-----|----------|
| E    | Minor Amendment Boundary Added                    | KEL | 09/11/16 |
| D    | Turning head moved                                | KEL | 08/02/17 |
| C    | Left turn arrow added                             | RS  | 12/2/17  |
| B    | Update to incorporate Hillingdon Council Comments | RS  | 09/11/16 |
| A    | Proposed content amended                          | RS  | 09/11/16 |
| Rev  | Amendment   | RS  | 09/11/16 |

**LAMMOR Consulting**  
 Civil Engineers & Transport Planners  
 The Grange, 14 Egham Road, Egham, Surrey, KT20 7EW  
 Telephone: 01883 337 885  
 Fax: 01883 337 886  
 e-mail: info@lammor.co.uk  
 www.lammor.co.uk

**Howarth Homes**

Rickmansworth Road  
 Northwood

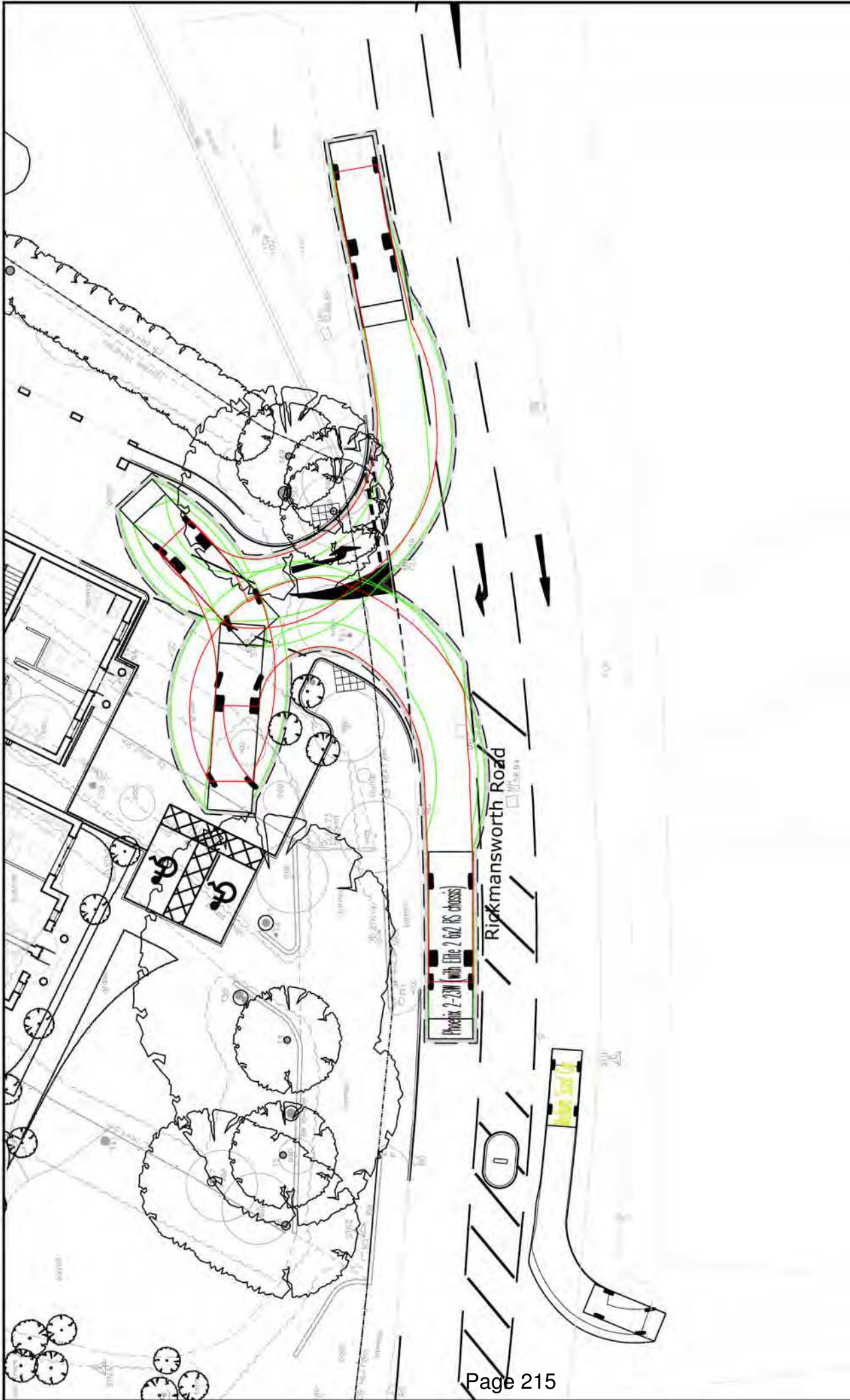
Road Markings

| DATE   | DATE   | DATE   | DATE   |
|--------|--------|--------|--------|
| Nov-16 | Nov-16 | Nov-16 | Nov-16 |

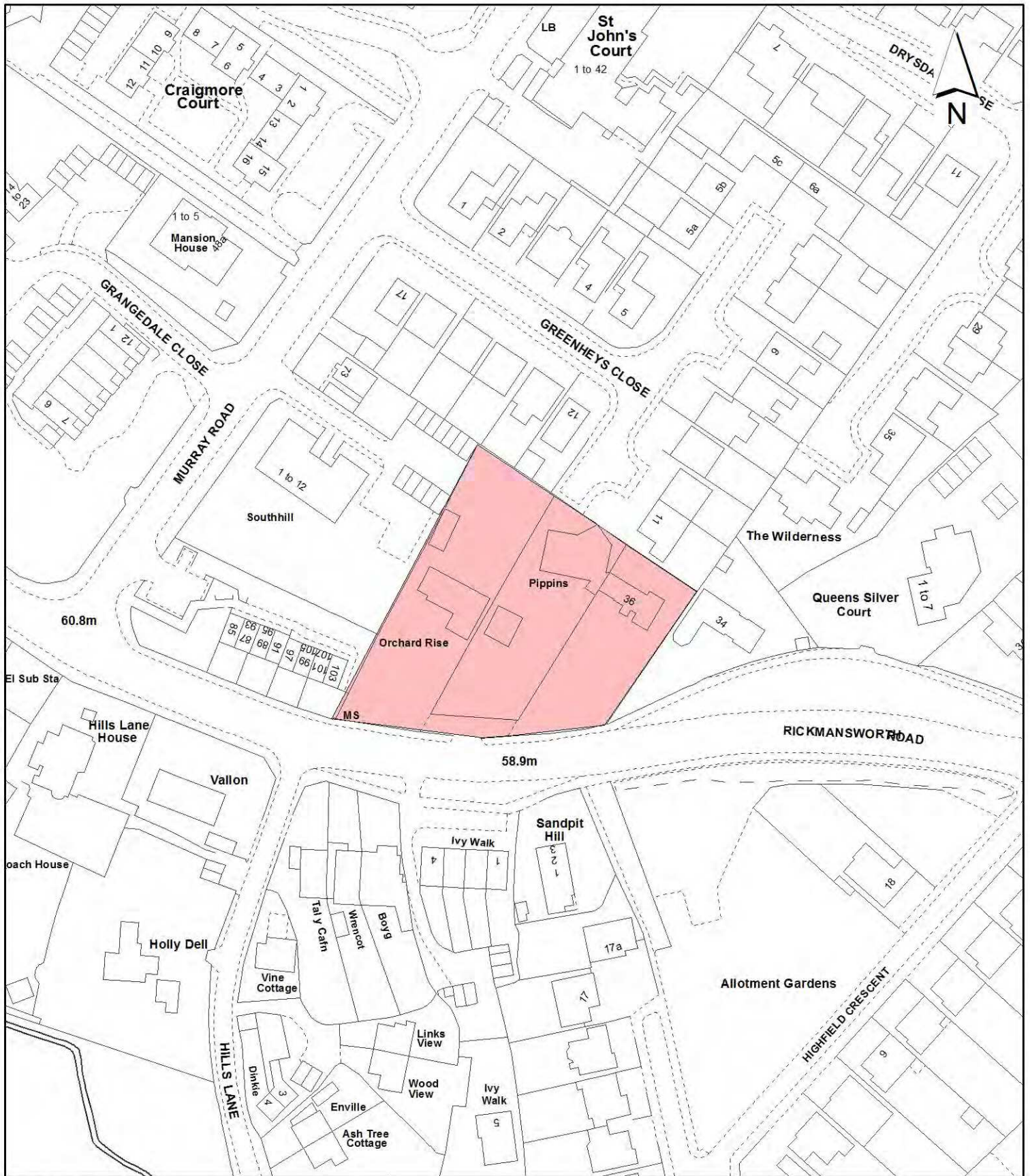
| SCALE | PROJ. NO. | SIZE   | REV |
|-------|-----------|--------|-----|
| 1:250 | 160824    | 160824 |     |

| DRAWN | CHECKED | APPROVED |
|-------|---------|----------|
| RS    | KEL     | KEL      |

DWG No: 160824/800/01







**Notes:**

 Site boundary

For identification purposes only.  
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).  
 Unless the Act provides a relevant exception to copyright.  
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Site Address:

**36-40 Rickmansworth Road  
 Northwood**

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

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

Planning Application Ref:

**69978/APP/2016/2564**

Scale:

**1:1,250**

Planning Committee:

**Major Page 217**

Date:

**March 2017**



**HILLINGDON**  
 LONDON

## **Report of the Head of Planning, Sport and Green Spaces**

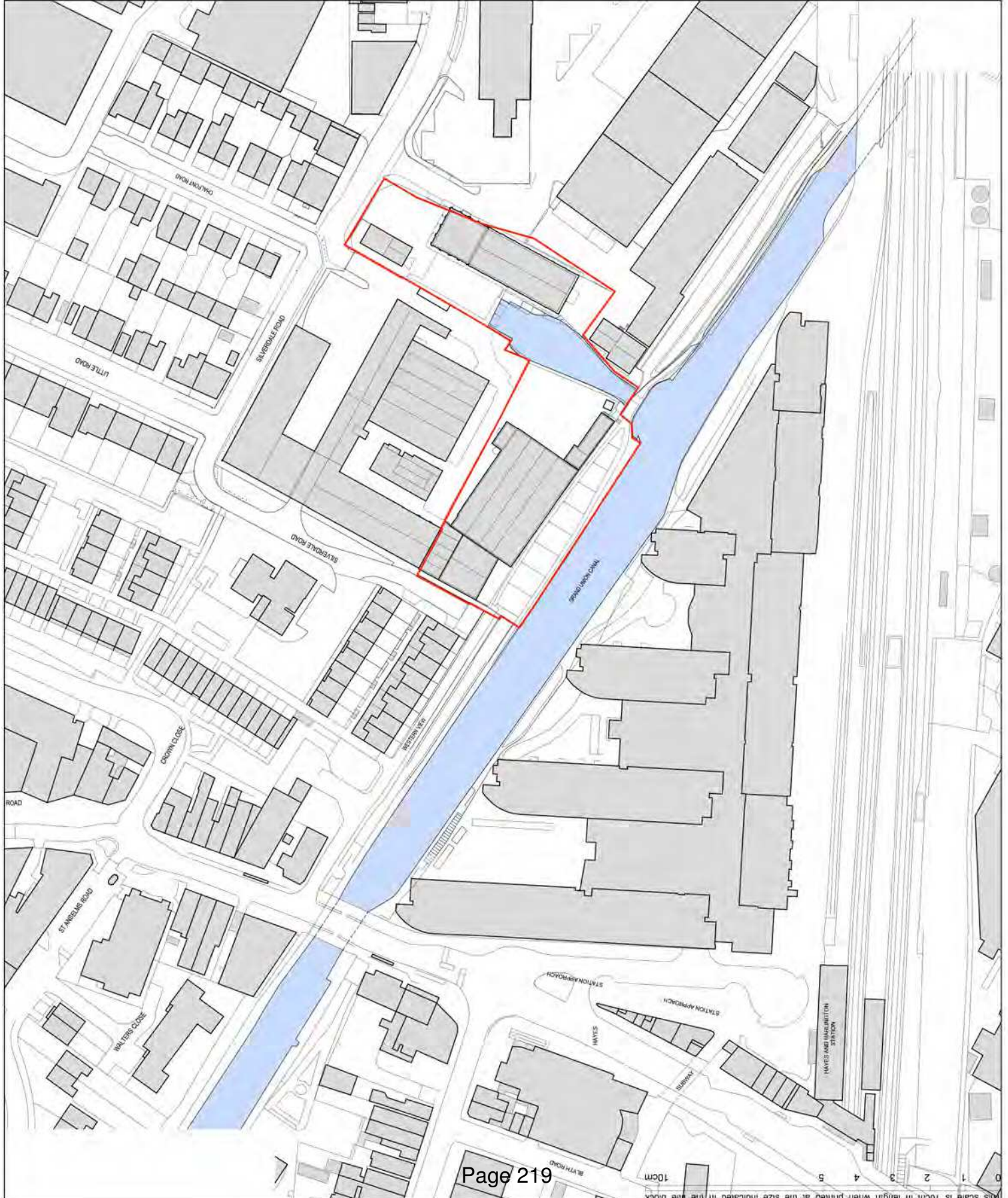
**Address** SILVERDALE INDUSTRIAL ESTATE SILVERDALE ROAD HAYES

**Development:** Demolition of existing buildings and redevelopment of the site to provide a podium at ground level and buildings ranging from four storeys to nine storeys, comprising 124 residential units (Use Class C3) and 227 sqm of flexible commercial space (Use Classes A1, A3, B1, D1 or D2), together with associated car parking, vehicular access, landscaping, infrastructure works and the extension of Shackles Dock.

**LBH Ref Nos:** 71374/APP/2016/4027



- NOTES
- 1 The Contractor must check and confirm all dimensions
  - 2 All discrepancies must be reported and resolved by the Architect before works commence
  - 3 This drawing is not to be scaled
  - 4 All work and materials to be in accordance with current applicable Statutory Legislation and to comply with all relevant Codes of Practice and British Standards



P1 Issued for Planning 31/10/16  
Rev. \_\_\_\_\_ Date \_\_\_\_\_

**Rolfe Judd**  
Architecture Planning Interiors  
Old Church Court, Claylands Road, The Oval, London SW9 1NZ  
T 020 7556 1500  
www.rolfejudd.co.uk

Client  
**Silverdale Road Hayes Limited**

Project  
**Silverdale Road, Hayes**

Drawing  
**Site Location Plan**

Scale  
**1:1250 (A3)**

Date  
**Oct 16**

Status  
**Planning**

Job Number  
**5681 T(90) P00**

Revision  
**P1**

D 66911E\_SilverdaleRoad0000

NOTES:  
 1. Complete and final set.  
 2. All dimensions must be marked and verified by the Architect before any construction.  
 3. This drawing is not to be used for any other purpose without the written consent of Rolfe Judd Architects.  
 4. All work must be done in accordance with the applicable State and Federal Codes and Regulations and to comply with all relevant Codes of Practice and Safety Standards.

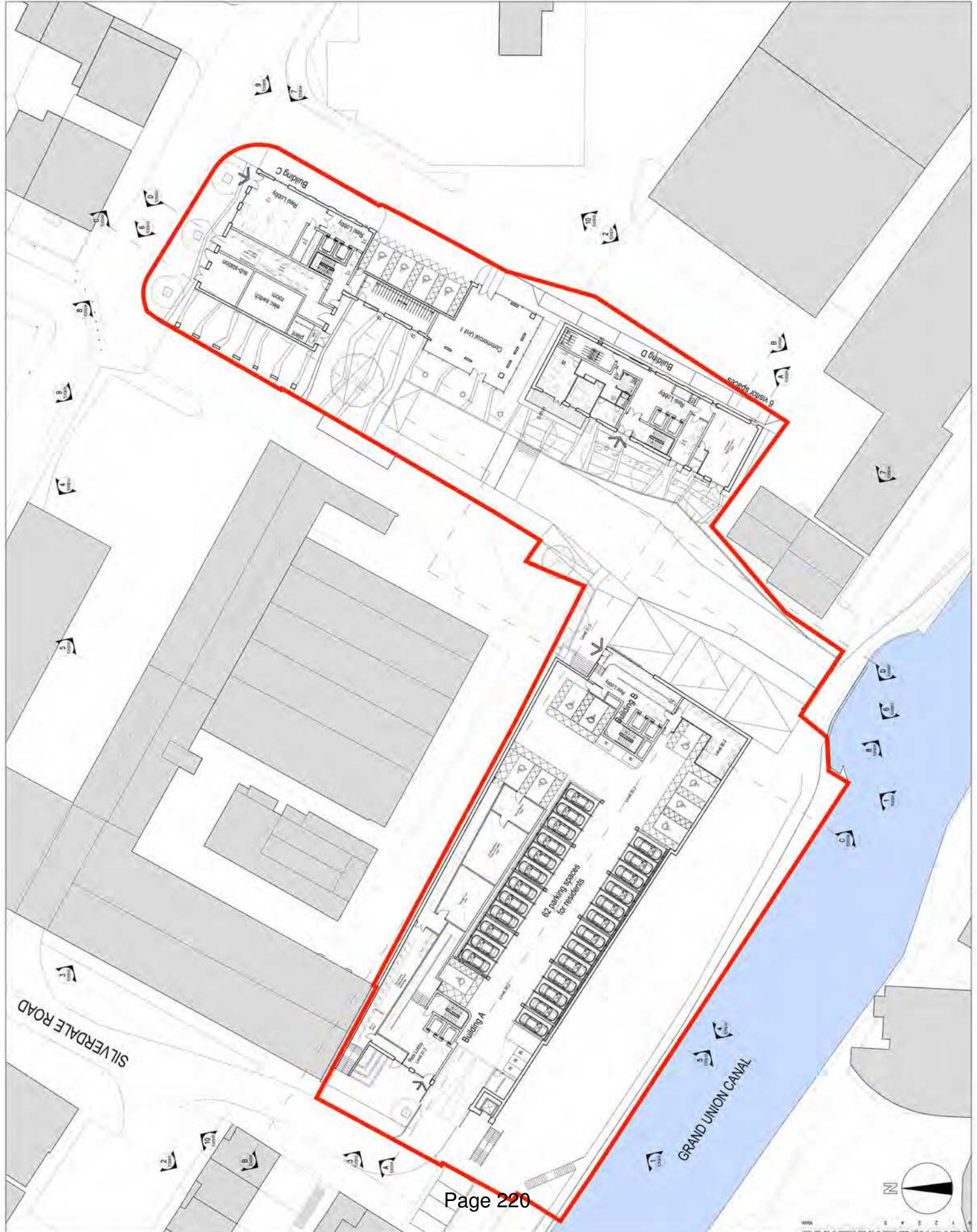
Note: "Ob." denotes obscured glass in window

1:1 Scale shown by drawing. New Client: 2/17/2017 Date:

**Rolfe Judd**  
 Architects Planning Interiors  
 620 Church Court, Chesham Road, The Oaks, Luton LU18 3JZ, UK  
 T: 0505 7356 1000  
 www.rolfe-judd.co.uk

Client: Access Self Storage Limited  
 Project: Silverdale Road, Hayes II  
 Drawing: Proposed Ground Floor Layout

Scale: 1:250 (A1) Date: Feb 17 Planning  
 Job Number: 5886 Drawing Number: P1  
 03/04/2017, 10:00:00 AM



NOTES

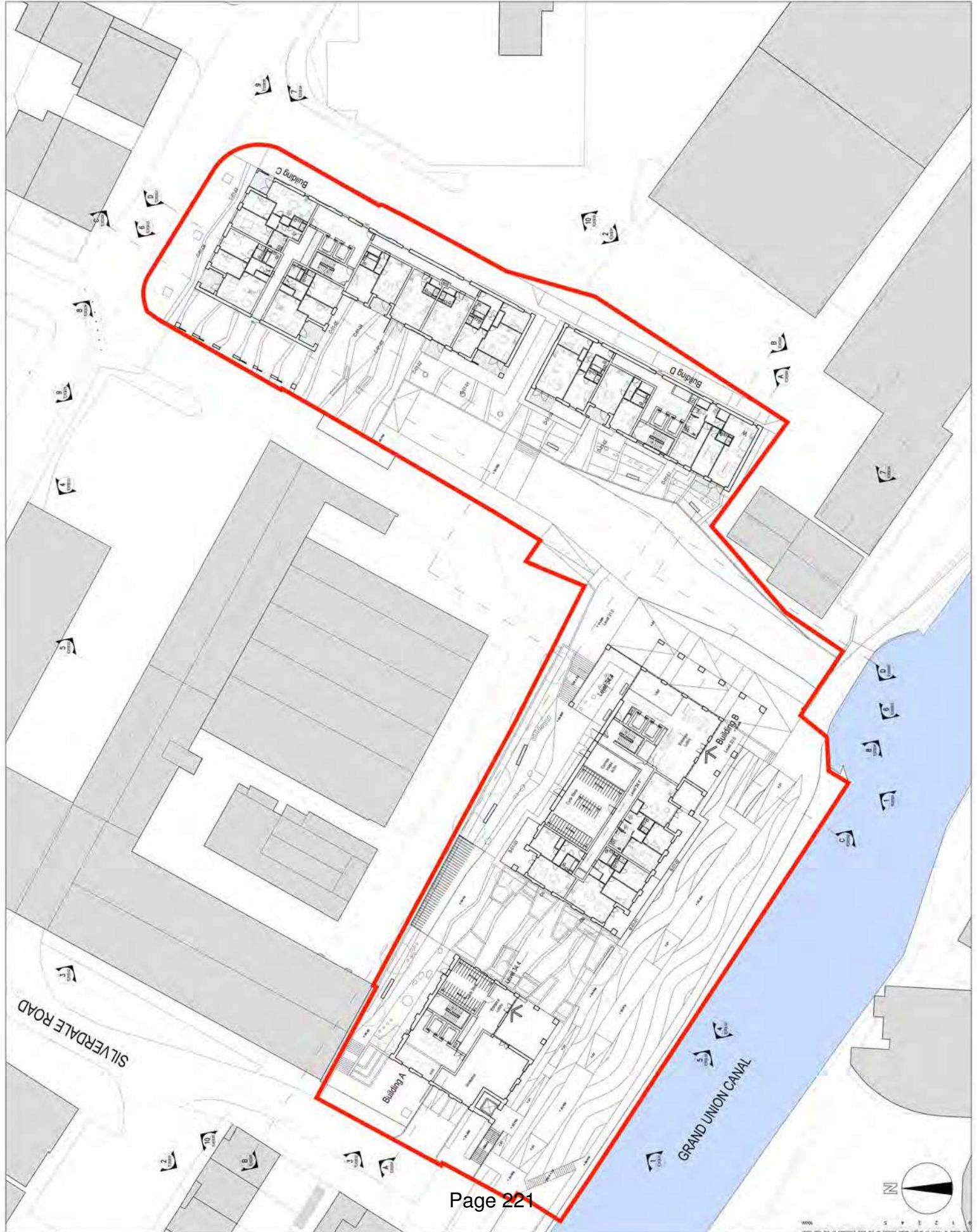
1. Circled callouts indicate areas where the proposed glass is obscured by the building's structure.
2. All dimensions are in meters and rounded to the nearest millimeter.
3. This drawing is not to be used for construction purposes without the approval of the architect.
4. All dimensions are in meters and rounded to the nearest millimeter.

Note: "Ob." denotes obscured glass in window

1:1 Scale: 1:1000  
 Date: 20/02/17

**Rolfe Judd**  
 Architects & Planners  
 100 Church Lane, Colchester Road, The Oast, London SE18 1LQ  
 T: 020 7358 1000  
 www.rolfe-judd.co.uk

Client: Access Self Storage Limited  
 Project: Silverdale Road, Hayes II  
 Drawing: Proposed First Floor Layout  
 Scale: 1:250 (A1) Date: Feb 17  
 Job Number: 5886 Drawing Number: T(20) P01  
 Revision: P1  
 Drawn By: J. Smith



NOTES:  
 1. Checkpoints need to be placed at all entrances.  
 2. All checkpoints need to be marked and labeled by the Architect before work commences.  
 3. This drawing is not to be used for any other purpose without the written consent of Rolfe Judd.  
 4. This drawing is not to be used for any other purpose without the written consent of Rolfe Judd.



Note: "Ob." denotes obscured glass in window

Prepared by: Rolfe Judd  
 Date: 2/10/2017

**Rolfe Judd**  
 Architects Planners Interiors  
 600 Church Court, Cobblehill Road, The Oval, London SW8 5JZ  
 T 020 7536 1900  
 www.rolfe-judd.co.uk

Client: Access Self Storage Limited  
 Project: Silverdale Road, Hayes II  
 Drawing: Proposed Second Floor Layout  
 Scale: 1:250 (A1) Date: Feb 17 Planning  
 Job Number: 5886 Drawing Number: T(20) P02  
 Revision: P1

NOTES:  
 1. Check all dimensions and levels.  
 2. All dimensions must be rounded and marked by the Architect before any construction.  
 3. This drawing is not to be used for any other purpose without the written consent of Rolfe Judd Architects.  
 4. This drawing is not to be used for any other purpose without the written consent of Rolfe Judd Architects.

Note: "Ob." denotes obscured glass in window

7/10/2017  
 Rolfe Judd Architects  
 100 Church Lane, Colchester Road, The Oast, London SE18 1LQ  
 T 020 7356 1900  
 www.rolfe-jeff.com

**Rolfe Judd**  
 Architects Planning Architects  
 100 Church Lane, Colchester Road, The Oast, London SE18 1LQ  
 T 020 7356 1900  
 www.rolfe-jeff.com

Client: Access Self Storage Limited  
 Project: Silverdale Road, Hayes II  
 Drawing: Proposed Third Floor Layout  
 Scale: 1:250 (A1) Date: Feb 17 Planning  
 Job Number: 5886 Drawing Number: T(20) P03  
 Revision: P1  
 Drawn: J. Turner (12/12/2017)



NOTES:  
 1. Copyright reserved to Rolfe Judd Architects.  
 2. All dimensions must be checked and verified by the Architect before any construction.  
 3. This drawing is not to be used for any other purpose without the written consent of Rolfe Judd Architects.  
 4. All work must comply with the applicable Building Regulations and to comply with all relevant Codes of Practice and British Standards.

Note: "Obs." denotes obscured glass in window

Project: Silverdale Self Storage, New Quay  
 Date: 21/02/17

**Rolfe Judd**  
 Architects Planning Interiors  
 Old Church Court, Chesham Road, The Dell, Luton, LU1 3JQ  
 T 0529 7056 1900  
 www.rolfe-judd.co.uk

Client: Access Self Storage Limited  
 Project: Silverdale Road, Hayes II  
 Drawing: Proposed Fourth Floor Layout  
 Scale: 1:250 (A1) Date: Feb 17 Status: Planning  
 Job Number: 5886 Drawing Number: T(20) P04  
 Revision: P1  
 Drawn By: J. Jones



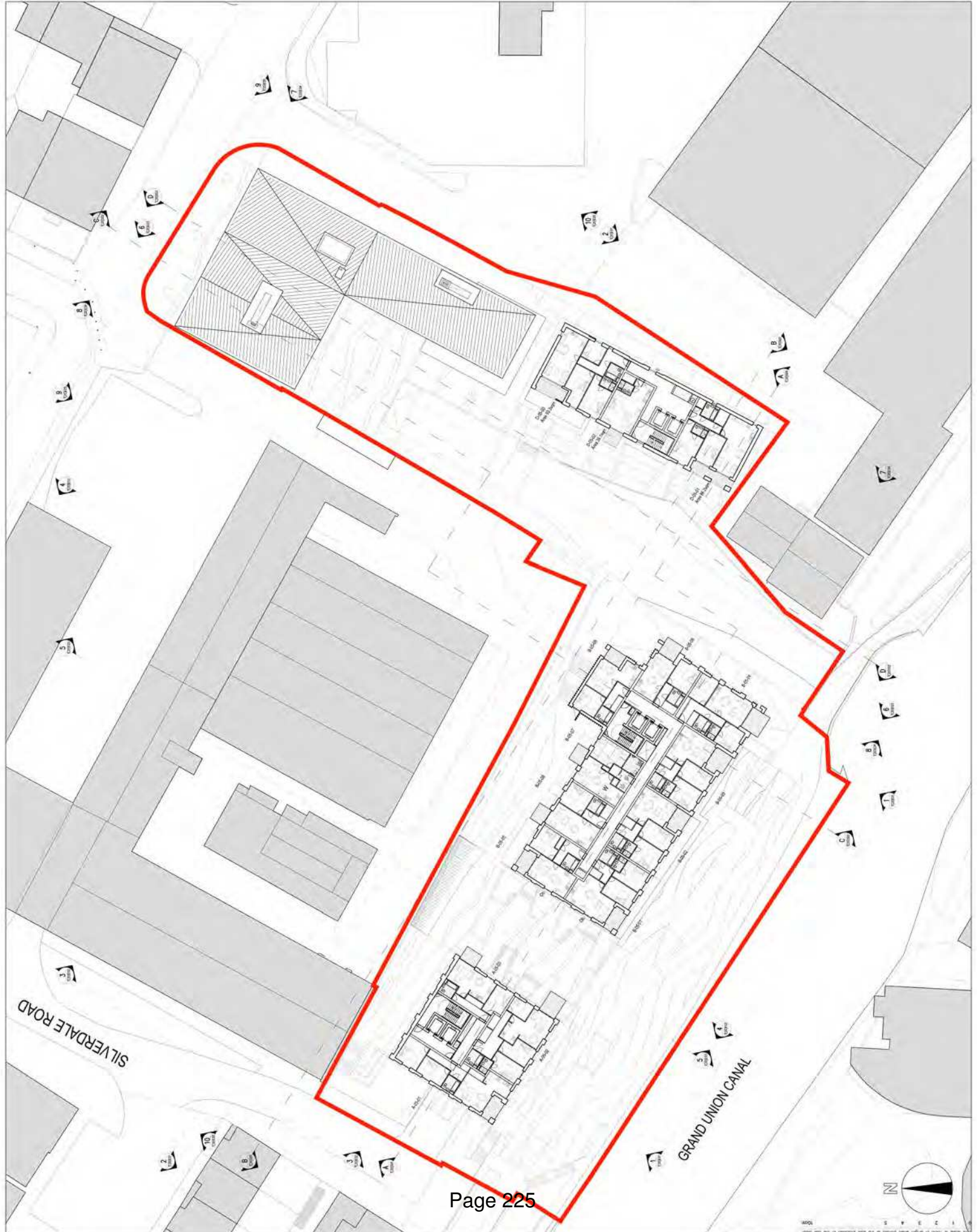
NOTES:  
 1. Copyright reserved to Rolfe Judd  
 2. All dimensions must be rounded off to the nearest whole number.  
 3. This drawing is not to be used for any other purpose without the written consent of Rolfe Judd.  
 4. All work must conform with the applicable State and Federal Standards.

Note: "Ob." denotes obscured glass in window

P1 - Submitted by Rolfe Judd, New Chart  
 2/16/2017  
 Date

**Rolfe Judd**  
 Architectural Planning Services  
 601 Church Court, Chatham, NC  
 T 252 736 1900  
 www.rolfe-judd.com

Client: Access Self Storage Limited  
 Project: Silverdale Road, Hayes II  
 Drawing: Proposed Fifth Floor Layout  
 Scale: 1:250 (A1) Date: Feb 17 Planning  
 Job Number: 5886 Drawing Number: T(20) P05  
 Revision: P1  
 Date: 2/16/2017



NOTES:  
 1. Complete and submit to the Planning Department.  
 2. All dimensions must be rounded and marked by the Architect before any construction.  
 3. This drawing is not to be used for any other purpose without the written consent of the Architect.  
 4. All work must conform to the applicable codes and standards of the International Building Code and the International Code of Building and Fire Standards.

Note: "Ob." denotes obscured glass in window

P1 - Submitted for planning, New Chart  
 2/10/2017  
 Date

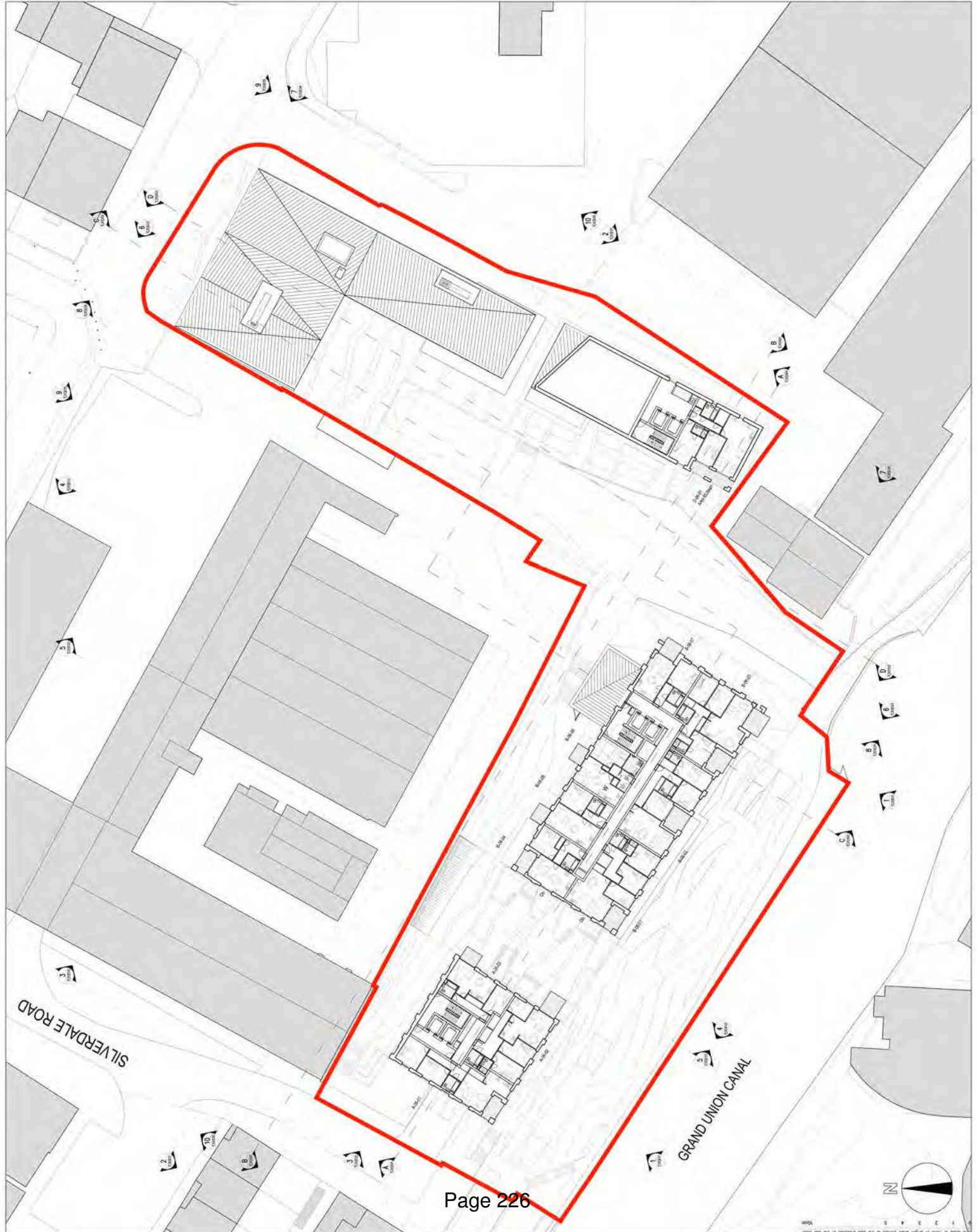
**Roife Judd**  
 Architectural Planning Services  
 681 Church Court, Chesham Road, The Oad, Luton MK4 1AZ  
 T 050 7354 1900  
 www.roifejudd.co.uk

Client: Access Self Storage Limited

Project: Silverdale Road, Hayes II

Drawing: Proposed Sixth Floor Layout

Scale: 1:250 (A1) Date: Feb 17 Status: Planning  
 Job Number: 5886 Drawing Number: T(20) P06  
 Revision: P1  
 Drawn: J. Jones





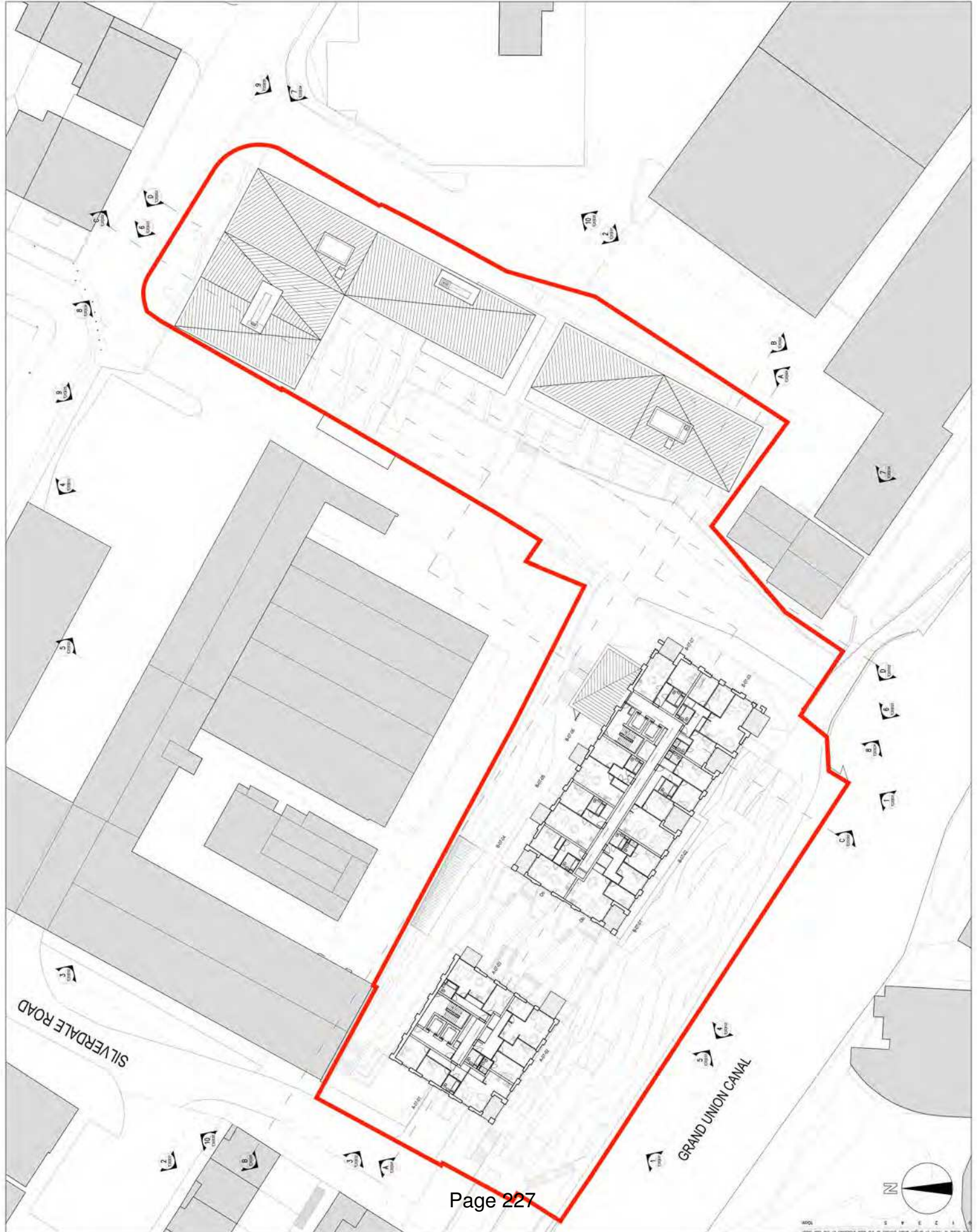
NOTES:  
 1. Coordinate grid, elevations and dimensions are shown in feet and inches.  
 2. All dimensions shall be rounded off to the nearest 1/8" or 1/4" as appropriate.  
 3. This drawing is not to be used for construction without the approval of the architect.  
 4. All work shall conform to the applicable codes, ordinances, rules and regulations of the local, state and federal government and to comply with all relevant Codes of Practice and Safety Standards.

Note: "Ob." denotes obscured glass in window

P1 - Submitted for planning, New Chart  
 2/16/2017  
 Date

**Roife Judd**  
 Architectural Planning Services  
 681 Church Court, Chatham, NC, The Oak, Lenoir, NC  
 T 252 758 1900  
 www.roifejudd.com

Client: Access Self Storage Limited  
 Project: Silverdale Road, Hayes II  
 Drawing: Proposed Seventh Floor Layout  
 Scale: 1:250 (A1) Date: Feb 17 Status: Planning  
 Job Number: 5886 Drawing Number: T(20) P07  
 Revision: P1  
 DWGNO: 5886\_T(20)P07



NOTES:  
 1. Consult the site plan and all other drawings for details.  
 2. All dimensions shall be rounded up to the next whole number.  
 3. This drawing is not to be used for construction without the approval of the appropriate authority.  
 4. All work shall conform to the applicable International Building Code and all other applicable codes of practice and standards.

Note: "Ob." denotes obscured glass in window

P1 - 2/17/2017  
 Date  
 2/17/2017  
 Date

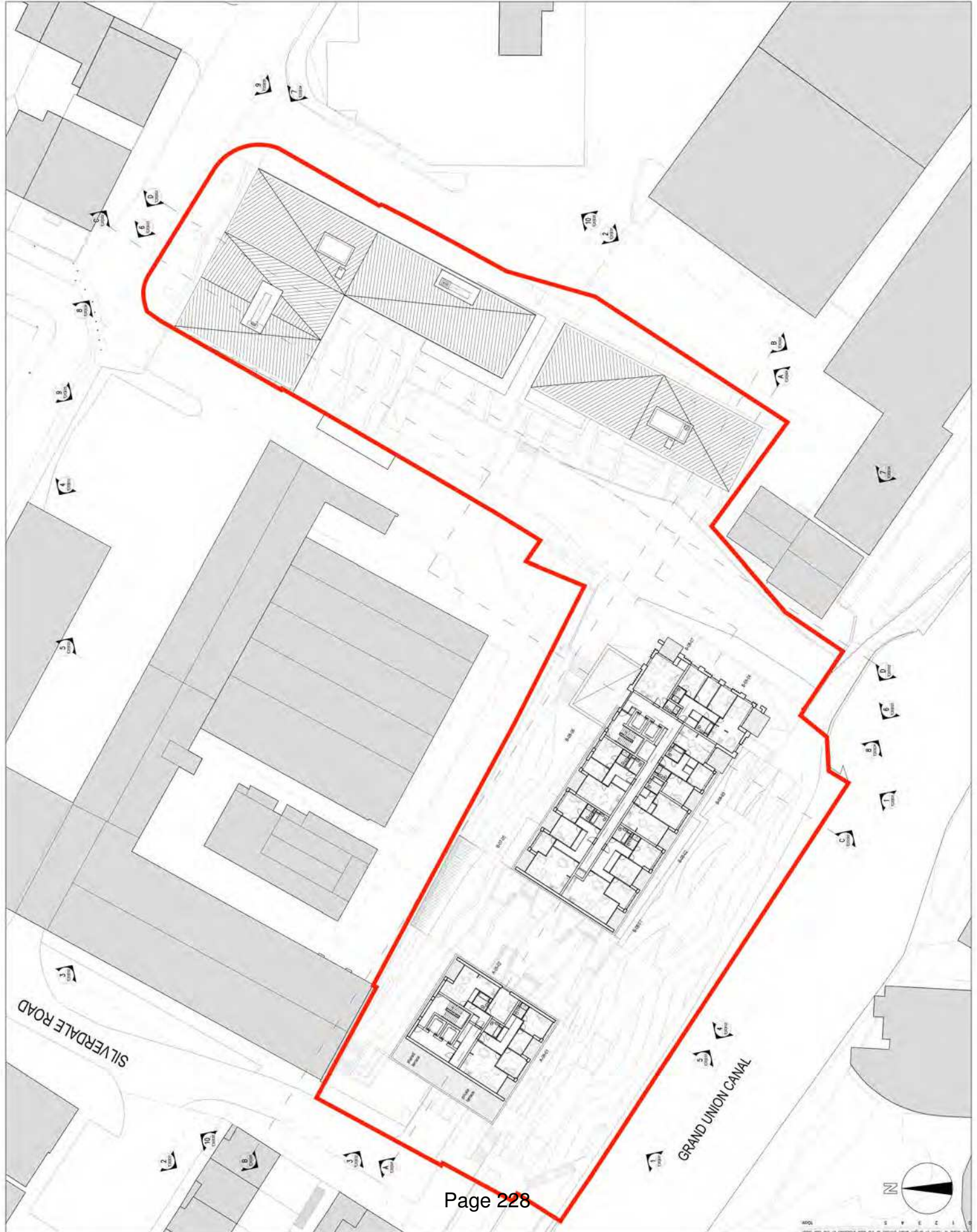
**Rolf Judd**  
 Architecture Planning Interiors  
 681 Church Court, Chatham, NC 28520  
 T 252.736.1900  
 www.rolfjudd.com

Client: Access Self Storage Limited

Project: Silverdale Road, Hayes II

Drawing: Proposed Eighth Floor Layout

Scale: 1:250 (A1) Date: Feb 17 Planning  
 Job Number: 5886 Drawing Number: T(20) P08  
 Revision: P1  
 Date: 2/17/2017



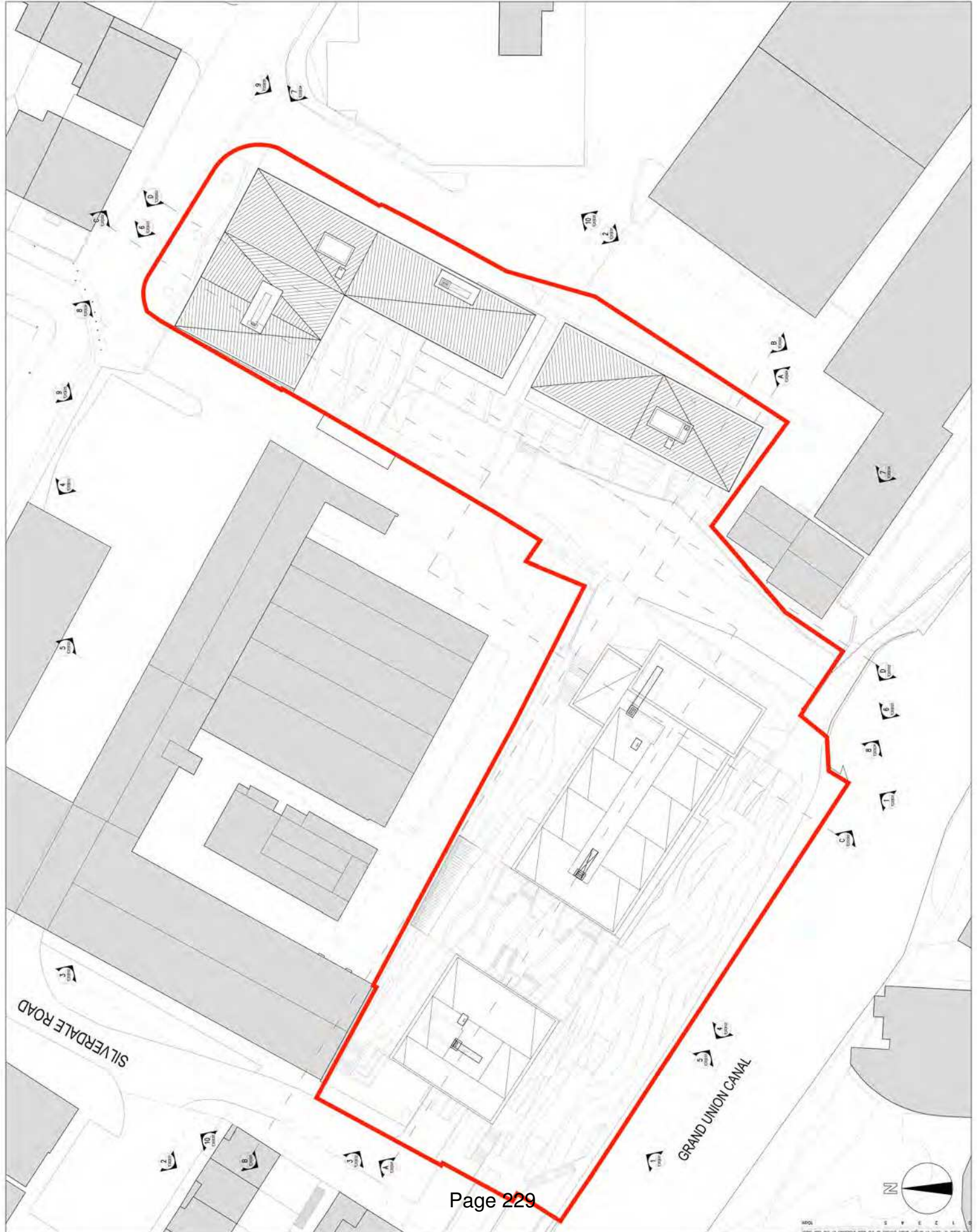
NOTES:  
 1. Copyright reserved to Rolfe Judd  
 2. All dimensions shall be rounded off to the nearest 1/8" unless otherwise indicated.  
 3. This drawing is not to be used for any other purpose without the written consent of Rolfe Judd.  
 4. All work shall conform to the applicable International Building Code and all applicable State, Federal and Local Codes of Practice and Building Standards.

Note: "Ob." denotes obscured glass in window

P1 - Prepared by drawings, New Charts 2/14/2017  
 Rev. Date

**Rolfe Judd**  
 Architectural Planning Services  
 601 Church Court, Caryville Road, The Oaks, Lincoln 68508, NE  
 T 402 733-1900  
 www.rolfe-jeff.com

Client: Access Self Storage Limited  
 Project: Silverdale Road, Hayes II  
 Drawing: Proposed Roof Plan  
 Scale: 1:250 (A1) Date: Feb 17 Status: Planning  
 Job Number: 5886 Drawing Number: T(20) P09  
 Revision: P1  
 0:\Projects\5886\_T(20)P09



NOTES:  
 1. Contractor must check site conditions and confirm all dimensions prior to construction.  
 2. All dimensions must be rounded up to the nearest 10mm.  
 3. This drawing is not to be scaled.  
 4. All materials must be approved by the relevant authority and must comply with all relevant Codes of Practice and British Standards.

**MATERIALS**

- 1 Mid-Red Multi Stock Type Brick, laid in Soldier Course
- 2 Mid-Red Multi Stock Type Brick, laid in Flemish Bond
- 3 Mid-Red Multi Stock Type Brick, laid in Flemish Bond with Recessed Perp Ends in Stretcher Bond
- 4 Mid-Red Multi Stock Type Brick, laid in Stretcher Bond
- 5 Pale Buff/Grey Multi Stock Type Brick, laid in Stretcher Bond
- 6 Precast Stone Cill in Portland Stone Finish
- 7 Aluminium Casement Windows in PPC Dark Grey Colour Finish
- 8 Standing Seam Metal Roofing in Anodized Rust Colour Finish
- 9 Pressed Metal Cladding in Anodized Rust Colour Finish
- 10 Profiled Metal Cladding in Anodized Rust Colour Finish
- 11 Pressed Metal Cladding in Anodized Dark Grey Colour Finish
- 12 Flat Profile Metal Cladding in PPC Dark Grey Colour Finish
- 13 Laser Cut Metal Balcony in PPC Rust Colour Finish
- 14 Shop front with metal-work in rust colour finish

Note: "Ob." denotes obscured glass in window

P1 Re-issued for planning, New Client  
 21/02/17  
 Date

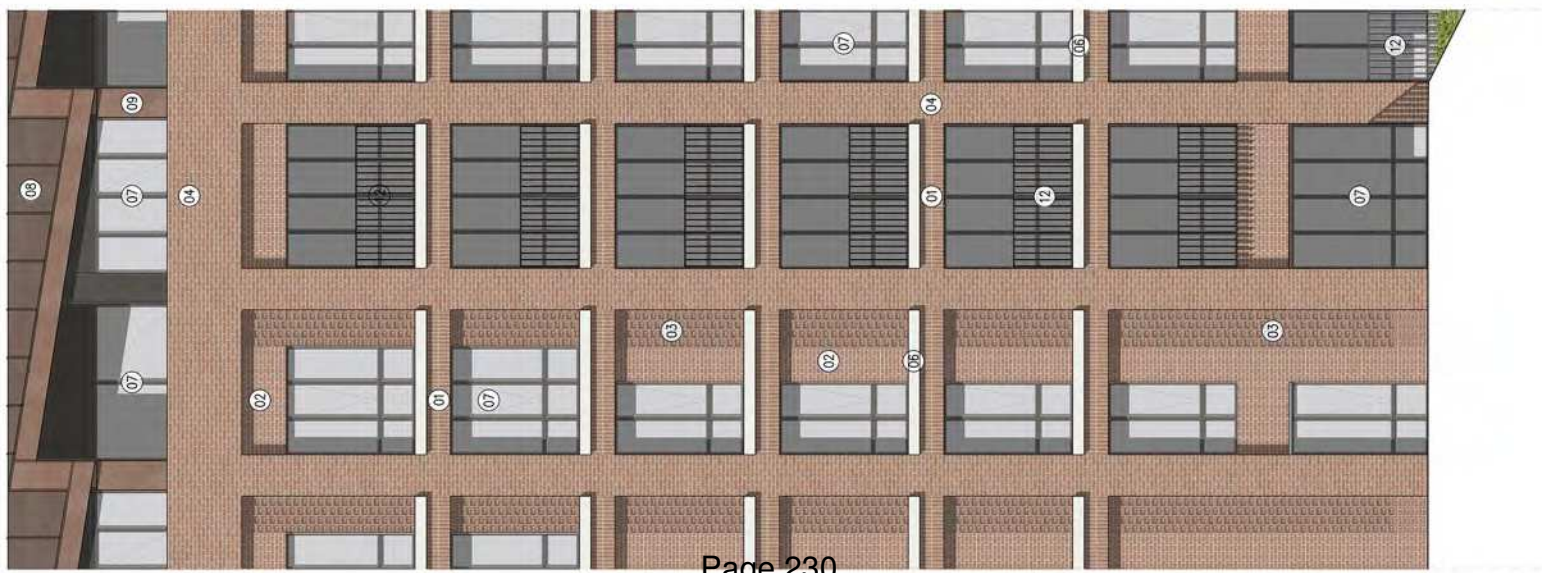
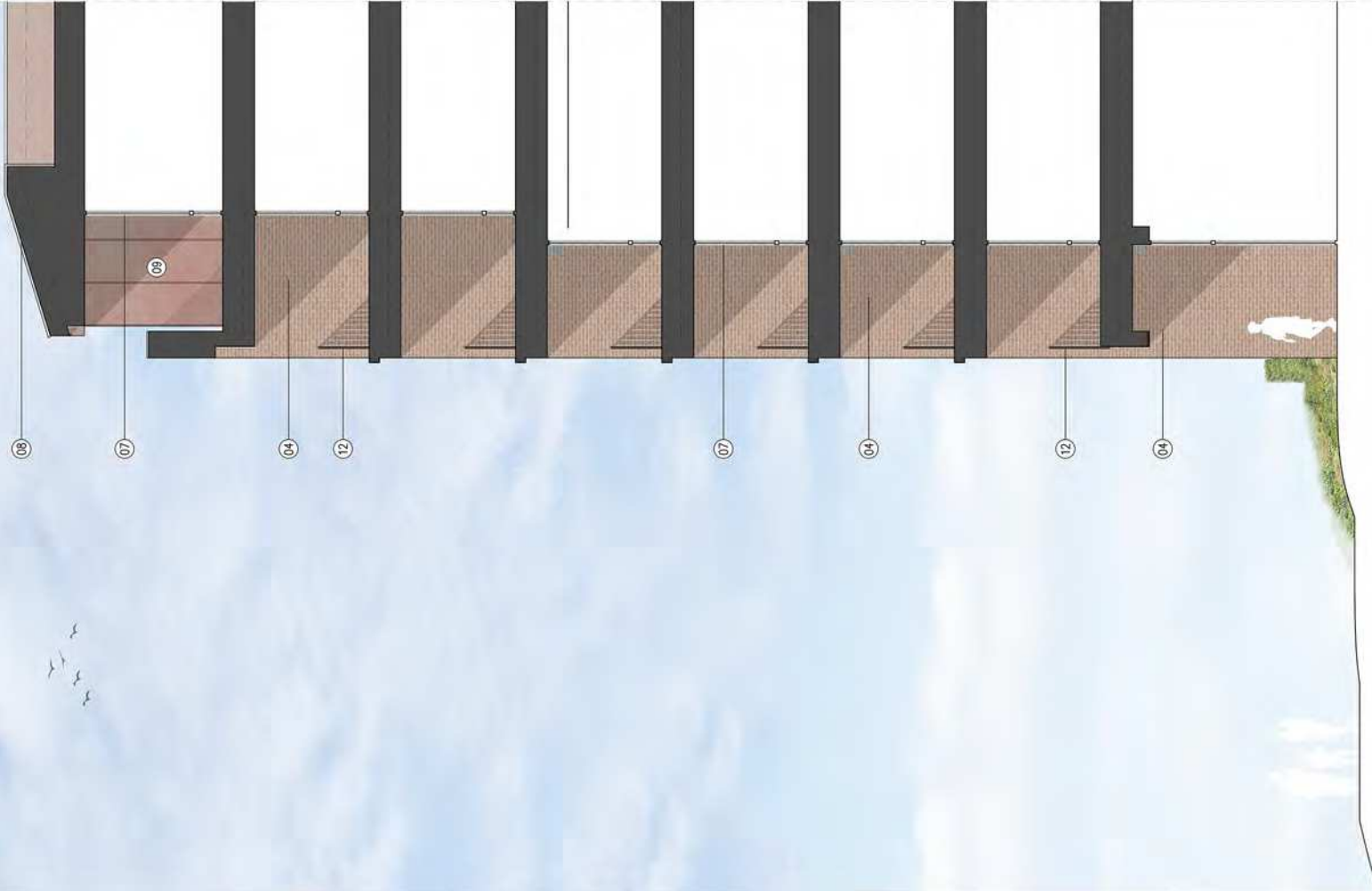
**Rolfe Judd**  
 Architecture Planning Interiors  
 041 Church Court, Citywalk Road, The Oval, London SW16 1RZ  
 T 020 3366 1500  
 www.rolfe-judd.co.uk

Client:  
 Access Self Storage Limited

Project:  
 Silverdale Road, Hayes II

Drawing:  
 Blocks A and B  
 Detail Bay Study 01

Scale: 1:50 (A1)  
 Date: Feb 17  
 Job Number: 5886  
 Drawing Number: T(20) D01  
 Revision: P1  
 0:000002\_Silver120120001

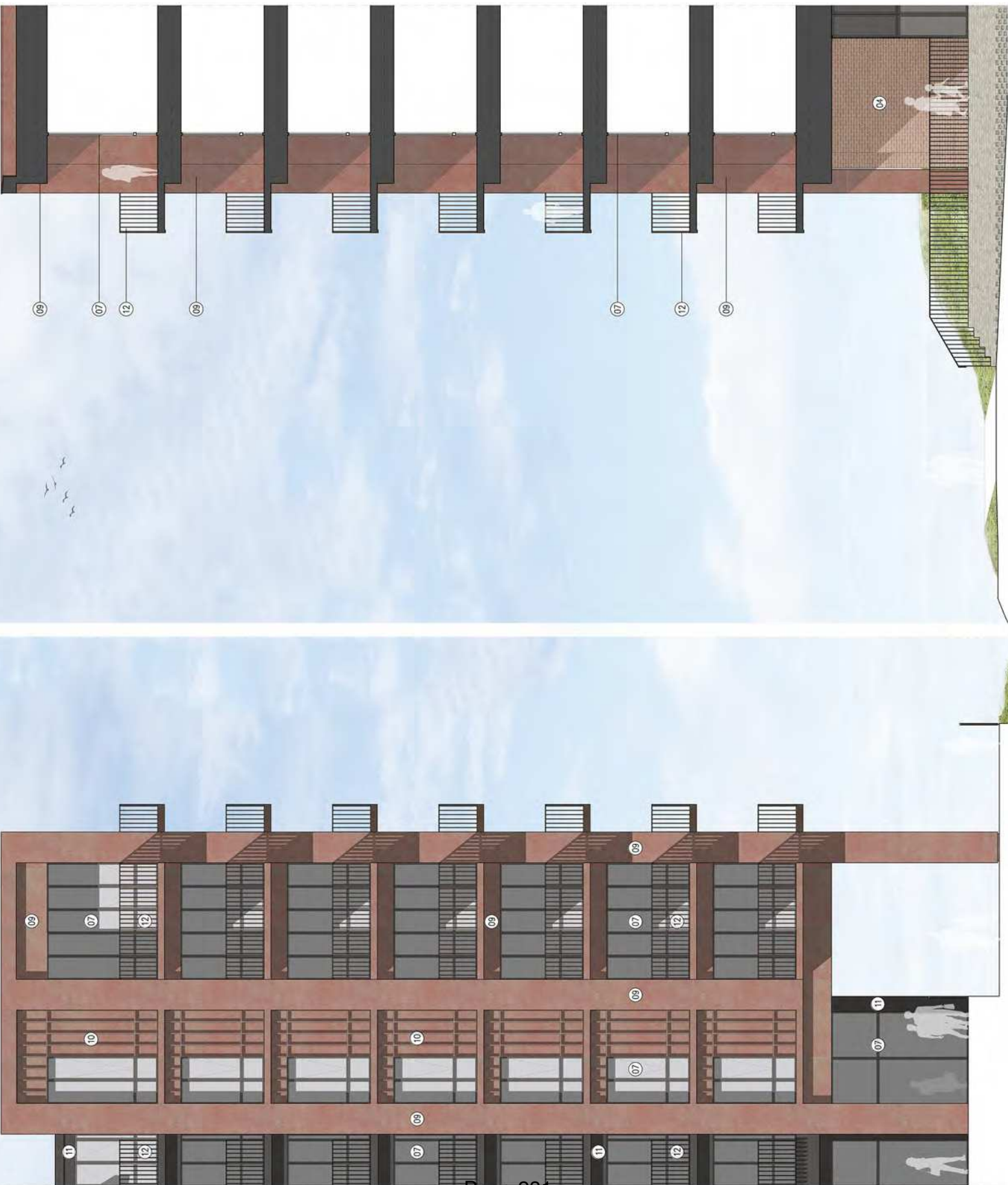


NOTES:  
 1. Contractor must check and confirm all dimensions and materials to be used before work commences.  
 2. All dimensions must be rounded up to nearest 50mm.  
 3. This drawing is not to be scaled.  
 4. This drawing is for information only and does not constitute an offer of any services. It is subject to the terms and conditions of the appropriate Standard Specification and to comply with all relevant Codes of Practice and British Standards.

**MATERIALS**

- 1 Mid-Red Multi Stock Type Brick, laid in Solder Course
- 2 Mid-Red Multi Stock Type Brick, laid in Flemish Bond
- 3 Mid-Red Multi Stock Type Brick, laid in Flemish Bond with Recessed Perp Ends
- 4 Mid-Red Multi Stock Type Brick, laid in Stretcher Bond
- 5 Pale Buff/Grey Multi Stock Type Brick, laid in Stretcher Bond
- 6 Precast Stone Cill in Portland Stone Finish
- 7 Aluminium Casement Windows in PPC Dark Grey Colour Finish
- 8 Standing Seam Metal Roofing in Anodized Rust Colour Finish
- 9 Pressed Metal Cladding in Anodized Rust Colour Finish
- 10 Profiled Metal Cladding in Anodized Rust Colour Finish
- 11 Pressed Metal Cladding in Anodized Dark Grey Colour Finish
- 12 Flat Profile Metal Cladding in PPC Dark Grey Colour Finish
- 13 Laser Cut Metal Balcony in PPC Rust Colour Finish
- 14 Shop front with metal-work in rust colour finish

Note: "Ob." denotes obscured glass in window



P1 Released for planning, New Chart  
 21/02/17  
 Date

**Rolfe Judd**  
 Architecture Planning Interiors  
 Old Church Court, Chigwell Road, The Oval, London E9 8JZ  
 T 020 3386 1500  
 www.rolfe-judd.co.uk

Client  
 Access Self Storage Limited

Project  
 Silverdale Road, Hayes II

Drawing  
 Blocks A and B  
 Detail Bay Study 02

Scale 1:50 (A1)  
 Date Feb 17  
 Drawing Number 5886  
 Revision T(20) D02  
 P1

**NOTES:**  
 1. Contractor must check and confirm all dimensions.  
 2. All dimensions must be rounded up to the nearest 10mm.  
 3. This drawing is not to be scaled.  
 4. All work must be in accordance with the relevant British Standards and to comply with all relevant Codes of Practice and British Standards.

**MATERIALS**

- 1 Mid-Red Multi Stock Type Brick, laid in Solder Course
- 2 Mid-Red Multi Stock Type Brick, laid in Flemish Bond
- 3 Mid-Red Multi Stock Type Brick, laid in Flemish Bond with Recessed Perp Ends
- 4 Mid-Red Multi Stock Type Brick, laid in Stretcher Bond
- 5 Pale Buff/Grey Multi Stock Type Brick, laid in Stretcher Bond
- 6 Precast Stone Cill in Portland Stone Finish
- 7 Aluminium Casement Windows in PPC Dark Grey Colour Finish
- 8 Standing Seam Metal Roofing in Anodized Rust Colour Finish
- 9 Pressed Metal Cladding in Anodized Rust Colour Finish
- 10 Profiled Metal Cladding in Anodized Rust Colour Finish
- 11 Pressed Metal Cladding in Anodized Dark Grey Colour Finish
- 12 Flat Profile Metal Cladding in PPC Dark Grey Colour Finish
- 13 Laser Cut Metal Balcony in PPC Rust Colour Finish
- 14 Shop front with metal-work in rust colour finish

Note: "Ob." denotes obscured glass in window

P1 Released for planning, New Chart  
 Rev: \_\_\_\_\_ Date: 21/02/17

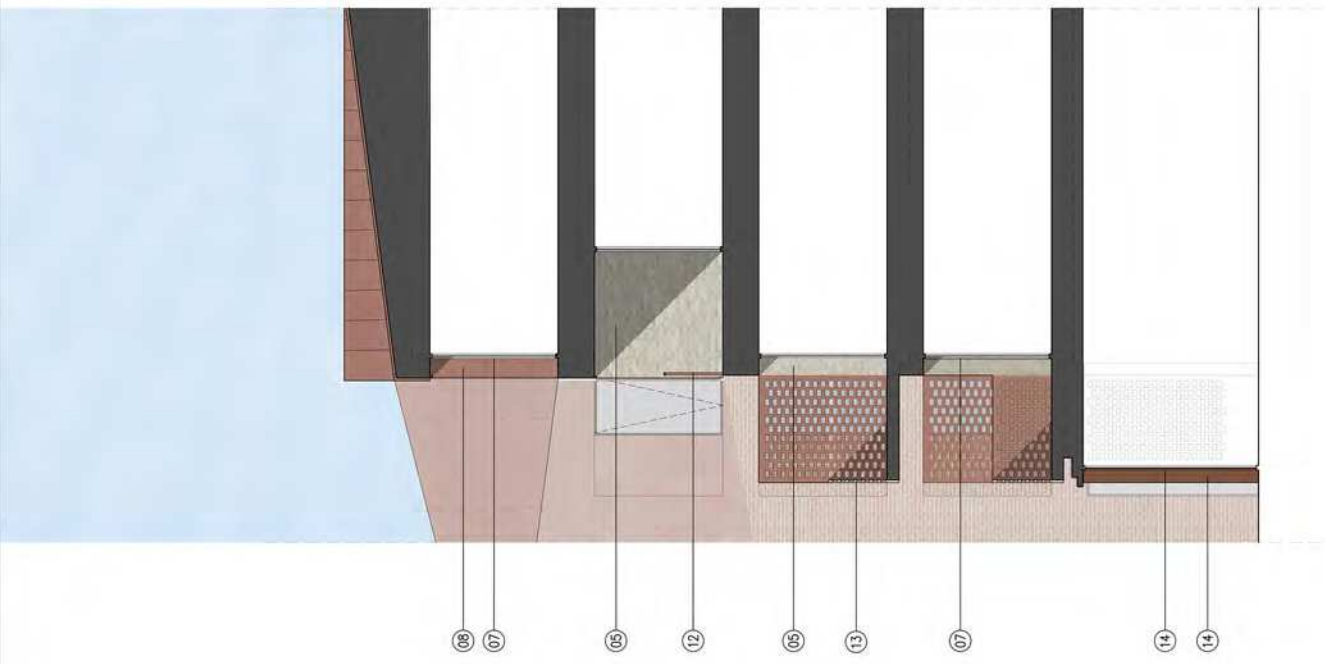
**Rolfe Judd**  
 Architecture Planning Interiors  
 041 Church Court, Churchfields Road, The Oval, London SW16 1RZ  
 T 020 7336 1500  
 www.rolfe-judd.co.uk

Client: Access Self Storage Limited

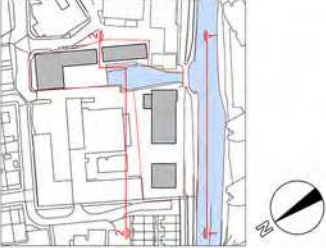
Project: Silverdale Road, Hayes II

Drawing: Blocks C and D  
 Detail Bay Study 01

Scale: 1:50 (A1) Date: Feb 17  
 Job Number: 5886 Drawing Number: T(20) D03  
 Revision: P1  
 0:000007\_Silver12072009



- NOTES:**
1. Contractor must check that all dimensions are correct before construction.
  2. All dimensions must be marked and checked by the Architect before work commences.
  3. This drawing is not to be scaled.
  4. This drawing is for information only and does not constitute an offer. It is subject to the Architect's Standard Conditions of Appointment and to comply with all relevant Codes of Practice and British Standards.



PROPOSED SITE ELEVATION 1-1



PROPOSED SITE ELEVATION 2-2

Note: "Ob." denotes obscured glass in window

P1 - Requested for planning, New Chart  
 Rev. Date

**Rolfe Judd**  
 Architecture Planning Interiors  
 041 Church Court, Citywalls Road, The Oval, London SW8 1NC  
 T 020 3366 1000  
 www.rolfe-judd.co.uk

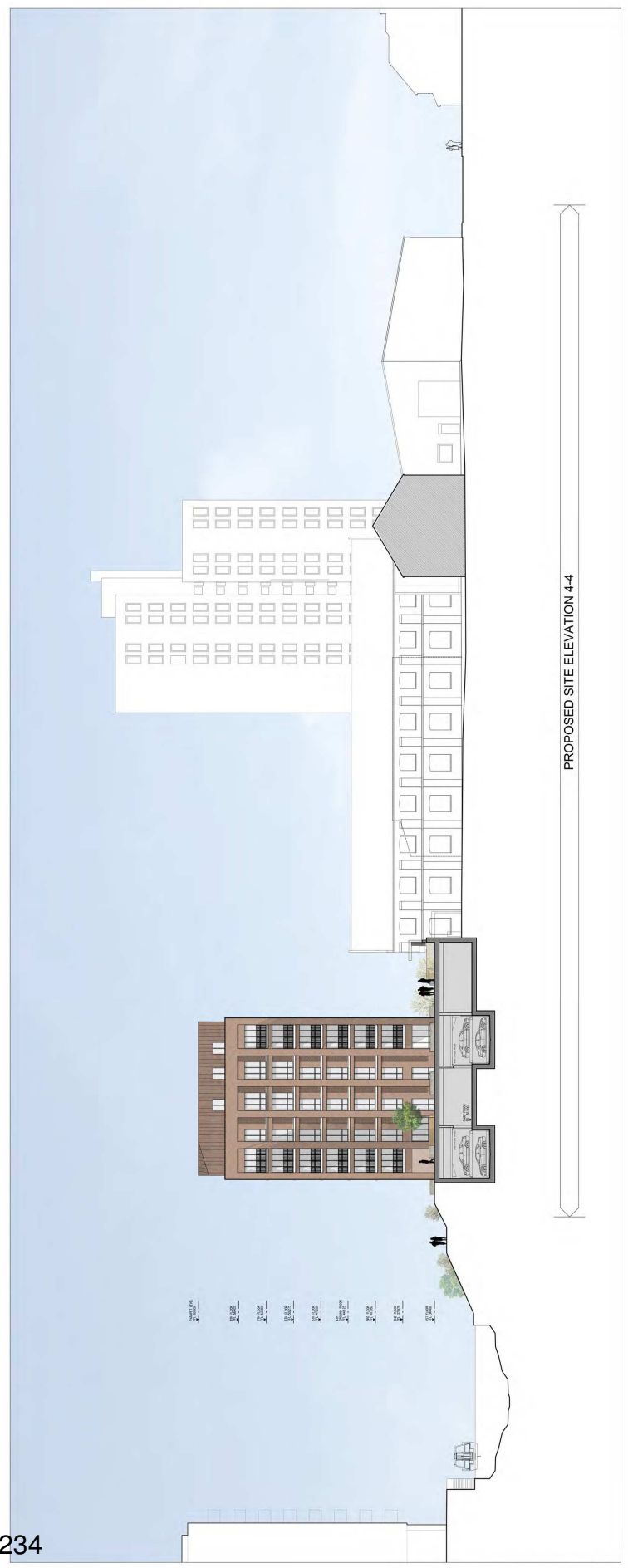
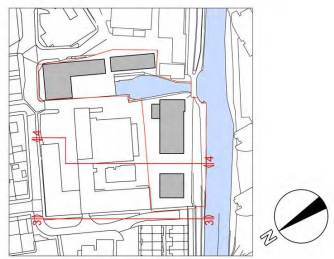
Client: Access Self Storage Limited

Project: Silverdale Road, Hayes II

Drawing: Proposed Site Elevations 1-1 & 2-2

| Scale          | Date   | Status   |
|----------------|--------|----------|
| 1:250 (A1)     | Feb 17 | Planning |
| 5886 T(20) E01 |        |          |
|                |        | P1       |

- NOTES:
1. Contractor must check and confirm all dimensions before construction.
  2. All excavations must be reported and recorded by the Architect before works commence.
  3. This drawing is not to be used for construction purposes. It is for information only.
  4. All work must comply with applicable statutory legislation and to comply with all relevant Codes of Practice and British Standards.



Note: "Ob." denotes obscured glass in window

P1 Re-issued for planning, New Client  
 Rev: 21/02/17 Date: www.rolfe-judd.co.uk

**Rolfe Judd**  
 Architecture Planning Interiors  
 Old Church Court, Clayhams Road, The Oval, London SW8 1NZ  
 T 020 7596 1000  
 www.rolfe-judd.co.uk

Client: Access Self Storage Limited  
 Project: Silverdale Road, Hayes II

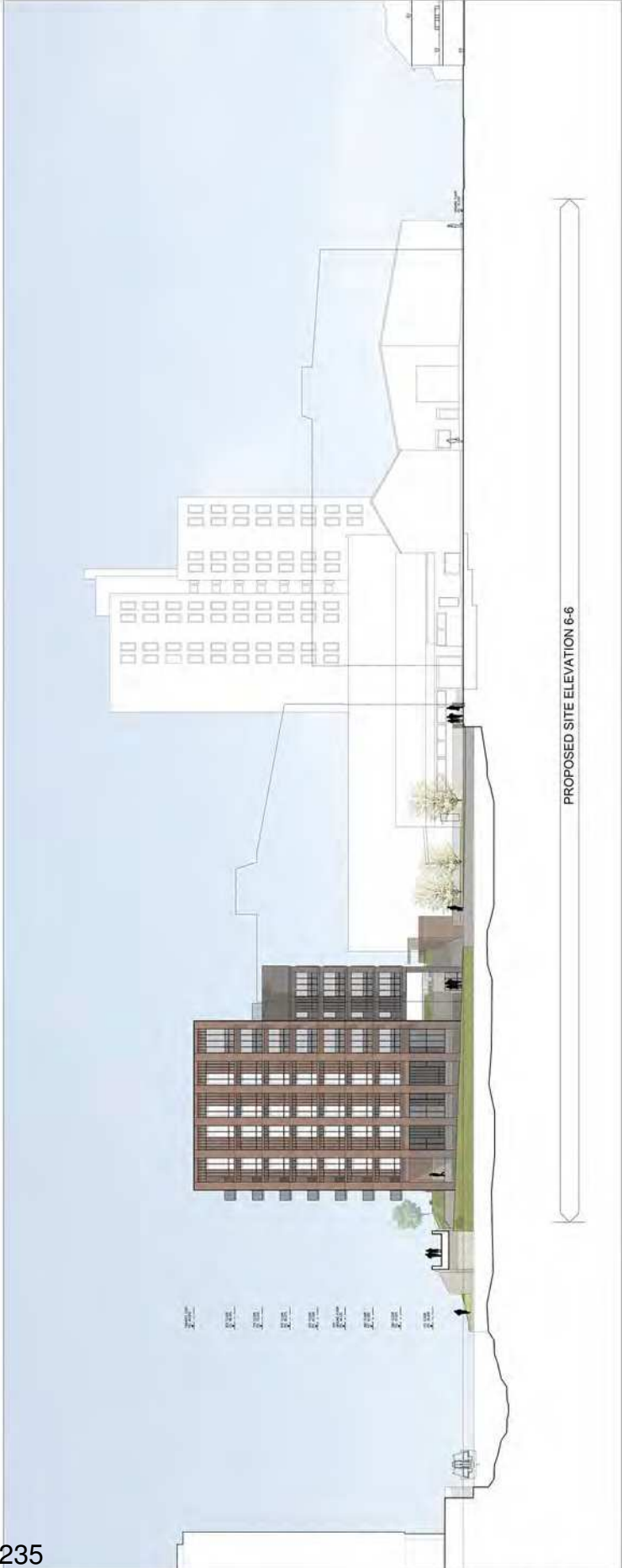
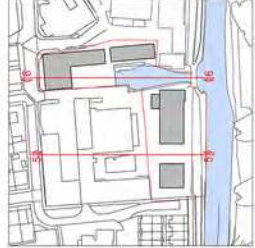
Drawing: Proposed Site Elevations 3-3 & 4-4

Scale: 1:250 (A1) Date: Feb 17 Status: Planning  
 Job Number: 5886 Drawing Number: T(20)E02 Revision: P1  
 © 03/06/17\_Silverdale20170202

This scale is 10mm in length when printed at the size indicated in the title block.



- NOTES:**
1. Contractor must check local and national building codes for any amendments.
  2. All elevations must be worked and checked by the Architect before construction.
  3. This drawing is not to be scaled.
  4. All dimensions are in millimeters unless otherwise stated. Approach Standard Application and to comply with all relevant Codes of Practice and British Standards.



Note: "Ob." denotes obscured glass in window

P1 Re-submitted for planning, New Client  
 21/02/17  
 Rev. Date

**Rolfe Judd**  
 Architectural Planning Institute  
 Old Church Court, Colwyn Bay, The Quay, Llynion 5818 1RZ  
 T 030 7336 1500  
 www.rolfe-judd.co.uk

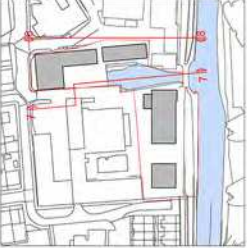
Client: Access Self Storage Limited  
 Project: Silverdale Road, Hayes II

Drawing: Proposed Site Elevations 5-5 & 6-6

| Scale      | Date   | Drawn    | Checked | Revision |
|------------|--------|----------|---------|----------|
| 1:250 (A1) | Feb 17 | Planning |         |          |
| 5886       | T(20)  | E03      |         | P1       |

This note is there to show in which direction the view is taken in the site plan.

- NOTES**
1. Contractor must check that all work is in accordance with the approved drawings.
  2. All dimensions must be rounded up or rounded by the nearest millimetre.
  3. This drawing is not to be scaled.
  4. The drawing is not to be used for any other purpose without the written approval of the Architect.
- Architect: **Roife Judd**  
 Architects: **Roife Judd Architects**  
 Registered Architects and Chartered Architects  
 Registered Architects and Chartered Architects  
 Registered Architects and Chartered Architects



Note: "Ob." denotes obscured glass in window

P1 - Revises for planning, New Client  
 Rev. 21/02/17  
 Date

**Roife Judd**  
 Architecture Planning Interiors  
 Old Church Court, Citywalls Road, The Quay, London E3 9LZ  
 T 020 3586 1000  
 www.roife-judd.co.uk

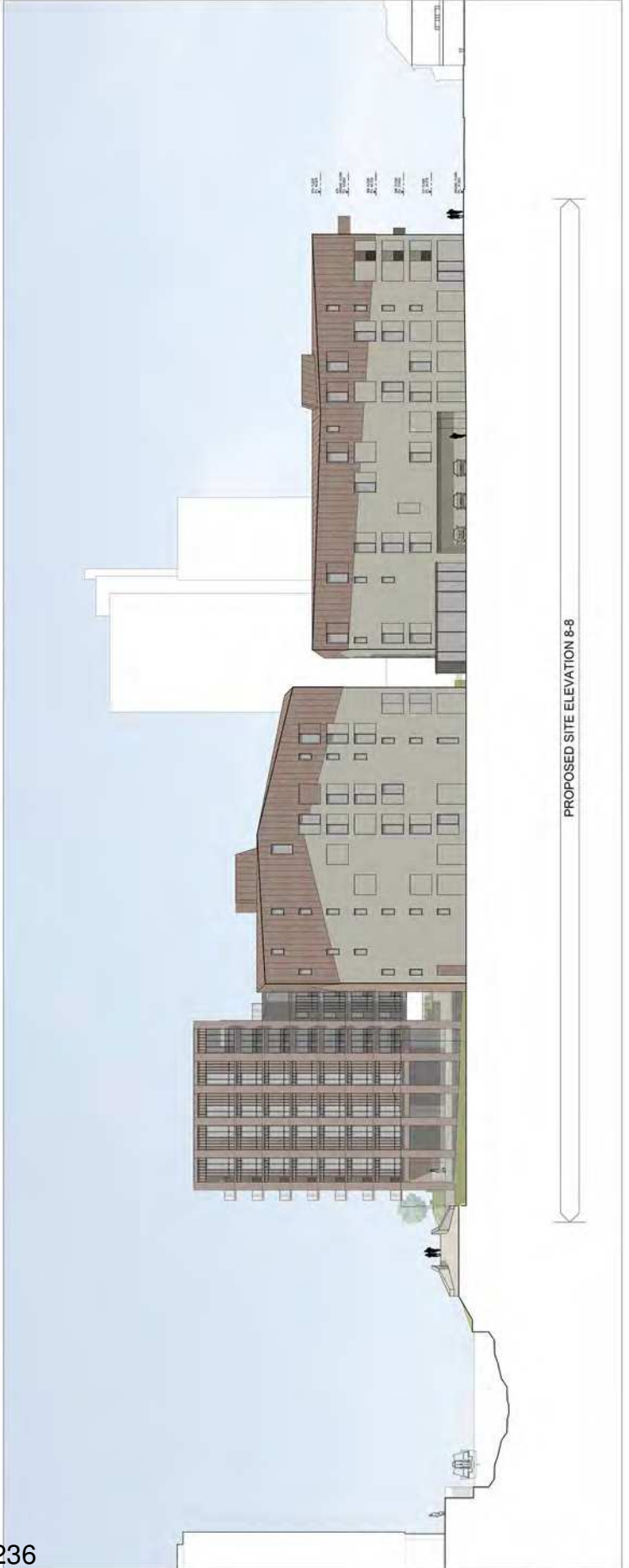
Client: **Access Self Storage Limited**  
 Project: **Silverdale Road, Hayes II**

Drawing: **Proposed Site Elevations 7-7 & 8-8**

Scale: 1:250 (A1) Date: Feb 17 Planning  
 Job Number: 5886 Drawing Number: T(20) E04 Revision: P1  
 0:000007\_Silverdale20170206



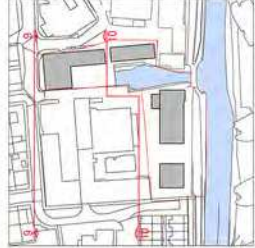
PROPOSED SITE ELEVATION 7-7



PROPOSED SITE ELEVATION 8-8

This note is shown in grey when printed at the size indicated in the title block.

- NOTES:**
1. Contractor must check for all existing conditions.
  2. All excavations must be worked and finished by the Architect before work commences.
  3. This drawing is not to be used for any other purpose without the written approval of Rolfe Judd Architects Ltd. All work must comply with the applicable Building Regulations and the company will remain liable to the relevant Codes of Practice and British Standards.



Note: "Ob." denotes obscured glass in window



PROPOSED SITE ELEVATION 9-9



PROPOSED SITE ELEVATION 10-10

P1 Issued for Planning 31/10/18

**Rolfe Judd**  
 Architects Planning Institute  
 Old Church Court, Chyngalls Road, The Oval, London SW8 1JZ  
 T 020 3366 0000  
 www.rolfe-judd.co.uk

Client: Access Self Storage Limited  
 Project: Silverdale Road, Hayes II

Drawing: Proposed Site Elevations 9-9 & 10-10

| Scale      | Date      | Revision |
|------------|-----------|----------|
| 1:250 (A1) | Oct 16    | Planning |
| 5886       | T(20) E05 | P1       |

- NOTES:**
1. Contractor must check and confirm all dimensions and levels with the surveyor.
  2. All dimensions must be rounded up to the nearest millimetre.
  3. This drawing is not to be scaled.
  4. The drawing is not to be used for construction without the approval of the architect and the client.
- Approved by: [Signature]  
 Date: [Date]



Note: "Ob." denotes obscured glass in window

P1 - Revision for planning, New Client  
 Date: 21/02/17

**Rolfe Judd**  
 Architects  
 041 Church Court, Colwyn Bay, The Quay, Llandudno LL50 2DQ  
 T 01248 355610  
 www.rolfe-ajudd.co.uk

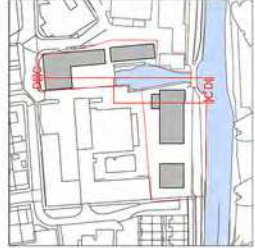
Client: Access Self Storage Limited

Project: Silverdale Road, Hayes II

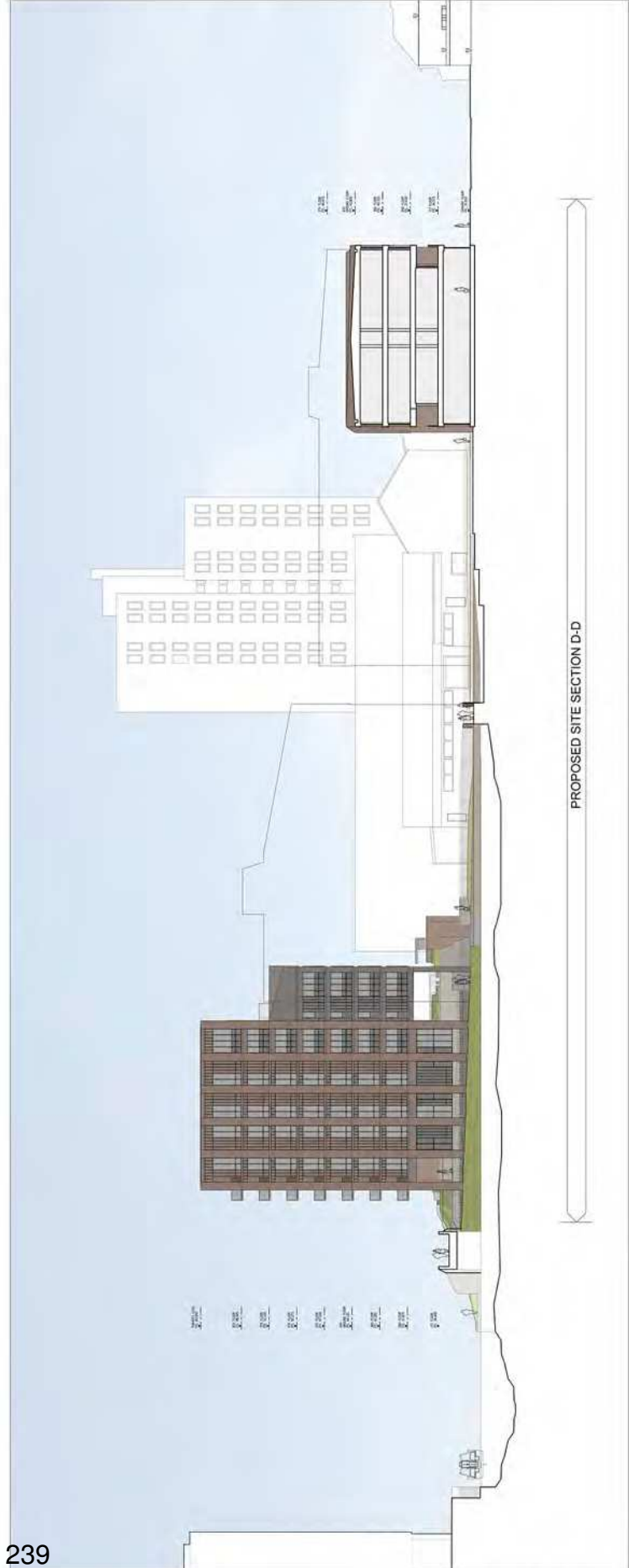
Drawing: Proposed Site Sections A, A & B, B

Scale: 1:250 (A1)  
 Date: Feb 17  
 Job Number: 5886  
 Drawing Number: T(20) S01  
 Revision: P1  
 0000007\_Silverdale(20)S01

- NOTES**
1. Contractor must check that all dimensions are correct.
  2. All dimensions must be worked out from the centre of the building.
  3. The drawing is not to be scaled.
  4. The drawing is not to be used for any other purpose without the written permission of the Architectural Practice and to comply with the relevant Codes of Practice and British Standards.



PROPOSED SITE SECTION C-C



PROPOSED SITE SECTION D-D

Note: "Ob." denotes obscured glass in window

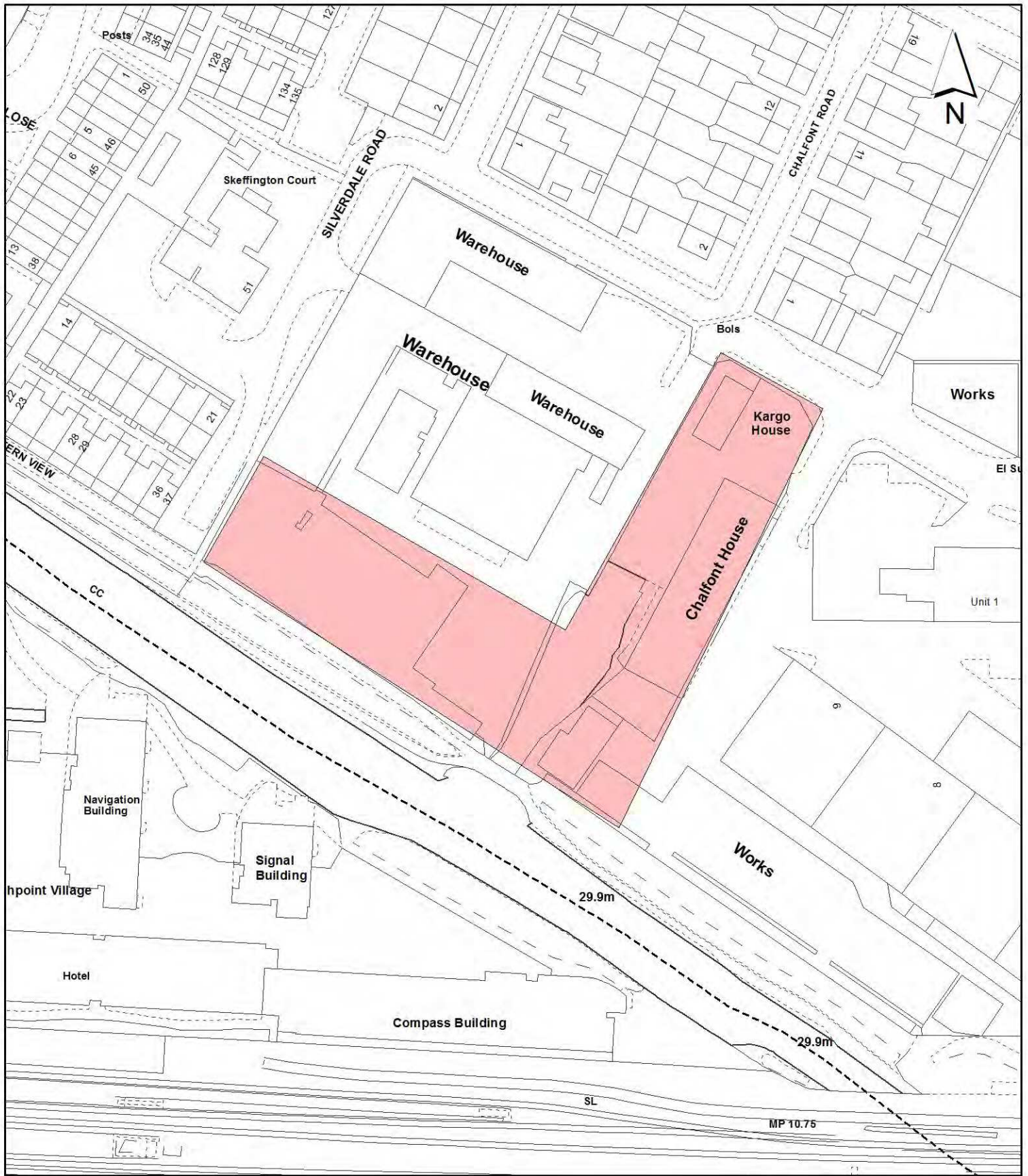
P1 Re-issued for planning, New Chart  
21/02/17  
Rev: \_\_\_\_\_ Date: \_\_\_\_\_

**Rolfe Judd**  
Architectural Planning Institute  
Old Church Court, Chigwell Road, The Oval, London E9 8JZ  
T 020 3586 1500  
www.rolfe-judd.co.uk

Client: Access Self Storage Limited  
Project: Silverdale Road, Hayes II

Drawing: Proposed Site Sections C.C & D.D

Scale: 1:250 (A1)  
Date: Feb 17  
Stage: Planning  
Job Number: 5886  
Drawing Number: T(20) S02  
Revision: P1  
01/08/2017\_Silverdale20170202



**Notes:**

 Site boundary

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Site Address:  
**Silverdale Industrial Estate**  
**Silverdale Road**

**LONDON BOROUGH OF HILLINGDON**  
**Residents Services**  
**Planning Section**  
 Civic Centre, Uxbridge, Middx. UB8 1UW  
 Telephone No.: Uxbridge 250111

Planning Application Ref:  
**71374/APP/2016/4027**

Scale:  
**1:1,250**

Planning Committee:  
**Major Page 240**

Date:  
**March 2017**



## **Report of the Head of Planning, Sport and Green Spaces**

**Address** RANDALLS 7-9 VINE STREET UXBRIDGE

**Development:** Change of use of the ground and part first floor of the Randalls building from Use Class A1 to Use Class A3 (flexible use within Use Class A1/A3 for the island display cabinet), conversion of part of the first floor from Use Class A1 to Use Class C3 (residential); addition of a second storey roof top extension to provide residential apartments (Use Class C3) and external restoration works; the erection of three new residential blocks (Use Class C3) ranging from 3 to 6 storeys in height, a new ground floor retail unit (Use Class A1), conversion of the Old Fire Station Building to duplex apartments (Use Class C3); the provision of associated landscaping, car parking and associated works, to provide 58 residential units in total and 750 sqm of commercial floorspace, involving the demolition of the 1960's extension to the Randalls building, caretakers flat and warehouse buildings (full planning permission).

**LBH Ref Nos:** 41309/APP/2016/3391

41309/APP/2016/3392

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1800 RANDALLS BUILDINGS  
 1960s KITCHENS  
 1960s THE OLD PRESBYTERIAN

SITE BOUNDARY  
 1800 RANDALLS BUILDINGS  
 1960s KITCHENS  
 1960s THE OLD PRESBYTERIAN

SITE: 1510-101  
 PROJECT: RANDALLS, UNBRIDGE  
 DRAWING NO: 1510-101  
 DATE: MAY 2016  
 SCALE: 1:2000  
 DRAWN BY: JPA  
 CHECKED BY: JPA  
 APPROVED BY: JPA

Inland homes  
 jpa  
 JPA ARCHITECTS  
 1000 West 10th Street, Suite 100  
 Vancouver, BC V6H 1T1  
 Tel: 604.681.1111  
 Fax: 604.681.1112  
 Email: info@jpa.ca  
 Website: www.jpa.ca



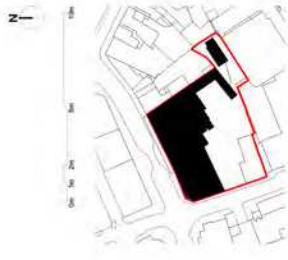


This plan is to be used in conjunction with the site plan and the proposed development and retention schedule. It is not to be used as a standalone document. The plan is subject to the provisions of the Planning and Development Act 2007 and the Planning and Development Regulations 2007. It is not to be used for any other purpose without the written consent of the Planning Authority.

Legend:  
 - Site Boundary  
 - Proposed Demolition  
 - Proposed Retention

PROJECT: 1510-103  
 CLIENT: INLAND HOMES  
 DATE: MAY 2016  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]





1910-210  
11/10/2013  
MAY 2014

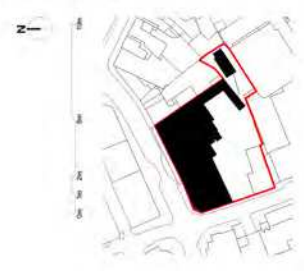
**Inland homes**  
jpa

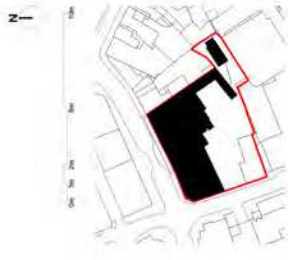
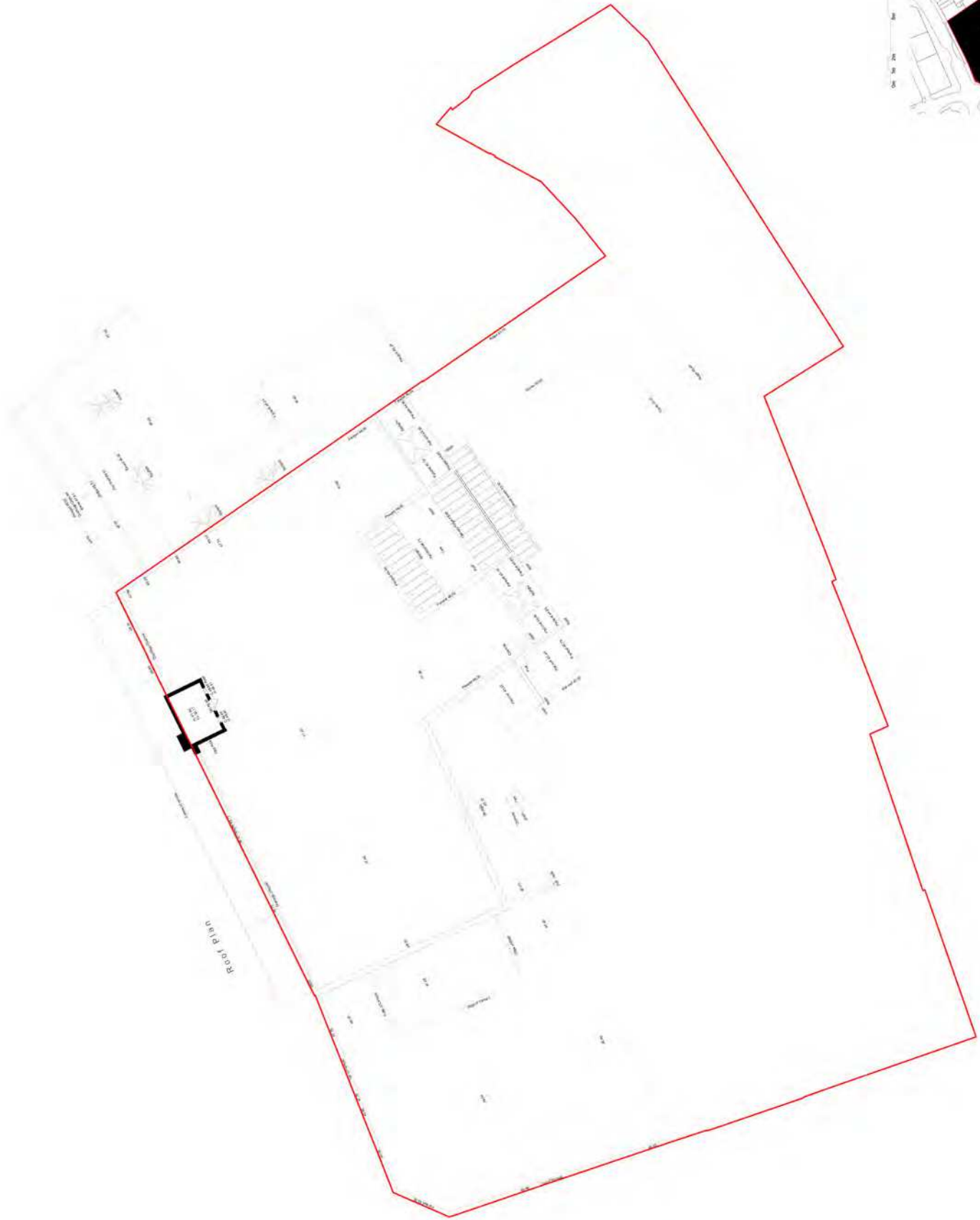
11100 E. 19TH AVE. SUITE 100  
DENVER, CO 80202  
TEL: 303.755.4400  
WWW.INLANDHOMES.COM

ARCHITECT: JPA ARCHITECTS  
PROJECT NO. 1910-210  
DATE: MAY 2014

1. GENERAL NOTES  
2. FINISHES  
3. MECHANICAL  
4. ELECTRICAL  
5. PLUMBING  
6. STRUCTURE

Legend:  
- WALL  
- DOOR  
- WINDOW  
- CLOSET  
- HALL  
- STAIR  
- ELEVATOR  
- MECHANICAL  
- ELECTRICAL  
- PLUMBING  
- CEILING  
- FLOOR  
- FINISH





**inland homes**  
**jpa**

**1910-212**  
11/09/2012

ARCHITECT: [unreadable]  
DATE: [unreadable]

11/09/2012

11/09/2012

13.12.16  
 13.12.16  
 13.12.16

13.12.16  
 13.12.16  
 13.12.16

13.12.16  
 13.12.16  
 13.12.16

13.12.16  
 13.12.16  
 13.12.16

**PLANNING**

1:100B/A2  
 MAR 2016

0m 1m 2m 5m 10m



LES  
 4)

13.12.16  
13.12.16  
13.12.16

AMENDMENTS IN RESPONSE  
TO HBC COMMENTS

rev | date | initials | description

drawing:  
BLOCK 1 - LISTED BUILDING - LEVEL 1

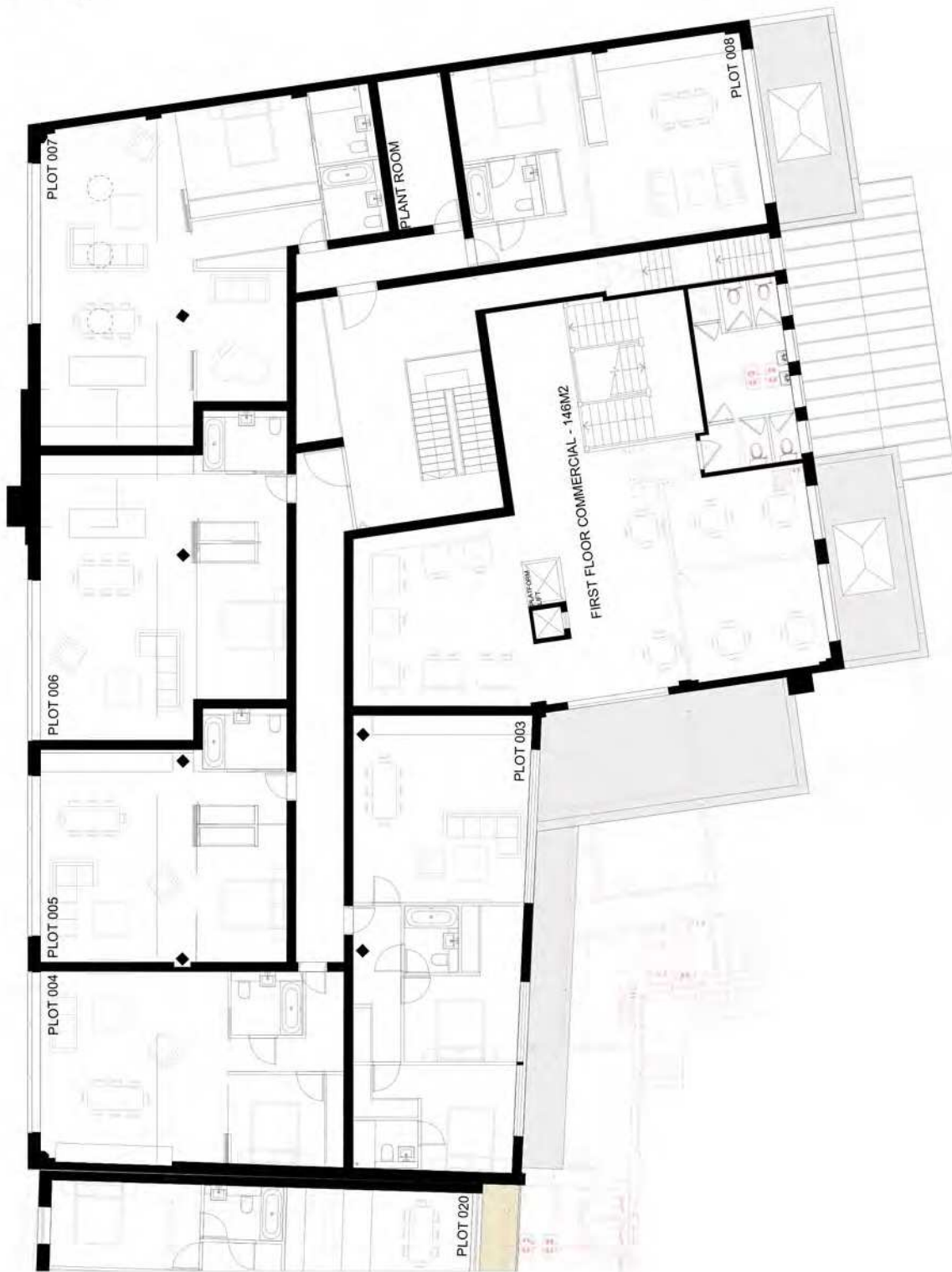
PROJECT:  
RANDALLS, UXBRIDGE

drawing no:  
**1510-214** 05.12.16

revision:  
date:

PLANNING  
scale:  
1:100@A2  
date:  
MAR 2016

0m 1m 2m 5m 10m



13.12.16 TO HBC COMMENTS  
rev | date | initials | description

drawing: BLOCK 1 - LISTED BUILDING - LEVEL 2

PROJECT: RANDALLS, UXBRIDGE

drawing no: 1510-215  
revision: 31.08.16

PLANNING  
scale: 1:100@A2  
date: MAR 2016

0m 1m 2m 5m 10m







VINE STREET

CRICKET FIELD ROAD

Beaufort

283  
282  
1  
3  
5

6



VINE STREET

283  
282

1

3

5

6



CRICKET FIELD ROAD

Beaufort

283  
282

1

3

5

6

VINE STREET

CRICKET FIELD ROAD

Beaufort



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1810-503 74.127M  
 1:10000 4/1/2024

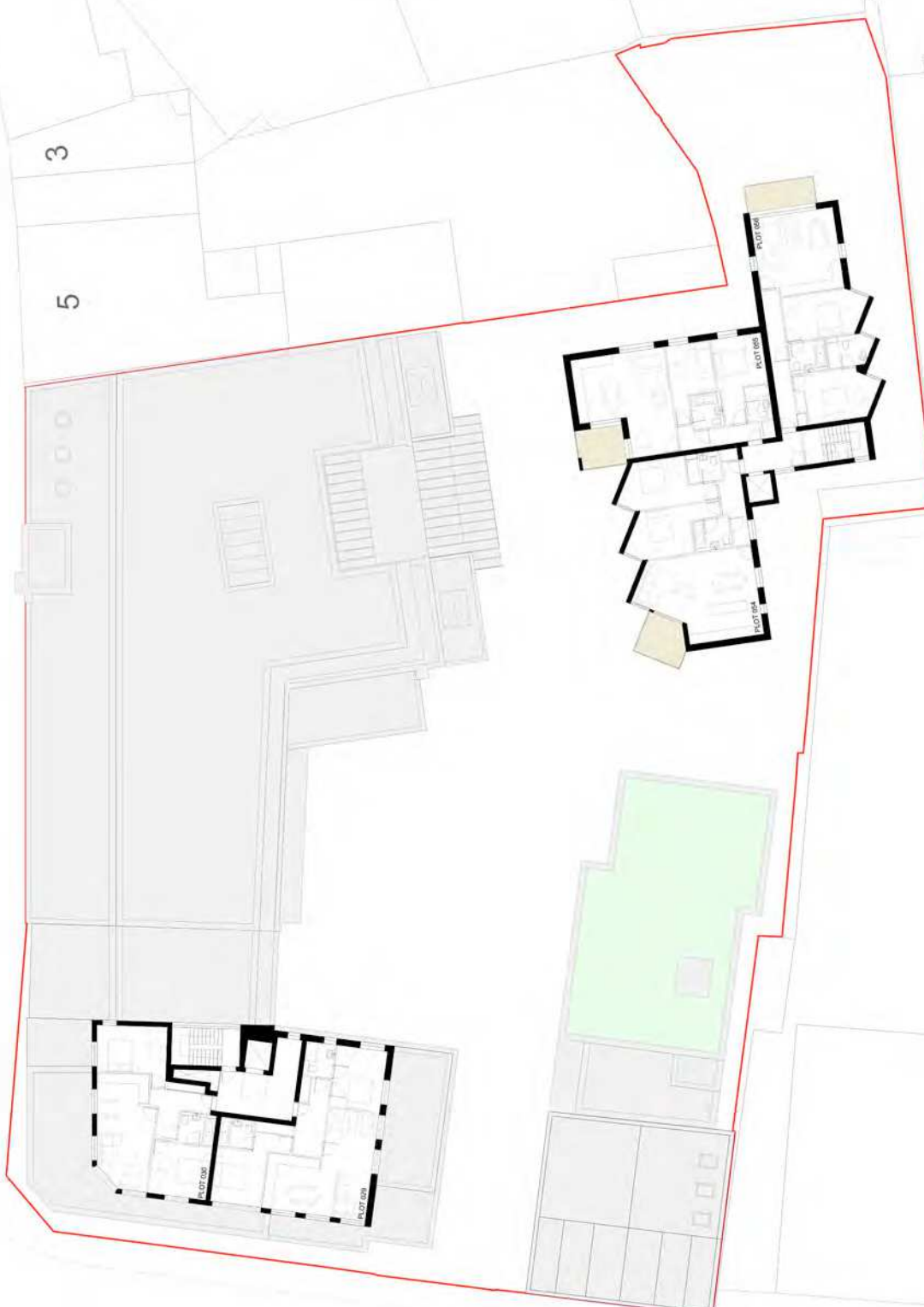
Inland homes  
 jpa

VINE STREET

CRICKET FIELD ROAD

Beaufort

1  
3  
5  
6  
283  
282



PLANNING PERMISSION IS GRANTED FOR THE DEVELOPMENT OF A RESIDENTIAL DEVELOPMENT OF UP TO 10 UNITS WITH AN OVERALL FLOOR AREA OF UP TO 1000 SQ M. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY CONSENTS FROM THE LOCAL AUTHORITY. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY CONSENTS FROM THE LOCAL AUTHORITY. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY CONSENTS FROM THE LOCAL AUTHORITY.

INLAND HOMES  
1870-504  
11/12/20  
11/10/20  
11/08/20  
11/06/20  
11/04/20

Inland homes  
jpa

VINE STREET

CRICKET FIELD ROAD

Beaufort

283  
282

1

3

5

6



VINE STREET

CRICKET FIELD ROAD

Beaufort

283  
282  
1  
3  
5

6



1:1000  
DATE: 15/03/2018  
DRAWN BY: JPA  
CHECKED BY: JPA  
PROJECT: 1810-506  
SHEET: 1/1  
SCALE: 1:1000  
INLAND HOMES  
JPA  
1810-506  
1/10000  
1810-506  
1/10000  
1810-506  
1/10000

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Legend:  
 - SITE BOUNDARY  
 - OUTLINE OF PRINCIPAL LISTED BUILDING  
 - FULLY LISTED BUILDING  
 - BUILDING WITH PHYSICAL LINK TO LISTED BUILDING  
 - BUILDING WITH PHYSICAL LINK TO LISTED BUILDING (PARTIAL)  
 - BUILDING WITH PHYSICAL LINK TO LISTED BUILDING (ADJACENT)

PROJECT: LISTED BUILDING CURTAGE LISTING BUILDINGS  
 LOCATION: HONDALES, LINCOLN  
 REFERENCE: 1510-102  
 DATE: MAY 2016  
 SCALE: 1:2000

**Inland homes**  
**jpa**  
 JPA ARCHITECTS  
 1510-102  
 1510-102



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DATE: 11/01/2024

PROJECT: THE VINEYARD

- 1. Overall Design
- 2. Site Plan & Land Use
- 3. Architectural Details
- 4. Structural Details
- 5. Civil Details
- 6. Other Details

FOR MORE INFORMATION CONTACT US AT: 1100841

PROJECT NO: 1100841

DATE: 11/01/2024

PROJECT: THE VINEYARD

DATE: 11/01/2024

DATE: 11/01/2024



1100841 - 11/01/2024  
 1100841 - 11/01/2024  
 1100841 - 11/01/2024







01 PROPOSED COURTYARD ELEVATION  
NOT TO SCALE, SCALE 1/8" = 1'-0"

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DATE: 10/15/2014  
DRAWN BY: JPA  
CHECKED BY: JPA  
PROJECT: 1510/401

- 1. Overall Design
- 2. Massing and Sectional Views
- 3. Exterior Materials and Colors
- 4. Window and Door Details
- 5. Site Plan
- 6. Other Notes

1510/401  
10/15/2014  
PLANNING

INLAND HOMES  
11008A1  
MAY 2016

**Inland homes**  
**jpa**

1510/401  
1510/401  
1510/401  
1510/401



02 PROPOSED COURTYARD ELEVATION  
NOT TO SCALE, SCALE 1/8" = 1'-0"

DATE: 10/15/2014  
DRAWN BY: JPA  
CHECKED BY: JPA  
PROJECT: 1510/401

- 1. Overall Design
- 2. Massing and Sectional Views
- 3. Exterior Materials and Colors
- 4. Window and Door Details
- 5. Site Plan
- 6. Other Notes

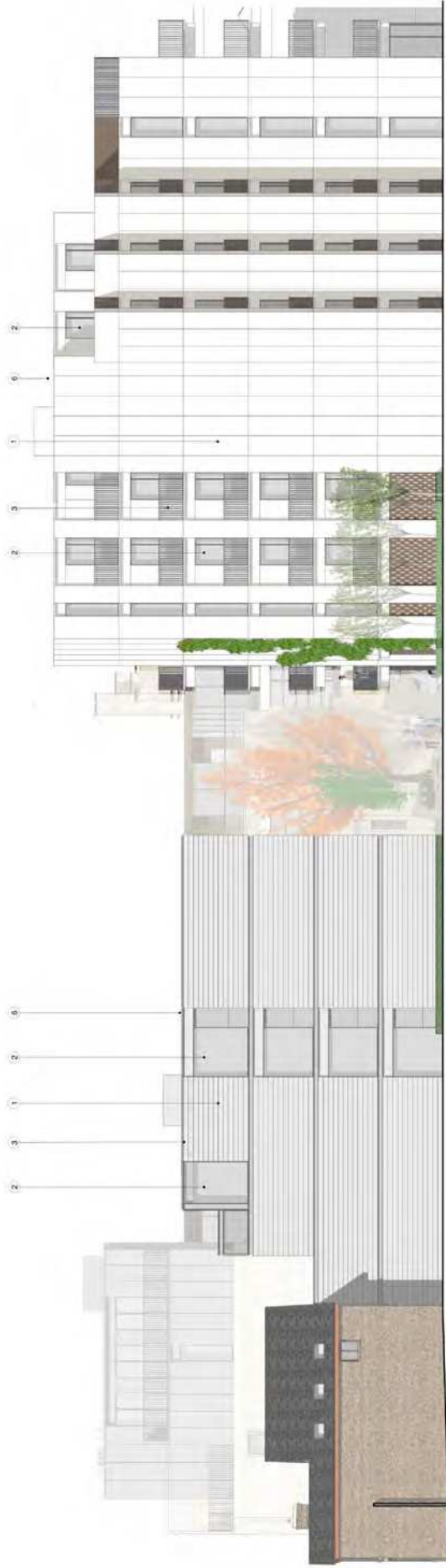
1510/401  
10/15/2014  
PLANNING

INLAND HOMES  
11008A1  
MAY 2016

**Inland homes**  
**jpa**

1510/401  
1510/401  
1510/401  
1510/401

1510/401  
1510/401  
1510/401  
1510/401



BLOCK 3 - THE OLD PASTORAL

BLOCK 4

COURTYARD

BLOCK 5

02 PROPOSED COURTYARD ELEVATION  
 NORTH EAST ELEVATION, SCALE 1:50

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BENNETT HOUSE

BLOCK 5

COURTYARD

MILKMAKERS WINE STREET

VINE STREET

02 PROPOSED COURTYARD ELEVATION  
 NORTH WEST ELEVATION, SCALE 1:50

0 1 2 5 10m

1. OVERSEAS TRAVEL  
 2. MOVING AND STORAGE  
 3. HOME INSURANCE  
 4. HOME SECURITY  
 5. HOME MAINTENANCE  
 6. HOME RENOVATIONS  
 7. HOME DECORATION  
 8. HOME ENERGY  
 9. HOME INVESTMENT  
 10. HOME FINANCE

PROJECT: 1510/402  
 DATE: 18/12/16  
 DRAWING: PLANNING  
 CLIENT: JPA ARCHITECTS  
 DATE: MAY 2016

Inland homes  
 jpa  
 10th Floor, 100 Queen Street, Melbourne, VIC 3000  
 Tel: 03 9600 1000 | Email: info@jpa.com.au



01 PROPOSED SOUTH-WEST ELEVATION  
PROJECTION, SCALE 1:50



02 PROPOSED NORTH-WEST ELEVATION  
PROJECTION, SCALE 1:50



03 PROPOSED NORTH-EAST ELEVATION  
PROJECTION, SCALE 1:50



04 PROPOSED SOUTH-EAST ELEVATION  
PROJECTION, SCALE 1:50

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|     |      |             |
|-----|------|-------------|
| NO. | DATE | DESCRIPTION |
|     |      |             |
|     |      |             |
|     |      |             |

PROJECT: PROVISION  
PROPOSED ELEVATIONS  
DRAWING NO: 1510/431  
DATE: 13.12.16  
PLANNING  
1510/431  
MAY 2016

**Inland**  
homes  
**jpa**

J.P. & C. QUAY  
100 RIVERVIEW DRIVE  
MOUNTAIN VIEW  
AUCKLAND  
PH: 09 487 1510  
WWW.JPA.CO.NZ

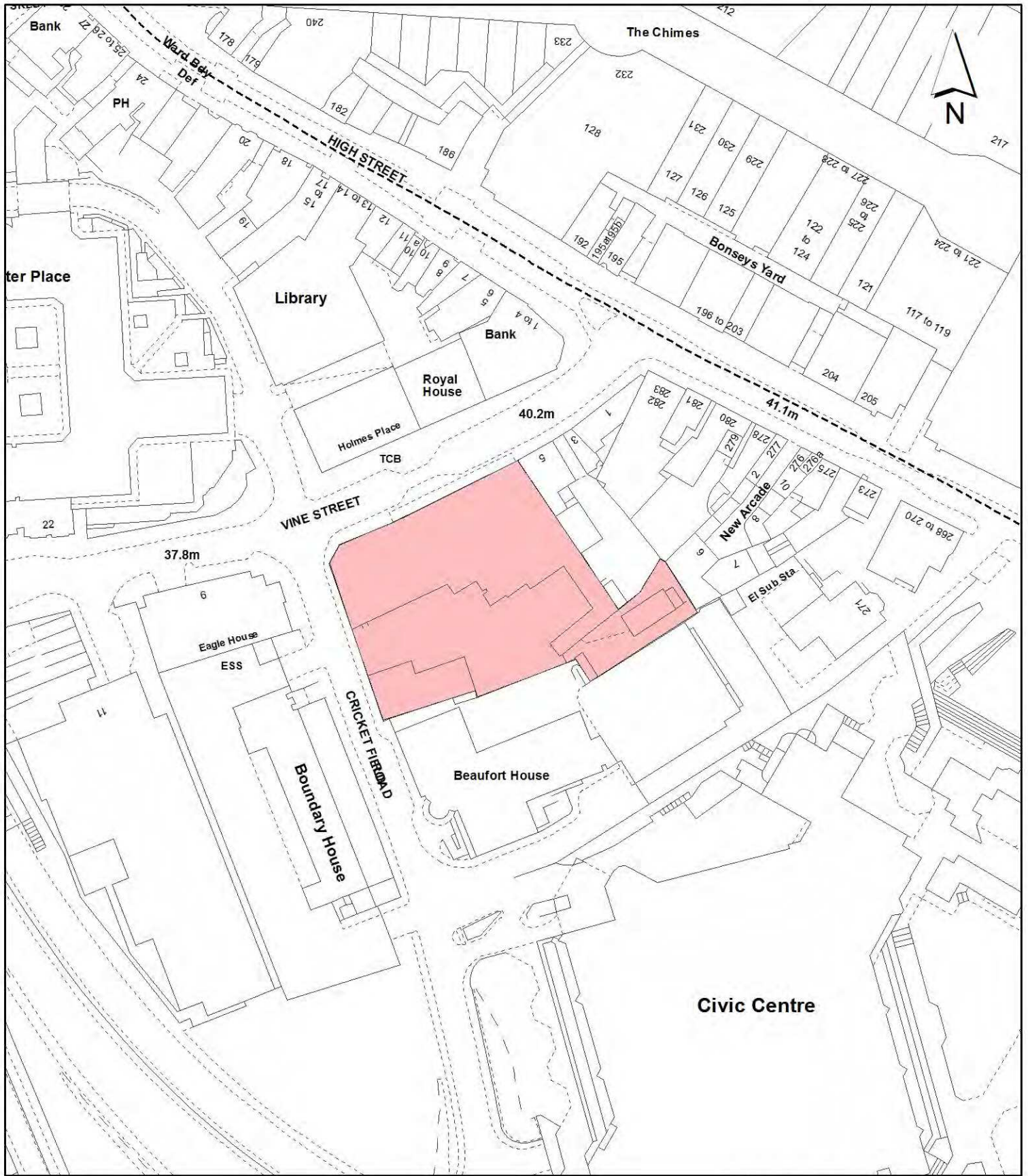












**Notes:**

 Site boundary

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Site Address:

**Randalls  
 7-9 Vine Street**

**LONDON BOROUGH  
 OF HILLINGDON**  
 Residents Services  
 Planning Section  
 Civic Centre, Uxbridge, Middx. UB8 1UW  
 Telephone No.: Uxbridge 250111

Planning Application Ref:  
**41309/APP/2016/3391**

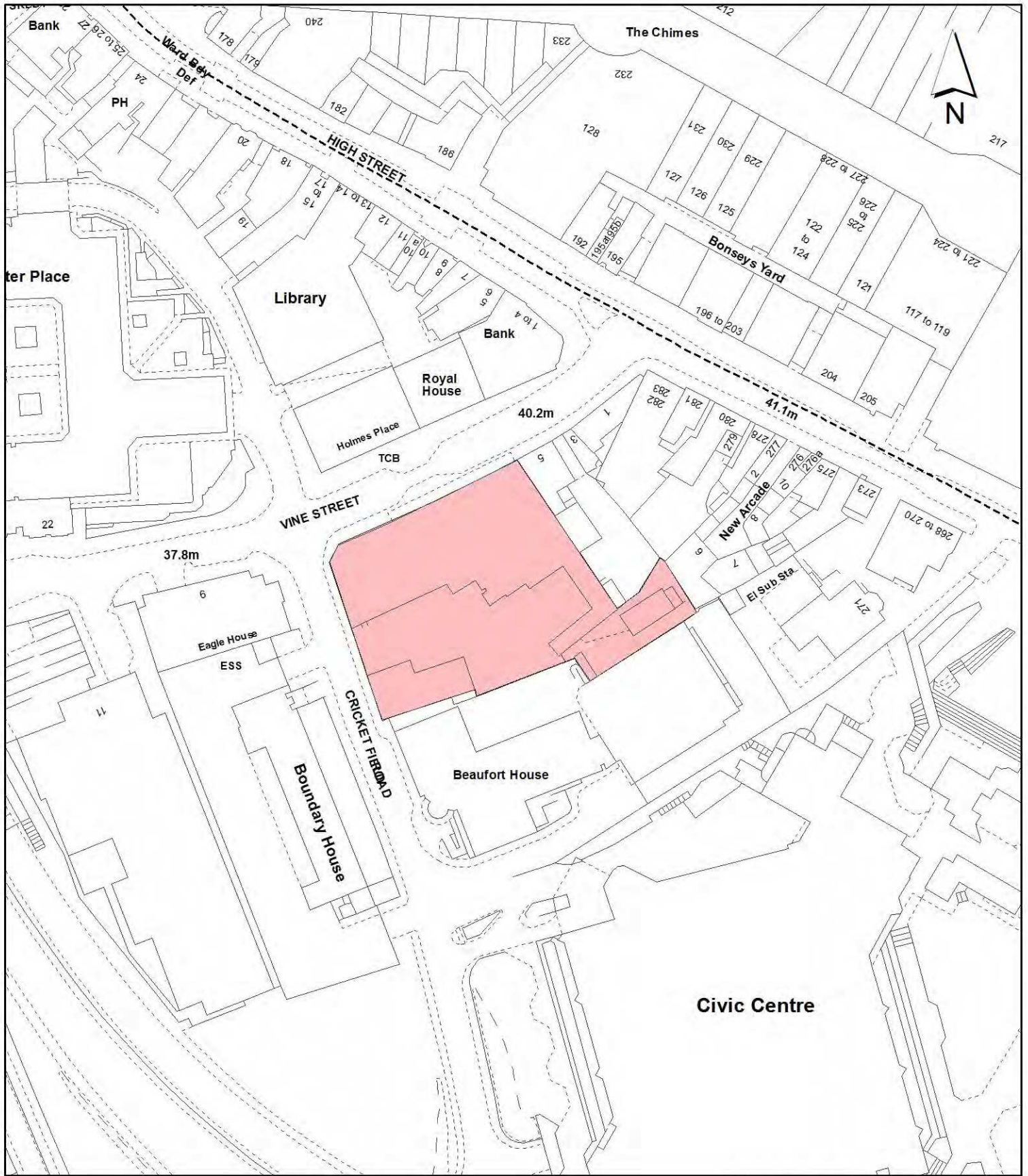
Scale:  
**1:1,250**

Planning Committee:  
**Major Page 266**

Date:  
**March 2017**







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 Site boundary

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Site Address:

**Randalls  
 7-9 Vine Street**

**LONDON BOROUGH  
 OF HILLINGDON**  
 Residents Services  
 Planning Section  
 Civic Centre, Uxbridge, Middx. UB8 1UW  
 Telephone No.: Uxbridge 250111

Planning Application Ref:  
**41309/APP/2016/3392**

Scale:  
**1:1,250**

Planning Committee:  
**Major Page 267**

Date:  
**March 2017**



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